



Visión Salinas 2040 General Plan

City of Salinas | December 2025
Public Review Draft



VISIÓN SALINAS
— 2040 —

Table of Contents

Introduction 4

1. Vision and Overview 5

Vision Statement and Plan Purpose	5
Core Values and Guiding Principles	6
Related Plans	6
Plan Organization and Use	10

2. Community Profile 13

Salinas History	13
Demographics	18

3. Community Engagement 22

Introduction	22
Public Outreach Structure and Events	23
Engagement Summary	31

Built Environment 32

4. Introduction 33

Overview	33
Equity Connection	33
Guiding Principles Connection	34
Related Plans Connection	35

5. Land Use Element 40

Introduction	40
Assets and Challenges	40
Place Type Land Use Plan	45
Goals and Policies	76
Land Use Implementation	86

6. Housing Element Summary 92

7. Community Design Element 93

Introduction	93
Assets and Challenges	93
Goals and Policies	95
Community Design Implementation	97



8. Circulation Element 102

Introduction	102
Assets and Challenges	106
Road Network Classifications	109
Goals and Policies	113
Circulation Implementation	149
Technical Details (Appendix A)	154

9. Noise Element 170

Introduction	170
Assets and Challenges	170
Goals and Policies	171
Noise Implementation	179

Environment and Sustainability 182

10. Introduction 183

Overview	183
Equity Connection	183
Guiding Principles Connection	184
Related Plans Connection	185

11. Conservation and Environmental Safety Element 187

Introduction	187
Assets and Challenges	188
Goals and Policies	202
Conservation and Environmental Safety Implementation	210

12. Open Space Element 217

Introduction	217
Related Plans	217
Assets and Challenges	219
Goals and Policies	223
Open Space Implementation	225

Socioeconomic Systems 228

13. Introduction 229

Overview	229
Equity Connection	229
Guiding Principles Connection	229
Related Plans Connection	230

14. Health and Environmental Justice Element 233

Introduction	233
Environmental Justice Communities in Salinas	239
Community Engagement	241

Assets and Challenges	242
Goals and Policies	251
Health and Environmental Justice Implementation	258
15. Arts, Culture and Youth Element	267
Introduction	267
Assets and Challenges	268
Goals and Policies	269
Art, Culture, and Youth Implementation	271
16. Public Safety Element	275
Introduction	275
Assets and Challenges	276
Goals and Policies	279
Public Safety Implementation	283
17. Economic Development Element	288



Introduction



Type of Building Use			
1. Agriculture/Industry	2. Office/Professional	3. Retail/Service	4. Residential
5. Transportation	6. Government/Institutional	7. Recreation/Open Space	8. Other

Facilitation Questions
1. (Icebreaker with introductions)
What is your favorite park?
2. What is the most important land use priority in your district? What do you think the city needs the most?
3. Where do you see the buildings/uses in this guide going in your district or the city?

Mountain
Desert
Transition
Transformation



1. Vision and Overview

Vision Statement and Plan Purpose

Vision Statement: In 2040, Salinas is an inclusive and safe city where all persons can thrive. Salinas is a city that values transparency, community participation, and opportunity for youth and residents. Its unique culture and identity as a diverse community with agricultural, ecological, and architectural resources is celebrated and honored through festivities, art, and community design. Responsible growth and redevelopment promote equitable economic opportunities, diverse housing options, quality infrastructure, and safe access to parks, schools, commercial centers, and other community amenities.

Visión Salinas 2040 is the first comprehensive update to the City of Salinas General Plan since 2002. Over the past two decades, Salinas has grown in both size and population, continuing its transformation from a town of less than 14,000 in 1940, to the largest city in Monterey County with over 163,000 residents. New State laws have changed the planning landscape since 2002, requiring local governments to address the housing crisis and climate change. The General Plan update comes at a crucial moment for the City and is an opportunity to evaluate the community's current housing needs; promote small business development; practice smart growth; enhance public spaces, parks, and recreation; and make Salinas more sustainable.

General plans are required in California to guide future development, investment, and programs based on the community's vision. The General Plan plays the foundational role in regulating land use in the city and provides direction for all zoning regulations, ordinances, guidelines, and area or specific plans. The goals, policies, and



actions of Visión Salinas 2040 reflect the voice of the community and help determine City values, budget, and priorities over the next 20 years. In short, the General Plan update will affect where people live, work, and play, how they get around and much more.

The roots of this General Plan start in 2013 with the creation of the City's first Economic Development Element, formally adopted in 2017 (2017 EDE). In 2010, a non-profit - the Salinas Planning and Research Corporation (SPARC) - formed to assist the City with creating a master economic plan to respond to the Great Recession of the late 2000s. Significant public engagement and a partnership with the community-based organization Building Healthy Communities evolved this effort into full General Plan element that included a more holistic and equitable approach to economic growth and success.

The 2017 EDE saw successful economic development as fundamental to prosperity of Salinas. This prosperity was defined as the well-being of the community's residents and businesses that comes from the availability of jobs that provide economic livelihood, educational opportunities, and a safe and healthy environment (2017 EDE, 1:1). The 2017 EDE was a foundational document for this General Plan, and its goals and policies are integrated throughout this document.

Core Values and Guiding Principles

Visión Salinas was originally an initiative launched in 2017 to coordinate public outreach of multiple planning efforts happening at the same time and to develop a vision and Guiding Principles for the eventual General Plan update. The Vision Statement above, and the overarching core value and Guiding Principles below are the result of an extensive engagement effort and shaped the policymaking of this General Plan.

Overarching core value: *An inclusive, diverse, and welcoming city where all persons can thrive.*

Guiding Principles:

- **Economic Prosperity, Equity, and Diversity:** A city where all persons have equitable access to prosperity through a diversified economy, jobs, and educational and training opportunities.
- **Housing Opportunities for All:** A city with a diversity of housing types and affordability levels for its residents.
- **Healthy and Safe Community:** A city that strives to protect and improve the personal safety, health, and welfare of the people who live, work, and visit.
- **Youth are the Future:** A city where youth flourish and have equitable access to education, recreation, and a healthy urban environment.
- **Collaborative, Inclusive, and Engaged Decision-Making:** A transparent and responsive City government driven by the voices of a participatory community.
- **Livable and Sustainable Community:** A well-planned city with a thriving community core and commercial corridors, excellent infrastructure (streets, sewers, parks, trees and open spaces, libraries, and community facilities, etc.) that meet the unique and changing needs of the community.



- **Connectivity, Access, and Mobility:** An active city with a well-connected, eco-friendly network of multi-modal streets, bikeways, greenways and trails, and effective public transportation options.
- **A Community to Celebrate:** A city that celebrates, promotes, preserves, and honors the diversity, history, art, and culture of its community.

Related Plans

The General Plan update builds on extensive community planning efforts occurring since the 2002 General Plan, particularly those in recent years. In the past decade, Salinas completed over a dozen citywide and district plans and community engagement projects, as well as participated in regional planning efforts in the Monterey County area. Related Plans include:

- **Salinas Ag-Industrial Center Specific Plan (SAIC) (2010):** The Ag-Industrial Center Specific Plan establishes the 257-acre Ag-Industrial Center in the southeast corner of the city. The Ag-Industrial Center is still the largest undeveloped industrial area in the city and critical for maintaining Salinas' position in agricultural commerce.

- **Gateway Center Specific Plan (2011):** The Gateway Center Specific Plan covers roughly 20 acres at the northwest corner of the San Juan Grade/East Boronda Road intersection. This commercial project is part of the North of Boronda Future Growth Area and is anchored by a Lowe's home improvement store with capacity for other retail outbuildings ranging from 3,500 to 15,000 square feet.
- **Downtown Vibrancy Plan (2015):** The Downtown Vibrancy Plan (DVP) strives to make downtown the heart of Salinas and a destination. The DVP recommends reconfiguring streets to emphasize walking and biking, stimulating private investment and public redevelopment of key sites, managing parking resources, and creating a hub of gathering.
- **Economic Development Element (2017):** The Economic Development Element (EDE) was first incorporated into the General Plan in 2017. The 2017 EDE aligns strategies and actions to address its core themes of safety, jobs, and health. It also examines long-term land availability for economic development and identified Economic Opportunity Areas throughout the city.
- **Salinas and Pajaro Valley Farmworker Housing Study and Action Plan (2018):** The City of Salinas led this regional study, which includes a survey of 420 farmworkers in the counties of Monterey and Santa Cruz. Study data indicates an overwhelming need for more than 45,000 additional units of affordable, permanent, year-round family housing in the region to alleviate critical overcrowding.
- **Visión Salinas Guiding Principles (2018):** Visión Salinas was launched in 2017 as a collaborative effort to coordinate engagement for concurrent community plans and create Guiding Principles for this General Plan update. The eight General Plan Guiding Principles are the result of engagement efforts with more than 1,000 people through meetings, surveys, and pop-ups.



- **The Salinas Plan (2018):** The Salinas Plan is a ten-year plan that provides the City with a path to maintain a long-term balanced budget while preserving City services and addressing the affordable housing crisis.
- **East Alisal Street Corridor Plan (2019):** This conceptual plan envisions East Alisal Street as a multimodal corridor, extending the complete streets work on West Alisal Street to the eastern edge of the city. It also recommends creating a district identity program and other actions to facilitate a thriving community corridor.
- **Parks, Recreation, and Libraries Master Plan (2019):** This plan inventories the physical and programmatic needs of Salinas' parks, recreation facilities, and libraries. Community engagement showed that renovating and upgrading existing facilities was resident's top concern, with creating new parks also a top priority.
- **Monterey County Analysis of Impediments to Fair Housing Choice (2019):** The City of Salinas was the lead agency on this federally required report for Monterey County jurisdictions that receive federal entitlement grants (e.g., Community Development Block Grants, Emergency Solutions Grants). This report analyzes the extent of fair housing issues in Monterey County and its jurisdictions and evaluates the availability of a range of housing choices for all county residents.

- **Alisal Vibrancy Plan (2019):** The Alisal Vibrancy Plan (AVP) is the first resident-led community plan for the east side of Salinas, commonly known as the Alisal. The AVP aims to alleviate and reverse the underinvestment that the community has faced for decades both pre and post annexation into the city.
- **Chinatown Revitalization Plan (2019):** The Chinatown Revitalization Plan builds upon the history and cultural uniqueness of this community to tackle challenges brought by historical segregation and neglect..
- **West Area Specific Plan (2019):** The West Area Specific Plan (WASP) covers the western portion of the North of Boronda Future Growth Area, except the corner in the Gateway Center Specific Plan (see above), from San Juan Grade Road to Natividad Road. It plans for over 4,300 housing units in neighborhoods designed according to principles of New Urbanism, with a mix of commercial, recreational, and other uses.
- **Central Area Specific Plan (2020):** The Central Area Specific Plan (CASP) covers the North of Boronda Future Growth Area between Natividad Road and Constitution Road. This plan includes over 3,900 housing units and is also designed according to New Urbanism principles.
- **Public Art Master Plan (2020):** The Public Art Master Plan recognizes the importance of public art in Salinas and its potential as a catalyst for neighborhoods and residents. The Plan is a guiding document for the Public Art Commission.
- **Consolidated Plan and Alisal Neighborhood Revitalization Strategy (2025):** The Consolidated Plan (Con Plan) is a five-year (fiscal years 2025-2029) strategic plan that identifies the City's goals for federal funding programs from the U.S. Department of Housing and Urban Development (HUD). It includes the Alisal Neighborhood Revitalization Strategy, which opens additional funding opportunities for East Salinas.
- **Vision Zero Action Plan (2021):** This is a strategic plan to eliminate traffic-related deaths in Salinas. It identifies roads and intersections with high collision rates and contains recommendations for making them safer.
- **Monterey-Salinas Transit Comprehensive Operational Analysis (2021):** Monterey-Salinas Transit (MST) is the agency responsible for public transit in Salinas and Monterey County. The MST Comprehensive Operational Analysis outlines recommendations for transit routes and increased ridership.
- **Monterey County Multi-Jurisdictional Hazard Mitigation Plan (2022):** Salinas is one of the 12 incorporated municipalities and five special districts that are parties to the Monterey County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). The MJHMP meets Federal Emergency Management Agency (FEMA), Code of Federal Regulations (44 CFR §201.6), and federal Disaster Mitigation Act requirements for hazard mitigation planning.
- **Safe Routes to School Plan (2022):** The City of Salinas Safe Routes to Schools Plan describes community-identified needs and recommendations to be considered for infrastructure projects and programs that support walking, bicycling, and carpooling to 45 K-12 public schools in Salinas. The plan also identifies possible funding sources and implementation priorities.
- **2045 Metropolitan Transportation Plan and the Sustainable Communities Strategy (2022):** This is a plan adopted by the Association of Monterey Bay Area Governments (AMBAG) as the region's Metropolitan Planning Organization (MPO) to improve transportation systems and sustainability. Metropolitan Transportation Plans (MTP) are federally required by 49 USC 5303(i) and the Sustainable Communities Strategy (SCS) is required by state law SB 375 of 2008.

- **180/400-Foot Aquifer Subbasin**

Groundwater Sustainability Plan (2022): This plan was developed by the Salinas Valley Basin Groundwater Sustainability Agency (SVBGSA) for the long-term sustainability of the 89,700-acre subbasin, which stretches under the southwest boundary of Salinas.

- **Eastside Aquifer Subbasin Groundwater Sustainability Plan (2022):**

This plan was developed by the SVBGSA for the long-term sustainability of the 57,500-acre subbasin that sits east of U.S. 101 and stretches from Prunedale to Gonzales.

- **Fire Department Long-Range Master Plan (2023):**

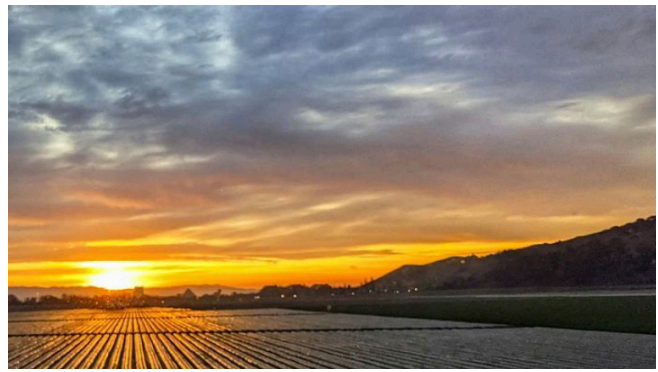
This report serves as the Salinas Fire Department Community Risk Assessment: Standards of Cover. It follows closely the Center for Fire Public Safety Excellence (CPSE) 6th Edition Community Risk Assessment: Standards of Cover model that develops written procedures to determine the distribution and concentration of a fire and emergency service agency's fixed and mobile resources.

- **Salinas Sanitary Sewer Master Plan Update (2023):**

This plan assists the City in prioritizing existing and future wastewater collection system needs through repair, rehabilitation, replacement, and new facility installation.

- **Housing Element Update (2023):** The 2023-2031 Housing Element fulfills the statutory requirements and deadline for the State's 6th Cycle Housing Element Update process, including planning for the local Regional Housing Needs Allocation (RNHA) and a range of programs to increase housing production and access for all residents.

- **Alisal District Identity Master Plan (2024):** The Alisal District Identity Master Plan offers guidelines for the East Salinas community to strengthen the district's identity. The guidelines include streetscape improvements, open space improvements, façade improvements, graphic identity, and public art.



- **Stormwater Master Plan (2024):** This plan details the existing conditions of the stormwater sewer systems and identifies needs for future grey and green infrastructure projects to manage stormwater and flooding in Salinas.

- **Broadband Master Plan (2024):** The primary objective of the Broadband Master Plan is to create an actionable strategy to achieve universal broadband access in Salinas. The plan outlines a strategic approach to enable the City to pursue and secure competitive federal, state, and local funding for its broadband infrastructure.

- **Active Transportation Plan (2024):** The Salinas Active Transportation Plan (ATP) is a roadmap for future walking and biking facilities around the city, including sidewalks, intersection improvements, bicycle facilities, and trails. The ATP replaces the 2002 Bikeways Plan, the 2004 Pedestrian Plan, and positions projects for future grant funding opportunities.

- **Urban Forest Management Plan (2024):** The Urban Forest Management Plan (UFMP) addresses tree canopy cover, protection policies, and adjusting tree planting and maintenance programs to reflect current challenges such as pests and climate change. It recommends regularly updating the City Tree Inventory (last completed in 2014), preparing for threats to the urban forest, investing in equitably increasing tree plantings, and educating the public on the value of City trees.

- **Salinas Airport Master Plan (2026 – in progress):** The Salinas Municipal Airport is in the process of updating its master plan. The plan guides future development of the airport over a 20-year period. This plan examines airport operations and facility layouts but does not include an update of the Salinas Municipal Airport Land Use Plan.
- **Alisal Streetscape Master Plan (2026 – in progress):** This plan outlines the reconfiguration of commercial corridors in the Alisal neighborhood (i.e., East Alisal Street, East Market Street, Williams Road, Sanborn Road) to support safety, economic activity, and multiple modes of transportation. This plan helps implement recommendations from Vision Zero and the Alisal Vibrancy Plan.

Plan Organization and Use

California law (Government Code section 65302) requires every City and County to prepare and adopt a comprehensive and long-range General Plan that addresses eight topics (or “elements”): land use, circulation, housing, conservation, open space, noise, safety, and environmental justice. The format of these elements can be tailored to meet the needs of the community, provided that required topics are addressed and elements are internally consistent, as is the case with Visión Salinas 2040. A General Plan may also have additional elements beyond the eight required by Government Code. Visión Salinas 2040 also includes a Community Design Element; Economic Development Element; Arts, Culture and Youth Element; and a Public Safety Element.

Although each element is independent, all elements are interrelated and work together to support the City’s vision for the future. Certain goals and policies of one element may also address issues that are the primary subjects of other elements. The integration and internal consistency of overlapping issues throughout the General Plan elements provides a strong basis for implementation of actions as well as related plans

and programs, and achievement of community goals.

Below is a brief description of each General Plan Element:

- The **Land Use Element** guides the general distribution, location, extent, and intensity of present and future land uses and describes the compatibility of the compatibility of land uses, such as residential, mixed-use, industrial, or open space and public service.
- The **Housing Element** establishes the City’s goals and policies for addressing housing challenges for all of Salinas’ residents including production, affordability at all income levels, reducing homelessness, fair housing, and more. Due to its unique statutory requirements, a 2023-2031 Housing Element was adopted in December 2023 as a separate document. This document contains a summary of the adopted Housing Element and demonstrates consistency with its goals and programs.
- The **Community Design Element** addresses neighborhood and urban placemaking and design, and the enhancement and conservation of the natural, historic, and aesthetic resources in Salinas that form the community’s unique character.
- The **Circulation Element** coordinates the citywide circulation system with planned land uses and promotes non-private automobile modes of transportation, such as walking, biking, and public transit.
- The **Noise Element** addresses the physiological, psychological, and economic effects of noise by providing effective strategies to reduce excessive noise and limit community exposure to loud noise sources.
- The **Conservation and Environmental Safety Element** plans for the protection of Salinas’ natural environment and resources, identifies potential natural and human-caused hazards to the community, including the effects of climate change, and addresses practices to increase the resilience and adaptability of residents, workers,

and visitors, while improving emergency preparedness and response.

- The **Open Space Element** expresses community goals and identifies specific actions to protect and enhance the city’s parks and recreational spaces to ensure a high-quality living environment in Salinas.
- The **Health and Environmental Justice Element** establishes important goals and programs to address historic injustices in the community related to the built and natural environment and improve overall community health and well-being.
- The **Economic Development Element** supports expansion of employment opportunities through business retention and

expansion, and advancement of economic prosperity for residents through workforce development and education.

- The **Arts, Culture, and Youth Element** establishes goals and programs related to increased youth empowerment, public art programs, and community events that celebrate Salinas’ unique culture.
- The **Public Safety Element** addresses issues of crime, violence, and other human-caused hazards and identifies methods to provide a safe and enjoyable environment by promoting non-violent conflict resolution, effective emergency response and design techniques that support safety.

Visión Salinas 2040 consolidates the eight mandated elements and the additional custom elements for Salinas into three “pillars” (i.e., chapters):

State-Mandated Element	Visión Salinas 2040 Element	Pillar
Land Use	Land Use Element	Built Environment Pillar
Housing	Housing Element	
Circulation	Circulation Element	
Noise	Noise Element	
Optional	Community Design Element	
Conservation	Conservation and Environmental Safety Element	Environment and Sustainability Pillar
Safety		
Open Space	Open Space Element	
Environmental Justice	Health and Environmental Justice Element	Socioeconomic Systems Pillar
Optional	Public Safety Element	
Optional	Economic Development Element	
Optional	Arts, Culture, and Youth	

The General Plan Elements include maps, diagrams, and technical analysis that serve as foundation for future planning efforts. The Elements also contain the City's long-range goals for the future, and the policies and actions to meet those goals. The goals, policies, and actions are structured as follows:

- **Goals:** Broad statements that describe community desires. Each goal has one or more policies associated with the goal.
 - » **Goal numbering:** Each goal starts with the element acronym and is followed by the number of the goal (e.g., LU -1 = Land Use Element, first goal).
- **Policies:** More specific statements that guide decision making and directs ongoing efforts as the City works to achieve a goal. Each policy has one or more actions associated with the policy.
 - » **Policy numbering:** Each policy has two parts: first, the number of the goal it supports, and second, the number of the policy in the order underneath that goal (e.g., Policy LU-1.3 = Land Use Element, first goal, third policy).
- **Actions:** Measurable or specific tasks or procedures intended to help implement a specified goal or policy.
 - » **Action numbering:** Each action has three parts: first, the number of the goal it supports, second, the number of the policy it supports, and third, the number of the action in the order underneath that goal and policy (e.g., LU-1.3.2 = Land Use Element, first goal, third policy, second action).



Together, these components convey the community's long-term vision and guide local decision making to achieve that vision. City staff apply General Plan goals and policies to provide direction to development applicants and land use analysis for the City Council, Planning Commission, and other boards and commissions. General Plan actions comprise a detailed implementation program to further focus City department work programs, priorities, and budgeting.

2. Community Profile

Salinas is located in the northeast portion of Monterey County (see Figure 1) and is approximately 105 miles south of San Francisco. The city is surrounded by unincorporated rural and agricultural land. Nearby unincorporated communities include Bolsa Knolls to the north, Speckles to the south, and Boronda to the west. The area is known as the “Salad Bowl of the World,” due to its vibrant agricultural industry. It is the largest of 12 incorporated cities in Monterey County and has served as the county seat since 1872, making it a population, economic, and governmental center for the county.

Salinas History

The area now known as Salinas was inhabited by the Ohlone/Coastanoan-Esselen people long before Spanish settlers occupied the land in the early 1800s. During the rancho period of Mexican rule in California, following Mexico’s secession from Spain in 1822, the Salinas area comprised several large land grants but had a minimal human population. Salinas evolved through the acquisition of two significant ranchos, Rancho Nacional and Rancho Sausal, and the entrepreneurial activities of early settlers James Bryant Hill and Jacob Leese. The town’s name, derived from the Spanish word for “salt marsh,” reflects its geographical features. Salinas has existed as a town since 1856, gradually developing into the vibrant community it is today.

During the late 1860s, Salinas started to receive attention for its agricultural richness for wheat, barley, and cattle ranching and began taking on the characteristics associated with established cities. By July 1868, Salinas had only 12 to 14 buildings, but by the end of that year, there were approximately 125 buildings, with many more under construction. The Southern Pacific Railroad came to Salinas in 1872 when Salinas was granted a limited incorporation status. Soon after, Salinas



Photos of laborers in the Salinas Valley in the 1930s by Leonard Nadel (top) and Dorothea Lange (bottom).

became the county seat of Monterey County, and the City of Salinas was formally incorporated in 1874. The region’s agricultural industry and railroad growth shaped the city, allowing for more permanent development. The county’s agricultural industry and government services are centered in Salinas to this day.

During the 1920s, a significant change in agriculture occurred with the introduction of lettuce and other row crops. The development of ice-bunkered railroad cars made it possible to ship fresh produce nationwide, and lettuce became a Salinas Valley mainstay. The availability of electrical power also influenced farming practices by allowing farmers to extract groundwater and therefore plant a greater variety of crops.

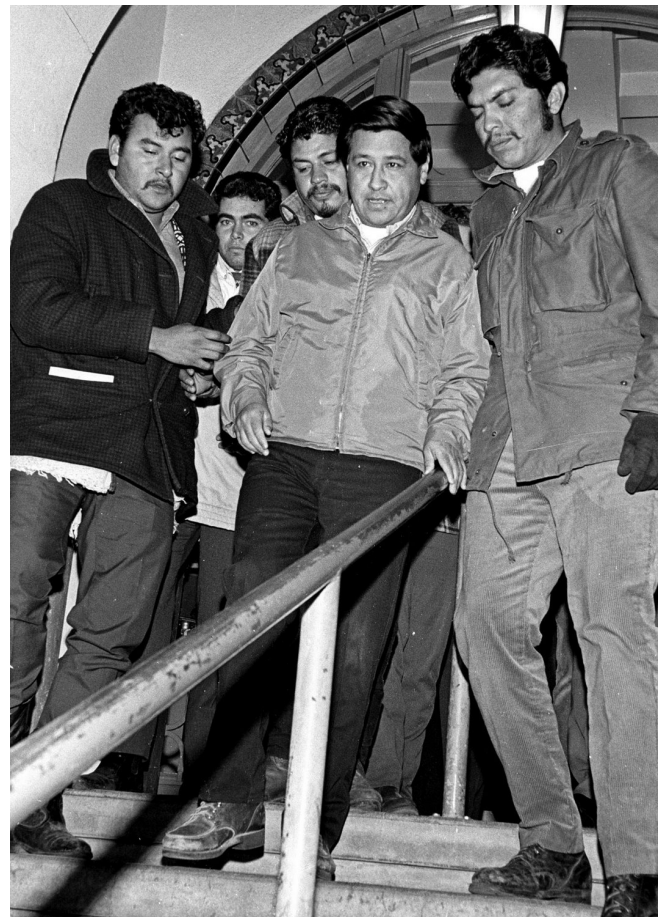


Main Street Salinas 1929.

By the 1930s, Salinas had transformed not only in its physical landscape but also in its cultural diversity as immigrants came with unique stories and contributions. From Dust Bowl refugees (known as “Oakies” from Oklahoma and “Arkies” from Arkansas) to Filipino field laborers, Japanese flower growers, Chinese and Korean merchants, Italian and Portuguese fishermen, Mexican “braceros,” and East Coast refugees, Salinas became a melting pot of cultures, making it a unique and vibrant place to live and work.

The growth of the region’s agricultural industry created a significant demand for low-cost labor, drawing large numbers of immigrants leading to spatial divisions in the community. Laws like the Chinese Exclusion Act of 1882 set the stage for the creation of segregated communities by prohibiting Chinese immigrants from living in established neighborhoods. Chinese immigrants formed their own community and soon after many immigrants from other nations chose to settle there and in the Alisal neighborhood (East Salinas) because they were not welcome in established areas of Salinas. Well into the 20th century, Salinas’ Chinatown was a thriving, multicultural, mixed-use neighborhood, but it faced a sharp decline in the second half of the 20th century.

Salinas also played a role in the internment of Japanese Americans during World War II. The area now known as the Salinas Rodeo Grounds was prominently used for this purpose, where thousands of Monterey Bay residents of Japanese descent were temporarily confined before



Monterey Herald photo of Cesar Chavez at the Monterey County Jail in 1970.

being transported to a more permanent camp in Arizona. This historical event reflects a dark chapter in the city’s past and highlights the existence of racial tensions in the community. Other racial tensions were also seen in the labor movement beginning with the Lettuce Strike of 1934, which was the bloodiest labor battle in the nation’s history at that time and set the stage for the battle between agricultural companies and labor. The tensions between agricultural companies and the labor force, predominantly Mexican immigrants, made Salinas an important venue for Cesar Chavez and the pursuit of the United Farm Workers Union. These tensions were reflected in the Alisal which developed adjacent to Salinas and was annexed into the city in 1963. However, incorporation of the Alisal did not address ongoing community issues, such as overcrowding and inadequate infrastructure. Infrastructure and development investments to the east side of Salinas were seldom made. This

context of segregation by design underscores the significant challenges many immigrant communities faced, creating trauma and challenges that persist today.

Following World War II, an increase in development resulted in much farmland being converted to housing to facilitate city growth. Over the past 80 years, the community of Salinas has undergone extensive change. The need for an augmented labor force and the creation of the Bracero Program in the 1940s caused significant population increases in the 1950s and 1960s. The city also saw a sharp population increase between 1970 and 2000. Salinas has grown from a small agricultural community of 14,000 in 1950, to the largest city in the county with a population over 163,000 and a land area of approximately 23.5 miles. In addition to being a population center, Salinas holds about one-third of all jobs in the County.

By 2000, the city had a population of 151,060, reflecting the significant amount of growth during previous decades. Most of the city's construction of single-family homes during the past decade occurred in northeast Salinas, south of Boronda Road and east of North Main Street. Major developments included Harden Ranch, Creekbridge, and Williams Ranch, with various affiliated subdivisions. The growth in new subdivisions slowed as the city began to reach the limits of its annexed growth areas. In response to the anticipated need for future growth, the City annexed the North of Boronda Future Growth Area (FGA) in 2008. The North of Boronda FGA is generally bounded by San Juan Grade Road, Rogge Road, Boronda Road, Williams Road, and Old Stage Road. The North of Boronda FGA consists of four areas to be developed through Specific Plans: Gateway, West Area, Central Area, and East Area.

The 2000's presented a series of challenges for Salinas that required ingenuity, determination, and the community coming together to overcome and persevere. These challenges included:

- The 2005 City budget crisis that threatened to close the City's libraries and community centers.
- The 2006 E. coli outbreak, which severely impacted the agriculture industry.
- The 2008 Great Recession and foreclosure crisis, which acutely impacted the real estate market and the City's tax base.
- Increased crime and homelessness.

In response to these challenges, the City and community came together to find solutions that addressed the current needs and positioned the City for future success. These actions included:

- Passing Measure V, a general sales tax increase of .025% in November of 2005 to fund the Salinas Public Library System.
- Collaborating with agricultural industry leaders and federal officials together to establish tougher food safety standards.
- Partnering with community-based organizations and non-profits to provide resources and programing for at risk individuals to reduce crime and homelessness.
- Renewing an emphasis on redevelopment and reinvestment within the City, including opening the Maya Cinemas downtown, promoting City events like the Rodeo at the Sports Complex, and developing the first of many planning efforts to revitalize Chinatown.

The City continued to focus on recovery, redevelopment, and reinvestment in the community through the 2010s. Major development included building the Gateway Specific Plan shopping center, the Regional Soccer Complex, and the Monte Bella residential community; and completing planning and environmental work for the West Area Specific Plan and the Central Area Specific Plan. The city also continued to grow as an agricultural industry center, hosting the Forbes Agriculture Technology summit multiple years and welcoming an expanded Hartnell College East Campus focused

on agricultural studies as well as a new Taylor Farms Headquarters located downtown.

During this time, the city also became an increasingly forward thinking, diverse, and globally connected community. Salinas is part of a thriving Sister Cities network that connects the city to communities across the globe. Salinas established three new Sister City relationships via resolution in the 2010s, bringing the total to seven. Due to improved technology and logistics, Salinas produce is now shipped worldwide, making Salinas a significant part of the global food chain. Salinas' diverse nature has also increasingly been seen as an asset to be celebrated, with organizations such as the Asian Cultural Experience, Salinas Valley Pride, and Building Healthy Communities all working to promote the diversity of the community and advocating the advancement of disadvantaged and minority communities.

By the end of the 2010s, Salinas was facing multiple challenges yet again, this time in the form of global climate change and a statewide housing affordability crisis, both of which resulted in new State laws that forced jurisdictions to update their development practices. In response to years of drought, the 2014 Sustainable Groundwater Management Act resulted in the formation of the Salinas Valley Basin Groundwater Sustainability Agency to oversee Salinas' groundwater supply. The agency is tasked with creating a sustainable management plan for the Salinas Valley and ensuring that cities and agriculture do not overdraft the groundwater basin. Similarly, after years of rising housing costs combined with reduced construction, the State of California passed multiple new housing laws in the late 2010s and early 2020s intended to reduce local barriers to housing construction and promote development of Accessory Dwelling Units, multi-family housing, and affordable housing. As a result of these combined State laws, Salinas was mandated to move forward with increasing housing production, while simultaneously sustainably managing the groundwater supply.



Salinas, like cities across the globe, faced an uncertain future in 2020 during the COVID-19 pandemic. Infection rates stressed the local health care system and caused public health mandated shutdowns, which impacted the economy and the community's ability to gather and socialize. The COVID-19 pandemic also highlighted lingering inequalities. Residential overcrowding caused by high housing costs resulted in increased infection rates among lower income communities, and a lack of access to high quality Broadband internet made remote learning for students and remote work for employees a significant challenge.

However, as with the previous challenges the city has faced, Salinas rallied as a community to mitigate the impacts of COVID-19 and to address the underlying issues that the pandemic brought to light. With an unprecedented \$51 million in Federal American Rescue Plan Act funding, also known as the COVID-19 Stimulus, the City was able to invest heavily in Public Works, Housing, and Library and Recreational Services projects to repair critical infrastructure, increase the supply of affordable housing, and improve or replace aging parks and community centers. The City was also successful in securing multiple State and federal grants during this time to further support these initiatives, develop a Citywide Broadband Master Plan, and support the Visión 2040 General Plan update.



Today, Salinas is a city looking to the future, while addressing the challenges of the present, and continues to pull strength from its diverse community and shared history of perseverance. Coming out of the COVID-19 pandemic, the City is experiencing a rebirth of its downtown core, progress on infrastructure projects, continued investment in the Alisal community, development within the Future Growth Areas, and new businesses seeking to locate within the city. Culturally, Salinas continues to honor its connections to John Steinbeck and maintain longstanding events, such as the California Rodeo, International Air Show, Asian Festival and El Grito. At the same time, Salinas is also developing new traditions like Ciclovía and the Salinas Valley Food and Wine Festival, and growing as a center for music, dance, and public murals.

Although still an agricultural town, Salinas is growing more than food – it's growing opportunity, innovation, and solutions to complex problems. The Visión Salinas 2040 General Plan aims to reflect modern Salinas, while honoring its history and establishing a path for the City to have a vibrant future.

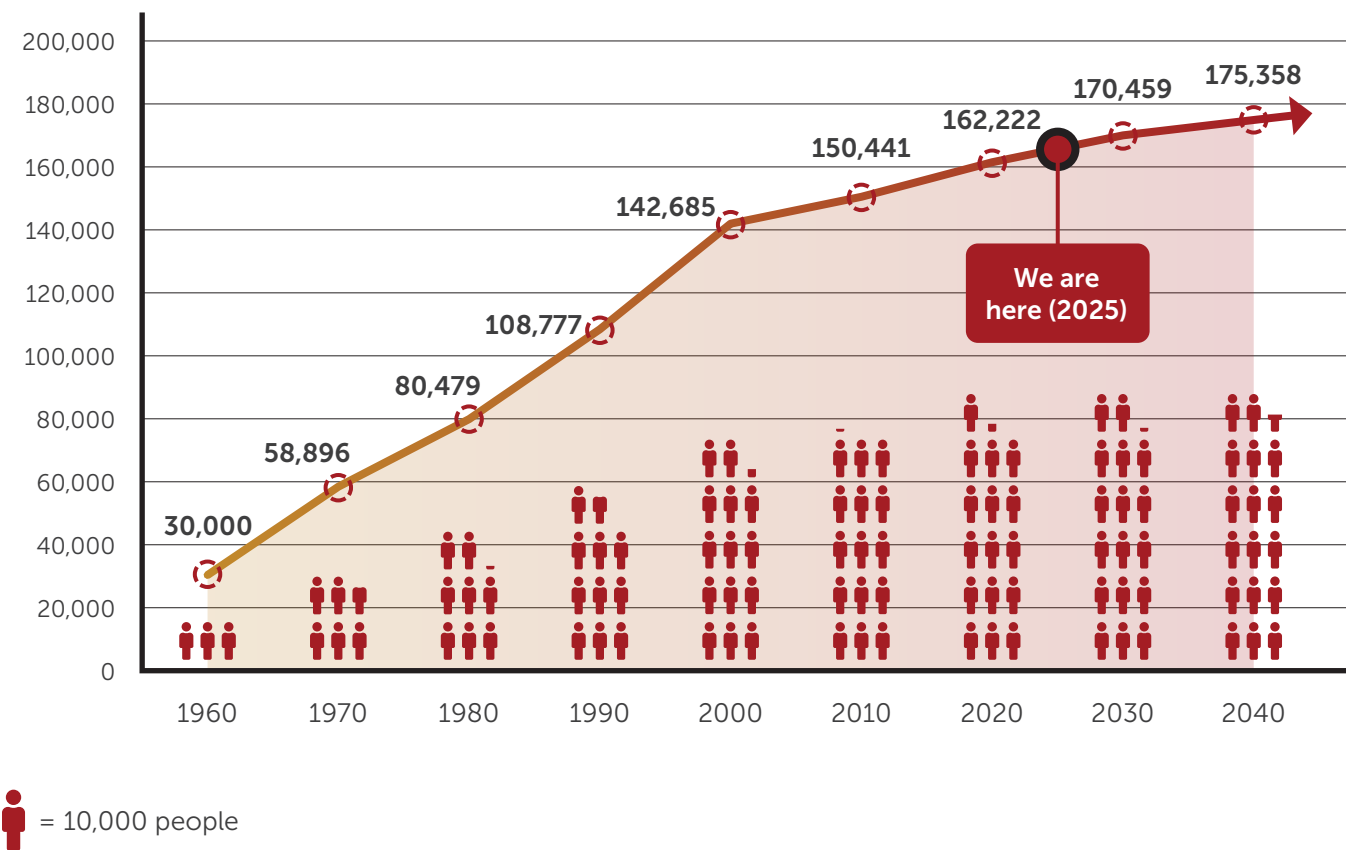
Demographics

This section provides an overview of the existing conditions in Salinas and includes demographic information, such as population, age, and race/ethnicity.

Population

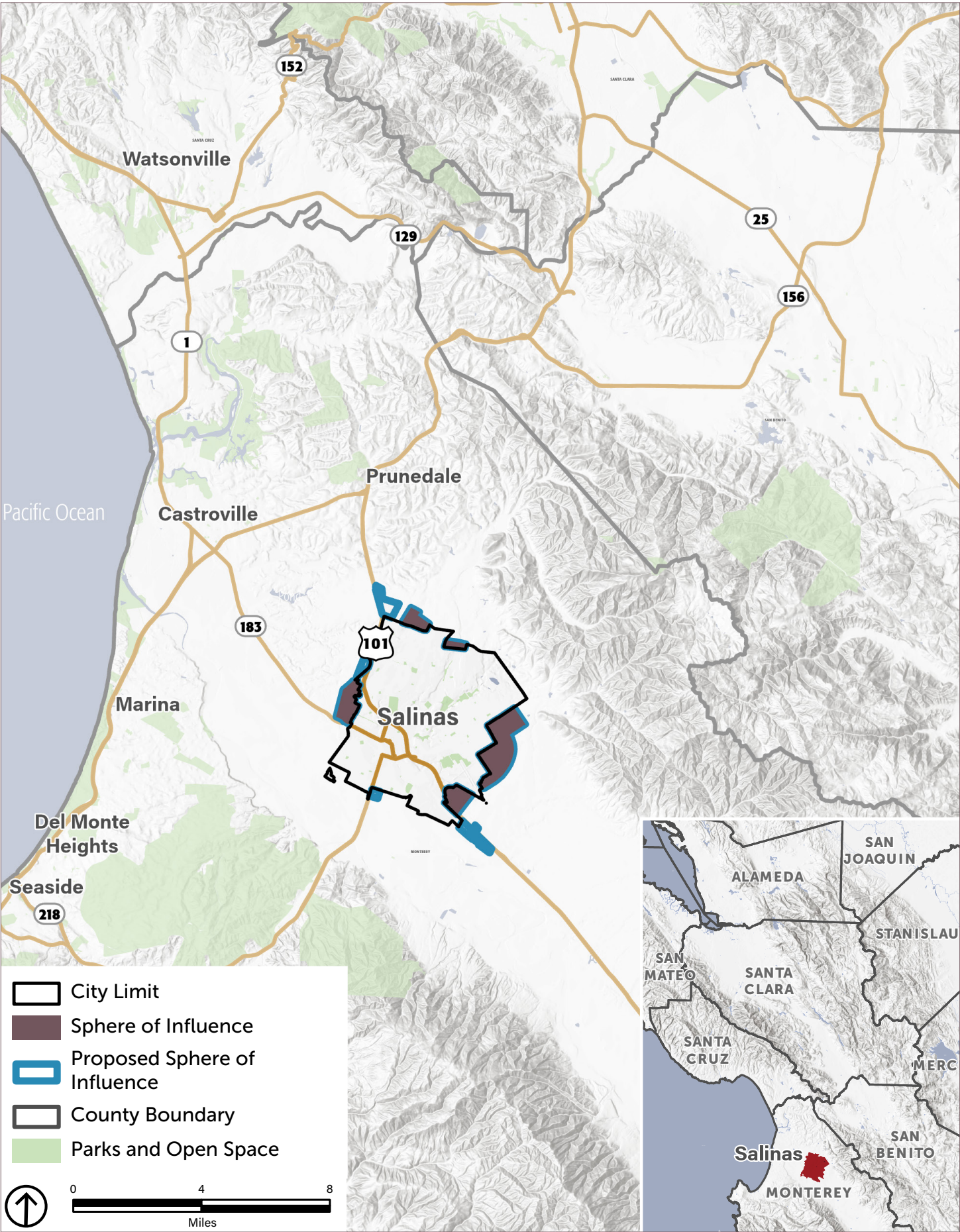
As of 2022, Salinas had a population of over 163,000 people, making it the largest city in Monterey County. By 2040, Salinas’ population is expected to be over 175,000. The city is projected to experience a growth rate of approximately 12 percent between 2015 and 2045, as estimated by the Association of Monterey Bay Area Governments (AMBAG). Projections estimate that the number of housing units will increase by 24 percent, with jobs projected to increase by 17 percent over this period, which could help alleviate the current housing shortage in Salinas.

Figure 1. Population Growth in Salinas, 1960 - 2040



Data Source: AMBAG 2022 Regional Growth Forecast, California Department of Finance.

Figure 2. Regional Vicinity of City of Salinas and Sphere of Influence



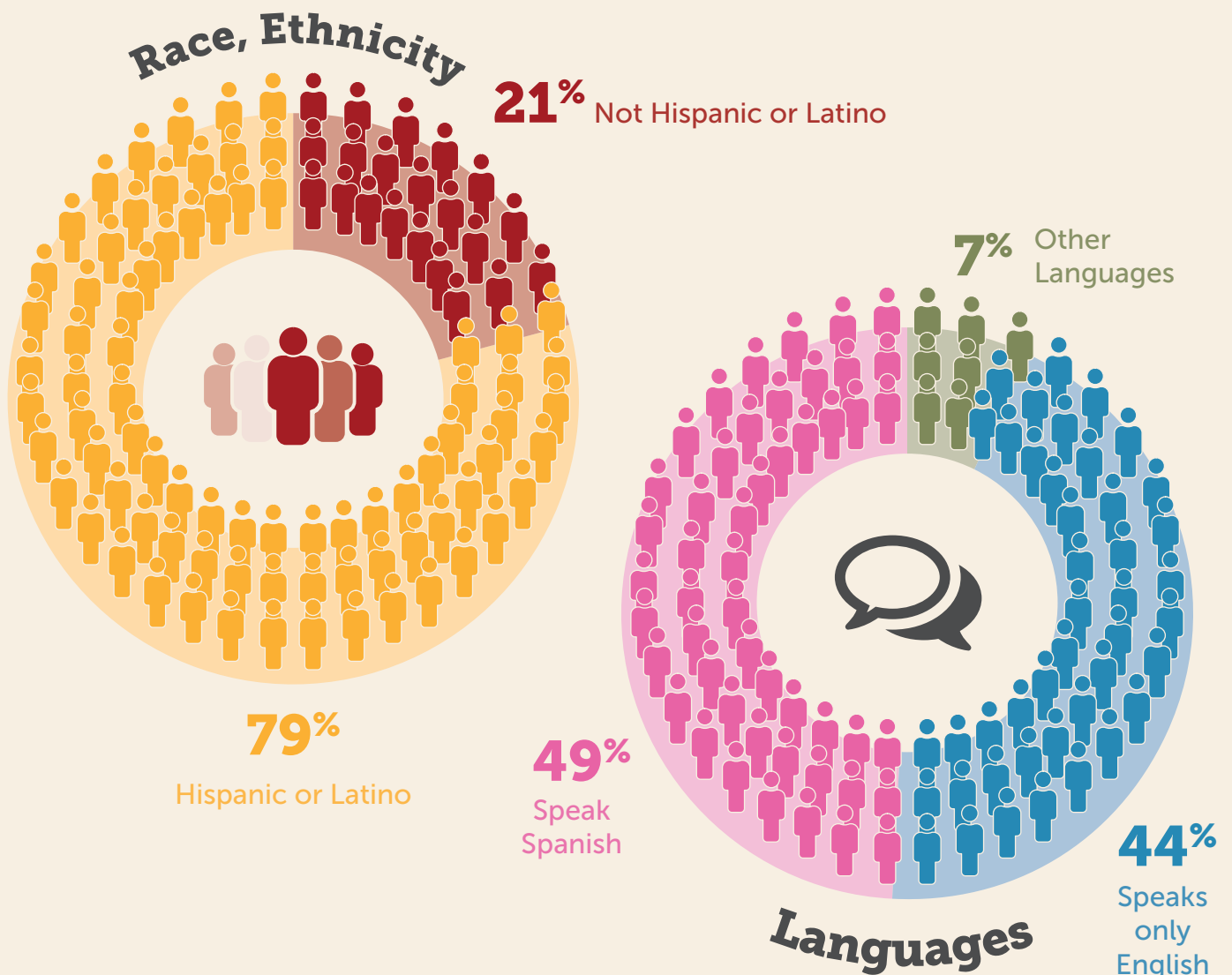
Data Source: PlaceWorks, 2021; City of Salinas, 2021.

Race and Ethnicity

The majority of residents in the city are part of an ethnic or racial minority group. Nearly 80 percent of residents identified as Hispanic or Latino in 2020, which is more than the neighboring jurisdictions of the City of Monterey (17 percent) and Monterey County (59 percent). Nearly half (49 percent) of Salinas residents speak Spanish at home.



Figure 3. Race, Ethnicity, and Language in Salinas



Data Source: 2020 American Community Survey, 5-year estimates.

Age

Salinas has a median age of 31 years, compared with the median age of 36.7 in California and 34.7 in Monterey County. This presents an opportunity to plan a community for all ages where residents of Salinas can work, learn, play, and age within their local community.

Education

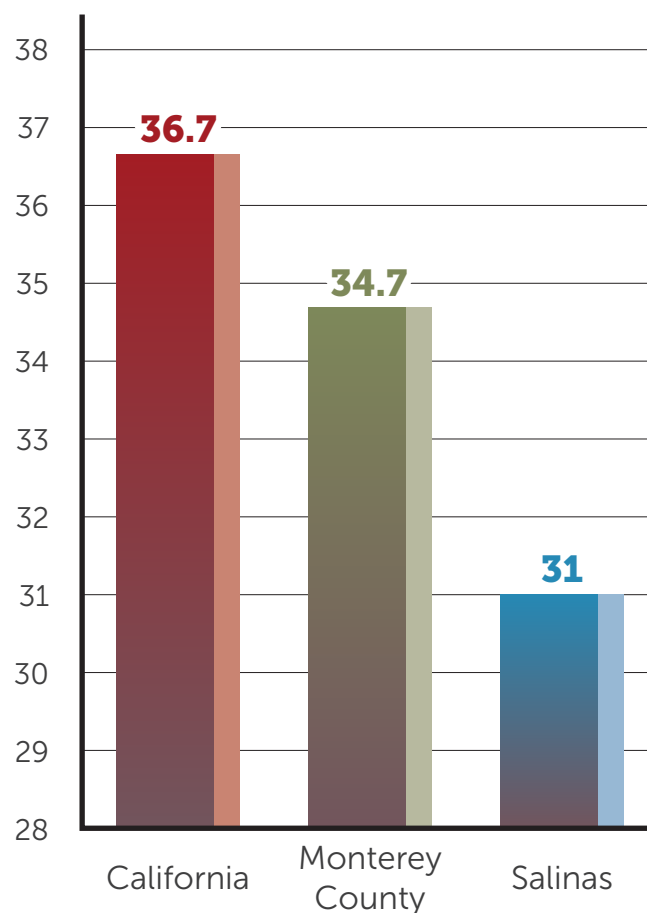
Educational attainment refers to the highest level of education that an individual has completed. In Salinas, 21 percent of adults over the age of 25 have an associate degree or higher. Forty-one percent of adults do not have a high school diploma.

Income

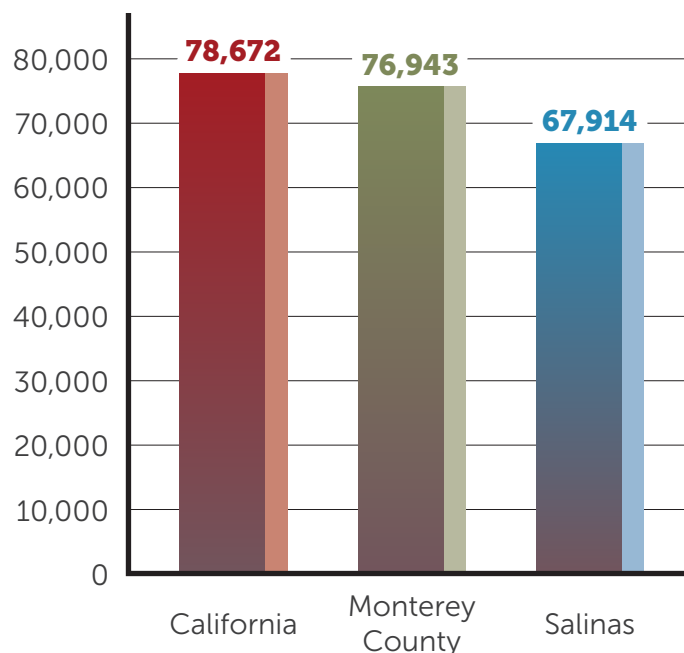
Much of the population in Salinas earns less than the state median income. In 2020, the median household income for Salinas was \$67,914, compared to \$76,943 in Monterey County and \$78,672 in California.

Figure 4. Median Age & Median Household Income, 2020

Median Age



Median Household Income, 2020



Data Source: 2020 American Community Survey, 5-year estimates.

3. Community Engagement

Introduction

Visión Salinas: An Integrated Planning Initiative

In 2017, shortly after the adoption of the Economic Development Element (EDE), the original Visión Salinas was initiated to coordinate citywide public outreach efforts for concurrent community plans and to establish Guiding Principles for this comprehensive General Plan update. The EDE was instrumental in shifting City practices towards more equitable and inclusive engagement and received awards for its community engagement process. It also served as a foundation and guide for the Visión Salinas process. Through the preparation of the core plans of Visión Salinas, including the Alisal Vibrancy Plan; Parks, Recreation, and Libraries Master Plan; and the Chinatown Revitalization Plan, the City established additional practices and partnerships for effective outreach. Visión Salinas' extensive community engagement helped establish a foundation for this update by developing an Overarching Core Value and Guiding Principles for the General Plan Update (see Chapter 1, Vision and Introduction). As part of the General Plan update, Visión Salinas was rebranded to Visión Salinas 2040 and served as the backbone of the planning process.

Visión Salinas 2040 General Plan Engagement

Visión Salinas 2040, like the Economic Development Element, the Alisal Vibrancy Plan (AVP), the Parks, Recreation, and Libraries Master Plan, and the Chinatown Revitalization Plan, was developed with equity at the center. This meant building an outreach strategy with key community stakeholders, using the Spectrum of Community Engagement (see Figure 1) to assess outreach strategies and outcomes, and removing

barriers of participation. The Visión Salinas 2040 community engagement strategy replicated the AVP's equitable outreach vision, and incorporated lessons learned from that process to bring more



11,200+ total people engaged

5,913 People reached through Global Budget Engagement using Guiding Principles



22 Large Workshops



17 Pop-ups at community events and public spaces



16 Steering Committee Meetings



8 Working Group Meetings

Alisal Vibrancy Plan as a Roadmap for Engagement

The AVP planning process was the first time City staff and residents collaborated to create a set of action steps to improve the quality of life for hardworking families who live and work in the Alisal. The other plans under the Visión Salinas umbrella, Parks, Recreation, and Libraries Master Plan, Public Art Master Plan, and Chinatown Revitalization Plan also played a role in ensuring that Salinas community members had a more active role in shaping their communities. The AVP planning process, and collective Visión Salinas efforts, proved to be a huge success and became the standard for community engagement in the City. Following the AVP's acceptance, the City has shown a commitment to practicing authentic engagement with its residents and stakeholders,

to remove participation barriers for vulnerable and underrepresented populations, and to create a process for true policy collaboration with the community.

At the beginning of the Visión Salinas 2040 process, COVID-19 brought new challenges to outreach and required new and deliberate strategies to make sure the process was equitable and inclusive of Salinas' diverse voices. This meant shifting from the traditional approaches, and many of the initial AVP strategies, to digital media. While this proved challenging at first, the process was able to kick-off under a similar structure as the AVP. Initial meetings were held online over Zoom and eventually transitioned to in-person once allowed by State, County, and City protocol.

Removing Barriers to Participation and Building Capacity

The City took many steps to remove barriers to participation and enable community members to participate in the General Plan update process at any level that they desired, whether someone wanted to simply share their ideas through a pop-up event, participate for a few hours at a community workshop, or sustained participation in the multi-year planning effort. Specific steps to help remove barriers included:

- Holding virtual meetings during social distancing protocols.
- Holding meetings after business hours, typically from 6:00-8:00 P.M.
- Providing food and childcare, when appropriate.
- Conducting workshops and meetings in English, with translation to Spanish, providing bilingual materials (when appropriate), and offering Mixteco interpretation when requested.
- Contracting outside outreach support to reach underserved populations.

Public Outreach Structure and Events

Staff Committee and External Technical Advisory Committee

The General Plan update planning process began with the creation of an internal Staff Committee, which was composed of City staff from each of the five key departments- Community Development, Public Works, Library and Community Services, Fire, and Police. The Staff Committee played a role in the comprehensive review of 2002 General Plan goals, policies, and actions; applicable planning documents (see Chapter 1, Vision and Introduction); and draft goals, policies, and actions for the General Plan update.

An external Technical Advisory Committee (TAC) was also established to develop the framework for General Plan Update engagement. The external TAC followed the AVP as an example and was comprised of outside stakeholders, including community-based organizations, neighborhood groups, the Monterey County Health Department, and various school districts that assisted with community engagement design for the AVP and other planning processes. The external TAC supported City staff with developing the General Plan Community Engagement Strategy, assisted with vetting engagement values, and establishing the broad engagement structure.

Some members of the external TAC transitioned to the General Plan Steering Committee, which reviewed draft goals, policies, and actions. As the process continued, Working Groups were created to support content development. The General Plan Working Groups included Steering Committee members, City staff, residents, and other key stakeholders.

Engagement Values:

The following engagement values were key to ensuring the General Plan update engagement was done with equity at the center. They are adapted from the values used during the Alisal Vibrancy Plan process, which were created by the Building Healthy Communities Land Use Action Team and vetted by the Visión Salinas 2040 Technical Advisory Committee and Steering Committee:



Transparency	<ul style="list-style-type: none"> Clearly communicate publicly and explicitly to all stakeholders all components of the process and exactly how decisions are made Open door policy during all learning and decision-making processes
Inclusion	<ul style="list-style-type: none"> Language and timing accessibility for all residents; Salinas residents speak many languages, and work during normal government business hours. Translation and interpretation, evening and weekend meetings, and childcare are needed provisions for accessibility (once in-person meetings are safe to resume) Resident leadership within working groups and committees Multiple opportunities for broader community to participate in planning process Removal of barriers to participation, including the digital divide
Relevance	<ul style="list-style-type: none"> Planning process is designed to uncover and address actual challenges faced by the Salinas community Planning process and the solutions in the plan are culturally relevant to residents Planning process adheres to changes in state law and makes the City competitive for funding to address identified challenges
Equity	<ul style="list-style-type: none"> Public funds are committed to the planning and implementation process and account for previous inequitable resourcing practices that worked against Salinas families Partner with community organizing groups that work directly with Salinas youth and families to identify ways to account for limited political and economic influence of Salinas residents and ensure that their needs and interests have direct influence on the design and implementation of the plan
Collaboration	<ul style="list-style-type: none"> Authentic partnerships between the City and community-based organizations that are actively engaged in community development issues in Salinas to carry out an equitable planning process and implement community-driven solutions to challenges faced by Salinas residents

The TAC also adopted the Spectrum of Community Engagement to Empower (see Figure 5) developed by Movement Strategy Center and updated by the Action Council of Monterey. The City and its partners worked to incorporate activities that resulted in a wider dialogue instead of one-way communication.

Figure 5. Spectrum of Community Engagement to Empower

Stance towards community	0 IGNORE	1 INFORM	2 CONSULT	3 INVOLVE	4 COLLABORATE	5 EMPOWER for IMPACT
Impact	<i>Marginalization</i>	<i>Placation</i>	<i>Tokenization</i>	<i>Voice</i>	<i>Delegated Power</i>	<i>Community Control</i>
Community Engagement Goals	Deny access to decision-making processes	Provide the community with relevant information	Gather input from the community	Ensure community assets, needs & concerns are integrated into process & inform planning	Ensure community capacity to play a leadership role in implementation of decisions	Foster democratic participation and equity by placing full decision-making in the hands of the community
Message to the community	<i>"Your voice, needs and interests do not matter"</i>	<i>"We will keep you informed"</i>	<i>"We care what you think"</i>	<i>"We can't do this well without you"</i>	<i>"Your leadership and expertise are critical"</i>	<i>"We want this to work so we support democratic and equitable processes led by community"</i>
Examples of tools	Closed door meetings	Fact sheets Open Houses Presentations Billboards Videos	Public comment Focus Groups Community Forums Surveys	Interactive Workshops Polling House Meetings Community forums	MOU's with Community-Based Organizations Consensus building Citizen Advisory Committees Participatory Action Research	Community-Driven Planning Community Organizing Open Planning Forums with Citizen Polling Participatory Budgeting Participatory Action Research
Resource allocation ratios	100% systems admin	70-90% to systems admin 10-30% to promotions and publicity	60-80% to systems admin 20-40% to consultation activities	50-60% to systems admin 40-50% to community involvement	20-50% to systems admin 50-70% to community partners	0-20% to systems admin 80-100% to community partners and community-driven processes

Developed by Action Council of Monterey County and Facilitating Power building on version 1.0 developed by Movement strategy center. In part drawing on content from a number of public participation tools, including Arnstein's Ladder of Citizen Participation and the Public Participation Spectrum created by the International Association for Public Participation.

Plan Communication:

- Project website – www.visionsalinas.org
- Public notices
- Radio interviews
- Surveys
- Email blasts
- Library and Community Services Activity Kit – Distributed 400 LCS activity kits through the Salinas recreation centers to share General Plan information.
- Coasters – Distributed 500 coasters with project website and survey information to restaurants and bars.
- Letters and postcards
- Social media (City Facebook and Instagram)

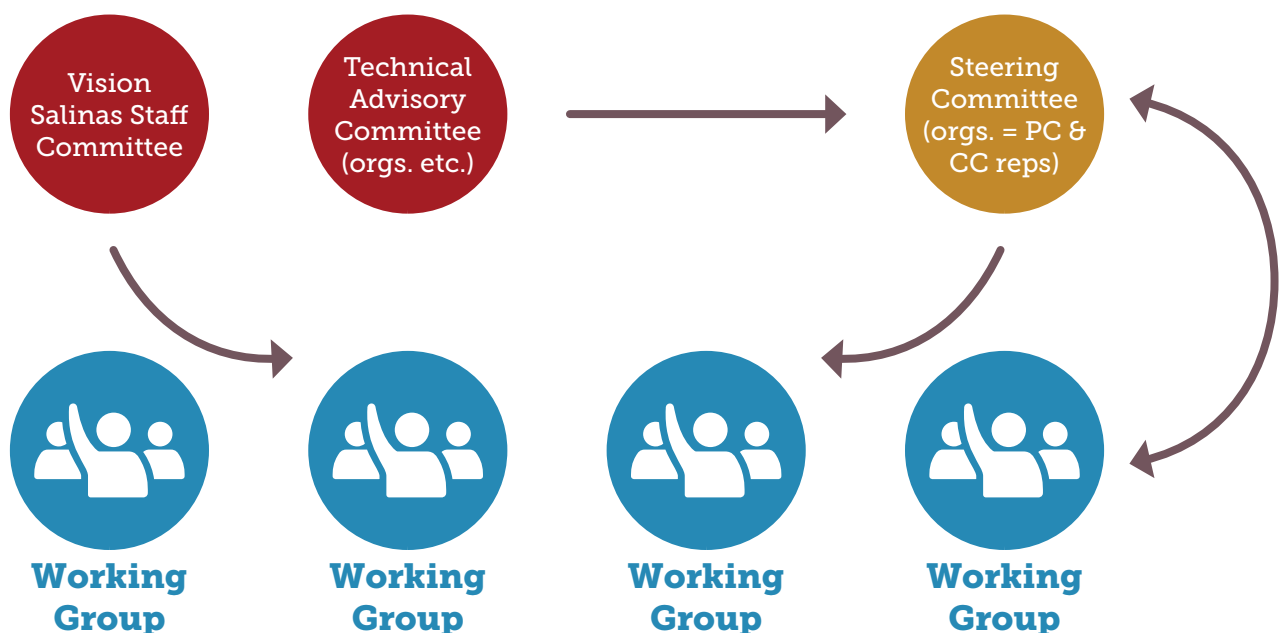
Steering Committee

The Visión 2040 Steering Committee was comprised of key community stakeholders representing community-based organizations and other local agencies, the business sector, agriculture, schools, youth, one representative for each of the six City Council districts, and one representing the mayor. The Steering Committee was responsible for:

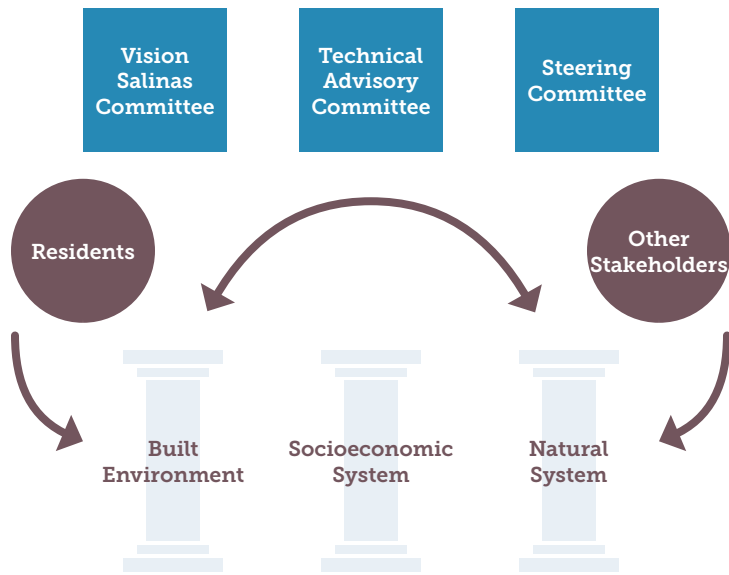
- Guiding the General Plan update process and document structure.
- Communicating information and priorities to drive engagement.
- Developing content within Working Groups.
- Providing guidance on project issues and key policy topics.
- Reviewing draft goals, policies, and actions.

The Steering Committee also provided significant support with establishing the document structure, which is split into three sections/pillars: Built Environment, Environment and Sustainability, and Socioeconomic Systems. Each of the pillars became a separate Working Group. The Steering Committee also reviewed the goals, policies, and actions of each element.

Figure 6. Initial Community Engagement Structure:



Plan Structure



Working Groups

The purpose of the Working Groups was to allow residents, stakeholders, and technical advisors the chance to expand on the 2002 General Plan's goals, policies and actions. Working Groups were open to the general public, with anyone welcome to attend. Meetings were held in the evenings to allow for more participation, with food and translation available. Working Group members had the opportunity to vet, expand, and refine the content outlined in the policy matrices. Due to the COVID-19 Pandemic, the early Working Group meetings were offered on Zoom and later transitioned to in person meetings centered around the three General Plan pillars. The Working Groups met during the following dates in 2022:

- February 16: Built Environment
- March 9: Socioeconomic Systems
- March 17: Natural Systems
- March 23: Built Environment
- April 7: Socioeconomic Systems
- April 19: Natural Systems
- April 21: Built Environment
- May 11: Socioeconomic Systems

Community Workshops/ Webinars

The City held 22 community workshops covering a variety of topics. These included both in-person and online opportunities, with interpretation, and meals (for in-person) available at each event. Below is a list of meeting dates and the workshop focus for each:

- August 17, 2021: District 2 Land Use Workshop
- August 19, 2021: District 1 Land Use Workshop
- August 26, 2021: District 3 Land Use Workshop
- September 1, 2021: District 4 Land Use Workshop
- September 9, 2021: District 6 Land Use Workshop
- October 7, 2021: District 5 Land Use Workshop
- October 13, 2021: Citywide Land Use Workshop
- January 20, 2022: Existing Conditions/Working Group Kick-off
- April 28, 2022: Climate Action Plan Webinar
- June 29, 2022: Community Design Webinar
- September 28 and 29, 2022: Environmental Justice Workshops
- March 28 and 29, 2023: Public Safety Workshops
- April 19, 26, and 27, 2023: Housing Element Workshops
- November 2, 2023: Active Transportation Workshop
- February 1, 2024: Transportation Open House
- February 27, 28, and 29, 2024: Land Use Information Sessions



Pop-ups

Community Development staff, with support from the Center for Community Advocacy (CCA), completed 17 pop-up activities at community events and public spaces. The pop-up activities were designed to quickly attract and engage community members, share information, and provide a voice to residents who have not historically been represented in the collaborative process. Below is a list of pop-up activities.

Health and Environmental Justice Pop-up Activities:

- July 29, 2022, Movie Night at the Park, El Dorado Park
- July 30, 2022, Back to School Event, Jesse Sanchez Elementary
- August 8, 2022, Ag fields, agriculture fields outside on Davis Rd.
- September 2, 2022, La Plaza Bakery, Barding Rd.
- September 10, 2022, End of Summer Event, Sherwood Park
- September 2, 2022, La Plaza Bakery, Barding Rd.



Movie Night at the Park (Pop-Up).

Public Safety Pop-up Activities:

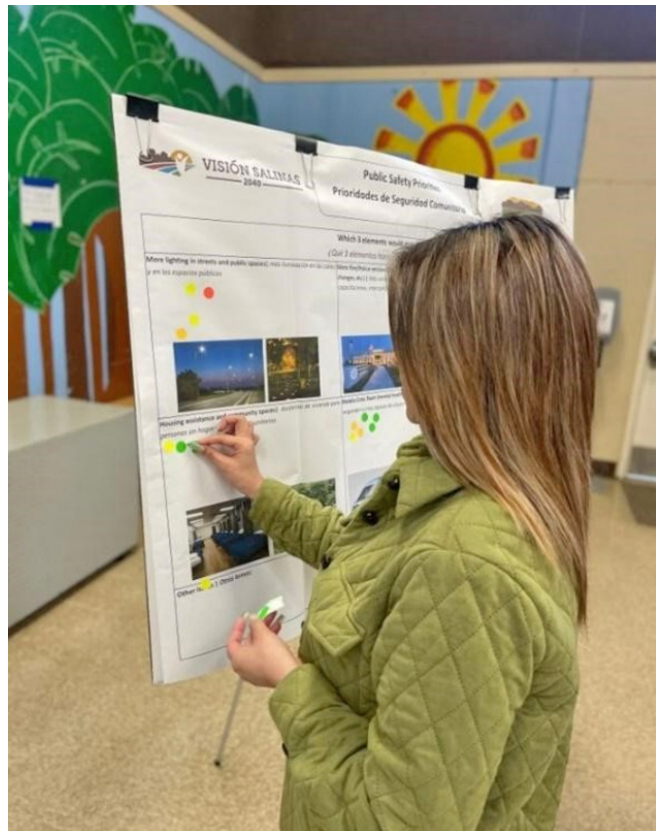
- March 1, 2023: State of the City, Sherwood Hall
- March 16, 2023: El Dorado Park- Tenants' Right's Meeting, El Dorado Park
- March 31, 2023: Sherwood School- Hebbbron Center Meeting, Sherwood School
- April 15, 2023: Sacred Heart- COPA Housing Academy, Sacred Heart Church

Climate Action Plan Pop-up Activities:

- October 3, 2023: Alisal Farmer's Market
- October 4, 2023: Movie Night at the Park, Sherwood Park
- October 22, 2023: Ciclovía
- November 4, 2023: AUSD Resource Fair, MLK Jr. Academy
- City Hall
- Eden Housing Meeting

Sustainable Agriculture Lands Conservation Grant (SALC) Engagement

In 2020, the City was awarded a Sustainable Agriculture Lands Conservation Grant (SALC) through the California Department of Conservation to support *Visión Salinas 2040*. The SALC grant augmented public engagement efforts focused on direct outreach to farmworkers. Through the SALC grant the City contracted with the Center for Community Advocacy (CCA), and through them provided stipends to 11 General Plan Ambassadors hired to support this grassroots engagement. CCA and the General Plan Ambassadors reached over 900 farmworkers using pop-up activities, 95 house meetings, and lunch-time field visits. This outreach was supported by staff with the preparation of pop-up materials focused on environmental justice, public safety, transportation, and housing. CCA and the General Plan Ambassadors also helped increase turnout at related workshops and in total helped the City connect over 3,450 Salinas community members to General Plan engagement.



Public Safety Workshops.



SALC pop-up at La Plaza Bakery.



SALC pop-up in fields.

The City also established an agricultural Technical Advisory Committee (Ag TAC) to assist with the development and review of a Salinas Agriculture Economic and Land Use Study (Study). The Ag TAC included representatives from Western Growers, the Monterey County Farm Bureau, Monterey County Vintners Association, and the Grower-Shipper Association. The Ag TAC helped develop the scope of work for the Study, participated in interviews, assisted with making connections with other agriculture stakeholders, and reviewed and commented on the Study.

City Budget Engagement

Over the last few years, the City has been committed to a robust community engagement process designed around the City budget. The 2022 and 2023 City Budget engagement process included 40 pop-up activities and over 4,000 survey responses, based on the General Plan's Guiding Principles. This feedback was reviewed and helped establish General Plan topic priorities and new goals, policies, and actions.

JUSTICIA AMBIENTAL

¿QUÉ ES LA JUSTICIA AMBIENTAL?
El trato justo de personas de todas las razas, culturas e ingresos con respecto al desarrollo, adopción, implementación y cumplimiento de leyes, reglamentos y políticas ambientales. — CalEPA

¿POR QUÉ ES IMPORTANTE?
A lo largo de la historia de nuestro país, las comunidades de bajos ingresos, los pueblos indígenas y las naciones indígenas, y las comunidades de color han experimentado de manera desproporcionada algunas de las mayores cargas ambientales y problemas de salud.

INFORMACIÓN CLAVE

- Salinas tiene 1.8 acres de parque por cada 1,000 residentes, en comparación con el estándar estatal de 3 acres por cada 1,000 residentes.
- El condado de Monterey tiene la mayor desigualdad de ingresos entre los 58 condados de California.
- El 66% de los hispanos en Salinas no tienen seguro médico.

JUSTICIA AMBIENTAL

INFORMACIÓN CLAVE

- El transporte y los edificios residenciales representan alrededor del 70% de las emisiones de GEI en 2013.

TEMAS DE JUSTICIA AMBIENTAL

Acceso a Alimentos, Instalaciones Públicas, Vivienda Segura y Saludable, Exposición a la Contaminación y Calidad del Aire, Involucramiento Comunitario, Actividad Física

¿CUÁLES TRES TEMAS SON LOS MÁS IMPORTANTES PARA ASEGURAR QUE TODOS LOS VECINARIOS TENGAN ACCESO A CONDICIONES DE VIDA Y AMBIENTES SALUDABLES?

NOTAS:

SALC Meeting Tool Kit.

City Council and Planning Commission Updates and Study Sessions

To keep City Council and the Planning Commission informed throughout the process, staff presented quarterly updates or prepared written updates since engagement launched in 2021. Staff also presented at four study sessions prior to the Public Review Draft General Plan:

- Land Use and Circulation – March 12, 2024
- Environmental Justice and Public Safety – April 23, 2024
- Economic Development – January 27, 2025
- Public Review Draft Preview – June 10, 2025

Engagement Summary

This section provides a summary of recurring themes, ideas, and comments heard throughout the General Plan Engagement process. While all comments helped inform and drive the work of staff and the Steering Committee, these recurring themes highlight some of the most pressing and important challenges addressed by the General Plan.

Built Environment Pillar

- Urgent need for more housing that is affordable to Salinas residents.
- Desire for more mixed use development and more social spaces (restaurants, cafes, entertainment options) throughout the city, as well as walkable essential services.
- Improve maintenance of basic infrastructure such as roads, sidewalks, lighting, and sewers.
- Build safer and better-connected bicycle and pedestrian infrastructure to encourage people to use those options.
- Traffic congestion and residential parking are challenging, particularly in certain areas.

Environment and Sustainability Pillar

- Better maintenance of existing parks and recreation facilities is a top priority.
- Need for more green spaces, green infrastructure, and outdoor recreation opportunities throughout the city.
- There is a significant gap in equitable park access, with not all residents living within walking distance to a park and dense neighborhoods underserved by smaller existing parks.
- Action is needed now to protect future water availability and quality.
- Many members of the Salinas' community are vulnerable to climate change impacts such as extreme heat days and increased wildfire smoke.

Socioeconomic Systems

- Access to health care, safe and healthy housing, and healthy food is a priority.
- Increasing direct City investment in neighborhoods such as Chinatown and the Alisal is necessary to reverse historical disinvestment and discrimination.
- Identified mental health resources, mobile crisis unit, and more programming for youth as ways to improve public safety.
- Need to make infrastructure and other improvements to maintain agriculture as Salinas' leading industry and use that position to build up related sectors.
- Salinas' art and culture is a tremendous asset for economic development and quality of life.

Built Environment



4. Introduction

Overview

The Built Environment Pillar is comprised of the Land Use Element, the Housing Element, the Community Design Element, the Circulation Element, and the Noise Element. Though each element of the Built Environment Pillar makes up a separate piece of the General Plan, they are interconnected and work together to advance the community's vision for Salinas. Together, the elements of the Built Environment Pillar focus on how existing and future development can meet the needs of the community in terms of where and how people live, work, play, and get around. Below is a brief description of each Built Environment Pillar element:

- The Land Use Element guides the future general distribution and intensity of land uses and identifies major infrastructure facilities and needs throughout the city.
- The Housing Element Summary describes the City's goals and policies for addressing its housing needs across all income levels. The 2023-2031 Housing Element was adopted in December 2023 as a standalone document due to statutory deadlines.
- The Community Design Element addresses neighborhood and urban placemaking and design, and the enhancement and conservation of the natural, historic, and aesthetic resources in Salinas that form the community's unique character.
- The Circulation Element coordinates the citywide circulation system with planned land uses and promotes the use of other modes of transportation such as walking, biking, and public transit.

- The Noise Element addresses the physiological, psychological, and economic effects of noise by providing effective strategies to reduce excessive noise and limit community exposure to loud noise sources.

Equity Connection

An equitable built environment provides a just distribution of the benefits and burdens of Salinas' land use patterns, transportation networks, and infrastructure systems. Historically, low-income and Black, Indigenous, and People of Color (BIPOC) communities have been negatively impacted by discriminatory land use practices, such as segregation, forced removal from land, and siting communities close to pollution from industry and highways. Many BIPOC communities today are still coping with the negative effects of these damaging practices. Furthermore, lower-income residents typically live far from work or in overcrowded conditions because of increasingly unaffordable housing prices. In response to these issues, the State and local jurisdictions have embarked on a shift over the last decade towards equity-focused policies and programs, including Senate Bill (SB) 1000 and Affirmatively Furthering Fair Housing.

Placemaking is another critical component of the Built Environment Pillar. It builds on Salinas' rich culture and history, which is often owed to people who have faced and overcome marginalization and discrimination, such as the communities of Chinatown and the Alisal. However, equitable placemaking is only possible if all residents receive the benefits of neighborhood improvements. As such, the goals, policies, and actions throughout the Built Environment Pillar promote equitable access to quality resources and opportunities for all Salinas residents as follows:

- The Land Use Element proposes a diverse mix of land uses throughout the city, as well as increased opportunities for housing, jobs, and recreation that would be accessible to the whole community. The element also addresses infrastructure challenges that may heavily impact disinvested communities.
- The Housing Element includes goals and programs to make housing attainable, secure, and safe for all residents. The goals, policies, and actions include supporting affordable housing for low-income residents, creating more farmworker housing, supporting unhoused residents with permanent supportive solutions, and providing resources for undocumented residents.
- The Community Design Element seeks to build on Salinas' unique heritage and culture to make great places and neighborhoods, preserve local history, and create a welcoming community for all.
- The Circulation Element strives to create a more connected and healthier city by making it easier to walk, bike, or use transit throughout the city. A balanced transportation system can also reduce harmful emissions and increase accessibility for those without a vehicle. This element also calls for investments to maintain the road network to help increase safety for all users.
- The Noise Element goals, policies, and actions aim to reduce and prevent physical harm from noise pollution, which often disproportionately affects disadvantaged communities.

Guiding Principles Connection

- **Economic Prosperity, Equity, and Diversity:** A flexible land use framework will encourage commercial and mixed-use opportunities throughout the city in locations that help meet the daily needs of residents while providing space for new and expanding businesses. Quality infrastructure and beautiful streets create lively shopping experiences, position the City for future investment and economic growth, and improve mobility and access to employment and educational opportunities.
- **Housing Opportunities for All:** Salinas residents should have access to safe, high-quality, attractive, and affordable housing options. The creation of new Place Types can help expand the diversity of housing types and choices, respect the existing character of communities, and create new housing opportunities on underutilized land with access to public transportation along major corridors.
- **Healthy and Safe Community:** Land use and urban design strongly influence the health and safety of the city through the built environment. Modifying current land use regulations and improving circulation and public infrastructure throughout the city can increase access to public gathering spaces, the natural environment, and essential services like medical care and healthy foods, all of which are factors that improve community safety and health.
- **Youth are the Future:** Schools, recreation facilities, libraries, and parks are crucial to the healthy development of Salinas' youth. Supporting land use policies that promote the development of these facilities is vital to increasing access to education, recreation, and a healthy built environment. Affordable, convenient, efficient, and safe alternative transportation options are also key to mobility and independence for youth. Alternative

modes of transportation help youth access educational and recreational programming and opportunities that improve their well-being.

- **Collaborative, Inclusive, and Engaged Decision-Making:** Successful implementation of the General Plan requires intentional and ongoing collaboration and engagement with the community. It is critical that policies and projects are driven by the most impacted residents and that the City government is committed to transparent communication and engagement.
- **Livable and Sustainable Community:** Land use is one of the principal mechanisms to ensure a livable and sustainable community by coupling smart growth development with high-quality infrastructure and public transit to reduce carbon emissions and encourage alternative modes of transportation. Incorporating green infrastructure, green technology, and renewable energy into the public and private realms is a key part of creating a more sustainable Salinas.
- **Connectivity, Access, and Mobility:** Improving connectivity, access, and mobility means creating access to equitable, safe, and efficient transportation, regardless of how people choose to get around. A well-connected and integrated network of streets, sidewalks, transit routes, and transportation corridors is important to ensure that residents have multiple means of accessing their daily needs.
- **A Community to Celebrate:** Salinas' heritage and culture is integrated and celebrated through public art and architecture that reflect its diverse community. Urban community public spaces can create gathering places for festivals, performances, and other celebrations.

Related Plans Connection

The General Plan update builds on extensive community planning efforts occurring since the 2002 General Plan, particularly those in recent years. In the past decade, Salinas completed over a dozen citywide and district plans and community engagement projects, as well as participated in regional planning efforts in the Monterey County area. Plans related to the Built Environment Pillar include:

- **Salinas Ag-Industrial Center Specific Plan (SAIC) (2010):** The Ag-Industrial Center Specific Plan establishes the 257-acre Ag-Industrial Center in the southeast corner of the city. The Ag-Industrial Center is critical for maintaining Salinas' position in agricultural commerce. This specific plan informs the Land Use Element and the Heavy Industry and Production Place Type.
- **Gateway Center Specific Plan (2011):** The Gateway Center Specific Plan covers roughly 20 acres at the northwest corner of the San Juan Grade/East Boronda Road intersection. This commercial project is part of the North of Boronda Future Growth Area and is anchored by a Lowe's home improvement store with capacity for other retail outbuildings ranging from 3,500 to 15,000 square feet. This specific plan informs the Land Use Element and the Commercial Retail Place Type.
- **Downtown Vibrancy Plan (2015):** The Downtown Vibrancy Plan (DVP) strives to make downtown the heart of Salinas and a destination. It recommends reconfiguring streets to emphasize walking and biking, stimulating private investment and public redevelopment of key sites, managing parking resources, and creating a hub of gathering. The DVP recommendations inform the Land Use Element efforts to increase mixed-use development in the downtown, and the Circulation Element policies on transit-oriented development at the Intermodal Transit Center and multimodal transportation in the City's core.

- **Economic Development Element (2017):** The Economic Development Element (EDE) was first incorporated into the General Plan in 2017. The EDE aligns strategies and actions to address its core themes of safety, jobs, and health. It also examines long-term land availability for economic development and identified Economic Opportunity Areas throughout the city. The 2017 EDE Target and Opportunity Areas are incorporated into the Land Use Element and inform Place Type development. The 2017 EDE policies related to neighborhoods and transportation are incorporated into the Housing Element and Community Design Element, and the Circulation Element respectively.
- **Salinas and Pajaro Valley Farmworker Housing Study and Action Plan (2018):** The City of Salinas led this regional study, which includes a survey of 420 farmworkers in the counties of Monterey and Santa Cruz. Study data indicates an overwhelming need for more than 45,000 additional units of affordable, permanent, year-round family housing in the region to alleviate critical overcrowding. Findings and data from this effort are incorporated into the Housing Element.
- **Visión Salinas Guiding Principles (2018):** Visión Salinas was launched as a collaborative effort to coordinate engagement for concurrent community plans and to create Guiding Principles for this General Plan update. The eight General Plan Guiding Principles are the result of engagement efforts with more than 1,000 people through meetings, surveys, and pop-ups.
- **The Salinas Plan (2018):** The Salinas Plan is a ten-year plan that provides the City with a path to maintain a long-term balanced budget while preserving City services and addressing the affordable housing crisis. Recommendations from the Salinas Plan, such as the need for a rental registration and inspection program, are incorporated in the Housing Element.
- **East Alisal Street Corridor Plan (2019):** This conceptual plan envisions East Alisal Street as a multimodal corridor, extending the complete streets work on West Alisal Street to the eastern edge of the city. It also recommends creating a district identity program and other actions to facilitate a thriving community corridor. Corridor recommendations influenced other related plans, such as Vision Zero, the Active Transportation Plan, and the Alisal Streetscape Master Plan, all of which contribute to the Circulation Element. Corridor design strategies also informed portions of the Community Design Element and Land Use Element.
- **Parks, Recreation, and Libraries Master Plan (2019):** This plan inventories the physical and programmatic needs of Salinas' parks, recreation facilities, and libraries. Community engagement showed that renovating and upgrading existing facilities was resident's top concern, with creating new parks also a top priority. Recommendations for existing and new park land are incorporated into the Land Use Element.
- **Monterey County Analysis of Impediments to Fair Housing Choice (2019):** The City of Salinas was the lead agency on this federally required report for Monterey County jurisdictions that receive federal entitlement grants (e.g., Community Development Block Grants, Emergency Solutions Grants). This report analyzes the extent of fair housing issues and evaluates the availability of a range of housing choices for all county residents. The City of Salinas was the lead agency for the countywide report. Data and policies from the report are incorporated in the Housing Element, particularly in sections related to Affirmatively Furthering Fair Housing (AFFH).
- **Alisal Vibrancy Plan (2019):** The Alisal Vibrancy Plan (AVP) is the first resident-led community plan for the east side of Salinas, commonly known as the Alisal. The AVP aims to alleviate and reverse the underinvestment

that the community has faced for decades both pre- and post-annexation into the city. The AVP Place Types were the starting point for the Visión Salinas 2040 Place Types in the Land Use Element. Policies and recommendations from the AVP are incorporated into the Land Use, Community Design, Housing, and Circulation Elements.

- **Chinatown Revitalization Plan (2019):**

The community's vision for the Chinatown Revitalization Plan is forward thinking and aspirational, building upon the history and cultural uniqueness of this community to tackle challenges brought by historical segregation and neglect. The Community Design, Land Use, and Circulation Elements of this Pillar are informed by the Chinatown Revitalization Plan policies.

- **West Area Specific Plan (2019):** The West Area Specific Plan (WASP) covers the western portion of the North of Boronda Future Growth Area, except the corner in the Gateway Center Specific Plan (see above), from San Juan Grade Road to Natividad Road. It plans for over 4,300 housing units in neighborhoods designed according to principles of New Urbanism, with a mix of commercial, recreational, and other uses. Plan policies are reflected in the Community Design, Land Use, and Circulation Elements of this Pillar.

- **Central Area Specific Plan (2020):** The Central Area Specific Plan (CASP) covers the North of Boronda Future Growth Area between Natividad Road and Constitution Road. This plan includes over 3,900 housing units and is also designed according to New Urbanism principles. The Community Design, Land Use, and Circulation Elements of this Pillar are informed by the CASP policies.

- **Public Art Master Plan (2020):** The Public Art Master Plan recognizes the importance of public art in Salinas and its potential role as a catalyst for neighborhoods and residents. The plan is a guiding document for the Public Art Commission and informs policies in the Community Design Element.

- **Consolidated Plan and Alisal Neighborhood Revitalization Strategy (2025):**

The Consolidated Plan (Con Plan) is a five-year (fiscal years 2025-2029) strategic plan that identifies the City's goals for federal funding programs from the U.S. Department of Housing and Urban Development (HUD). It includes the Alisal Neighborhood Revitalization Strategy, which opens additional funding opportunities for East Salinas. The 2023-2031 Housing Element furthers the Con Plan strategies.

- **Vision Zero Action Plan (2021):** The Vision Zero Action Plan aims to eliminate traffic deaths in Salinas. The plan identifies roads and intersections with high collision rates and contains recommendations to make them safer. The Circulation Element elevates key Vision Zero priority recommendations into the General Plan.

- **Monterey-Salinas Transit Comprehensive Operational Analysis (2021):** Monterey-Salinas Transit (MST) is the agency responsible for public transit in Salinas and Monterey County. The MST Comprehensive Operational Analysis outlines recommendations for transit routes and increased ridership. The Land Use Element supports MST's goals by encouraging a greater mix of land uses and higher residential densities, particularly along major bus route corridors. Expanding public transit use and access is also a key part of the Circulation Element.

- **Monterey County Multi-Jurisdictional Hazard Mitigation Plan (2022):** Salinas is one of the 12 incorporated municipalities and five special districts that are parties to the Monterey County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). The MJHMP meets Federal Emergency Management Agency (FEMA), Code of Federal Regulations (44 CFR §201.6), and federal Disaster Mitigation Act requirements for hazard mitigation planning. The Land Use Element contains supporting policies related to flood control.

- **Safe Routes to School Plan (2022):** The City of Salinas Safe Routes to Schools Plan describes community-identified needs and recommendations to be considered for infrastructure projects and programs that support walking, bicycling, and carpooling to 45 K-12 public schools in Salinas. The plan also identifies possible funding sources and implementation priorities. Key recommendations are supported by the goals, policies, and actions of the Circulation Element.
- **2045 Metropolitan Transportation Plan and the Sustainable Communities Strategy (2022):** This is a plan adopted by the Association of Monterey Bay Area Governments (AMBAG) as the region's Metropolitan Planning Organization (MPO) to improve transportation systems and sustainability. Metropolitan Transportation Plans (MTP) are federally required by 49 USC 5303(i) and the Sustainable Communities Strategy (SCS) is required by state law SB 375 of 2008. The MTP/SCS are closely related to the Circulation Element and the Land Use Element.
- **180/400-Foot Aquifer Subbasin Groundwater Sustainability Plan (2022):** This plan was developed by the Salinas Valley Basin Groundwater Sustainability Agency (SVBGSA) for the long-term sustainability of the 89,700-acre subbasin, which stretches under the southwest boundary of Salinas. Green infrastructure policies in the Community Design Element and Land Use Element, and the Open Space Place Type, are important for preserving land that allows for natural recharging of groundwater supplies.
- **Eastside Aquifer Subbasin Groundwater Sustainability Plan (2022):** The plan was developed by the SVBGSA for the long-term sustainability of the 57,500-acre subbasin that sits east of U.S. 101 and stretches from Prunedale to Gonzales. The plan's green infrastructure policies inform the Community Design Element, Land Use Element, and the Open Space Place Type.
- **Salinas Sanitary Sewer Master Plan Update (2023):** This plan assists the City in prioritizing existing and future wastewater collection system needs through repair, rehabilitation, replacement, and new facility installation. The master planning process also ties existing and future wastewater capacity assessments to the infrastructure budgeting process. The Sanitary Sewer Master Plan is supported by policies in the Land Use Element.
- **Housing Element Update (2023):** The 2023-2031 Housing Element fulfills the statutory requirements and deadline for the State's 6th Cycle Housing Element Update process, including planning for the local Regional Housing Needs Allocation (RHNA) and a range of programs to increase housing production and access for all residents. Policies supporting housing are also found in the Land Use and Community Design Elements.
- **Alisal District Identity Master Plan (2024):** The Alisal District Identity Master Plan offers guidelines for the East Salinas community to strengthen the district's identity. The guidelines include streetscape improvements, open space improvements, façade improvements, graphic identity, and public art. Establishing district identities and increasing public art are furthered by policies in the Community Design Element and Land Use Element.
- **Broadband Master Plan (2024):** The primary objective of the Broadband Master Plan is to create an actionable strategy to achieve universal broadband access in Salinas. The plan outlines a strategic approach to empower the City to pursue and secure competitive federal, state, and local funding for its broadband infrastructure. The Land Use and Circulation Elements contain policies related to infrastructure improvements and broadband.

- **Stormwater Master Plan (2024):** This plan details the existing conditions of the stormwater sewer systems and identifies needs for future grey and green infrastructure projects to manage stormwater and flooding in Salinas. The Land Use Element and Community Design Element contain policies supporting the Stormwater Master Plan and improving stormwater infrastructure.
- **Active Transportation Plan (2024):** The Salinas Active Transportation Plan (ATP) is a roadmap for future walking and biking facilities around the city, including sidewalks, intersection improvements, bicycle facilities, and trails. The ATP replaces the 2002 Bikeways Plan, the 2004 Pedestrian Plan, and positions projects for future grant funding opportunities. The Circulation Element includes ATP network recommendations and related policies.
- **Urban Forest Management Plan (2024):** The Urban Forest Management Plan (UFMP) addresses tree canopy cover, protection policies, and adjusting tree planting and maintenance programs to reflect current challenges such as pests and climate change. It recommends regularly updating the City Tree Inventory (last completed in 2014), preparing for threats to the urban forest, investing in equitably increasing tree plantings, and educating the public on the value of City trees. The Community Design and Land Use Elements contain related policies on increasing tree planting as part of green infrastructure throughout the city.
- **Salinas Airport Master Plan (2026 – in progress):** The Salinas Municipal Airport is in the process of updating its master plan. The plan guides future development of the airport over a 20-year period. The Salinas Airport Master Plan examines airport operations and facility layouts but does not include an update of the Salinas Municipal Airport Land Use Plan. The Land Use Element supports recommendations of the Airport Master Plan.
- **Alisal Streetscape Master Plan (2026 – in progress):** This plan outlines the reconfiguration of major streets in the Alisal neighborhood (i.e., East Alisal Street, East Market Street, Williams Road, Sanborn Road) to support safety, economic activity, and multiple modes of transportation. Its recommendations align with the goals and policies of the Circulation Element.

5. Land Use Element

Introduction

The Land Use Element describes present land uses and guides the proposed general distribution, location, extent, and intensity of land uses such as residential, commercial and office, vertical and horizontal mixed use, industrial, schools, government facilities, and open space. This element satisfies the statutory requirements for the General Plan Land Use Element as set forth in Government Code Section 65302 (a). In this Land Use Element, the City is proposing a new approach to land use designations and the corresponding land use map that aims to create and reinforce quality places where people want to live, work, play, and learn. The Place Types and Place Type Map were developed from community feedback received at the seven land use workshops, Working Group and Steering Committee meetings, and the Community Design Workshop. The Place Types incorporate land use policies and community feedback from other recent planning documents including the Alisal Vibrancy Plan, Chinatown Revitalization Plan, 2017 Economic Development Element, and 2023-2031 Housing Element. In general, residents and stakeholders wanted to see more housing and mixed-use development, sufficient area for businesses to grow, and a variety of entertainment and recreation opportunities for all ages. This element consists of text, maps, and diagrams that outline the future land uses within the City and their relationship to the community's long-range goals for the future.

Three major issues addressed in the goals, policies, and actions of the Land Use Element include: (1) balancing growth and distribution of future land uses with protection of Salinas' unique resources, (2) providing and maintaining necessary infrastructure for existing and future development, and (3) supporting development of the Salinas Municipal Airport.

Goals:

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

Goal LU-2: Provide above- and below-ground infrastructure that meets existing and future community needs.

Goal LU-3: Support the development and continued evolution of the Salinas Municipal Airport.

Assets and Challenges

Neighborhoods and areas with a strong existing sense of place. Salinas has established areas with unique senses of identity, including a revitalized historic downtown, the Alisal, Chinatown, Maple Park, and many smaller neighborhoods. Strong retail corridors and centers, including North and South Main Street, the Alisal, the Salinas Auto Center, Northridge Mall, and North Davis Road provide shopping opportunities for residents and visitors as well as economic development opportunities for business-owners.

Specific Plan Areas. The Future Growth Area (see Figure LU-1) is comprised of undeveloped areas targeted for growth either annexed since the 2002 General Plan or located adjacent to city limits that consist of land currently designated for agricultural production. Neighborhood development in Future Growth Areas is envisioned as pedestrian and transit friendly and compact with complete neighborhoods, including a commercial or mixed-use center

Figure LU-1: Future Growth Area



Data Source: City of Salinas.

with surrounding residential uses. The West Area and Central Area Specific Plans (WASP and CASP), approved in 2019 and 2020, respectively, are located in the Future Growth Area north of Boronda Road and entitle over 8,200 housing units, new parks and schools, and mixed-use/commercial space. The City also approved the Salinas Ag-Industrial Center Specific Plan in 2010 for 257 acres in the southeast corner of the city. The City is in the process of creating the East Area Specific Plan (EASP), for the remaining portion of the North of Boronda Future Growth Area, east of the Central Area to Williams Road. There is also a specific plan in development for north of Russell Road, which expands on Target Area K from the 2017 Economic Development Element. Harden Ranch, Williams Ranch, Mountain Valley, and Westridge Center specific plan areas (Figure LU-2) have no or little available vacant land remaining.

Community planning efforts provide additional land use engagement and visioning.

This General Plan and Land Use Element draw on extensive engagement and visioning done through the Downtown Vibrancy Plan (2015), Economic Development Element (2017), Alisal Vibrancy Plan (2019), and Chinatown Revitalization Plan (2019). The Place Type land use designations and map, and policies of this element incorporate recommendations from each of these documents and help implement this past work.

Land use imbalance and limited infill space.

Almost half of Salinas' land is designated for housing, and most of that for the low-density variety. An additional 28 percent is designated for parks, open space, institutional, and government uses. Most existing development is limited to a single use in one- or two-story buildings, especially outside of the downtown. Development of most existing vacant lots along major streets is challenging, because of flood risks, difficult terrain, or environmental concerns (see Conservation and Environmental Safety Element for more on these topics). While there is still land

Distribution of Land Use Designations

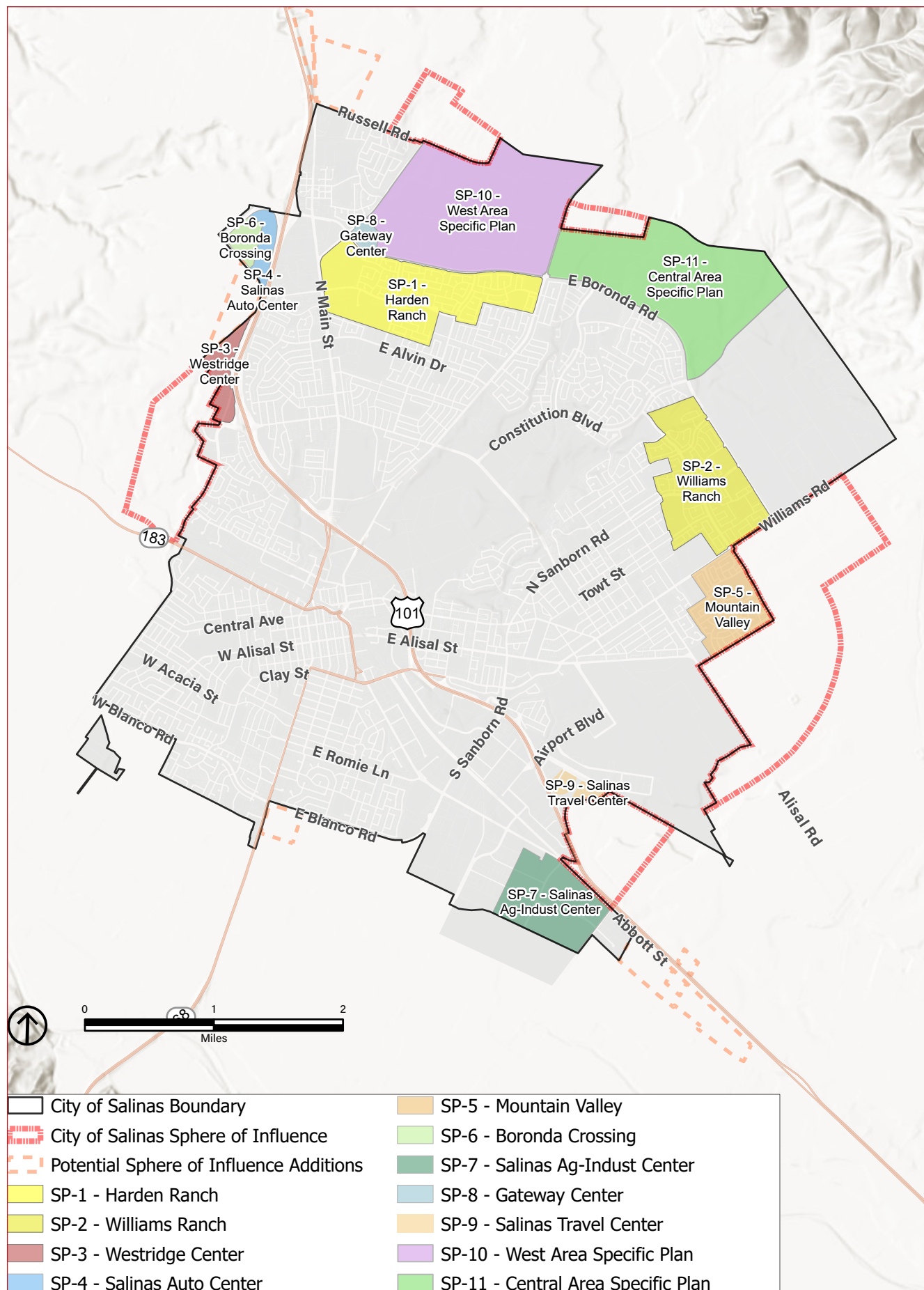


in active agricultural production within city limits (in the Carr Lake area and the currently annexed portion of the Future Growth Area), since 1988, the General Plan has designated these areas for other long-term uses. Salinas must balance the needs for new development among competing priorities the community identified during the engagement process, such as more affordable housing, more mixed-use areas with social and cultural amenities, and more recreational opportunities.

Neighboring developed unincorporated areas.

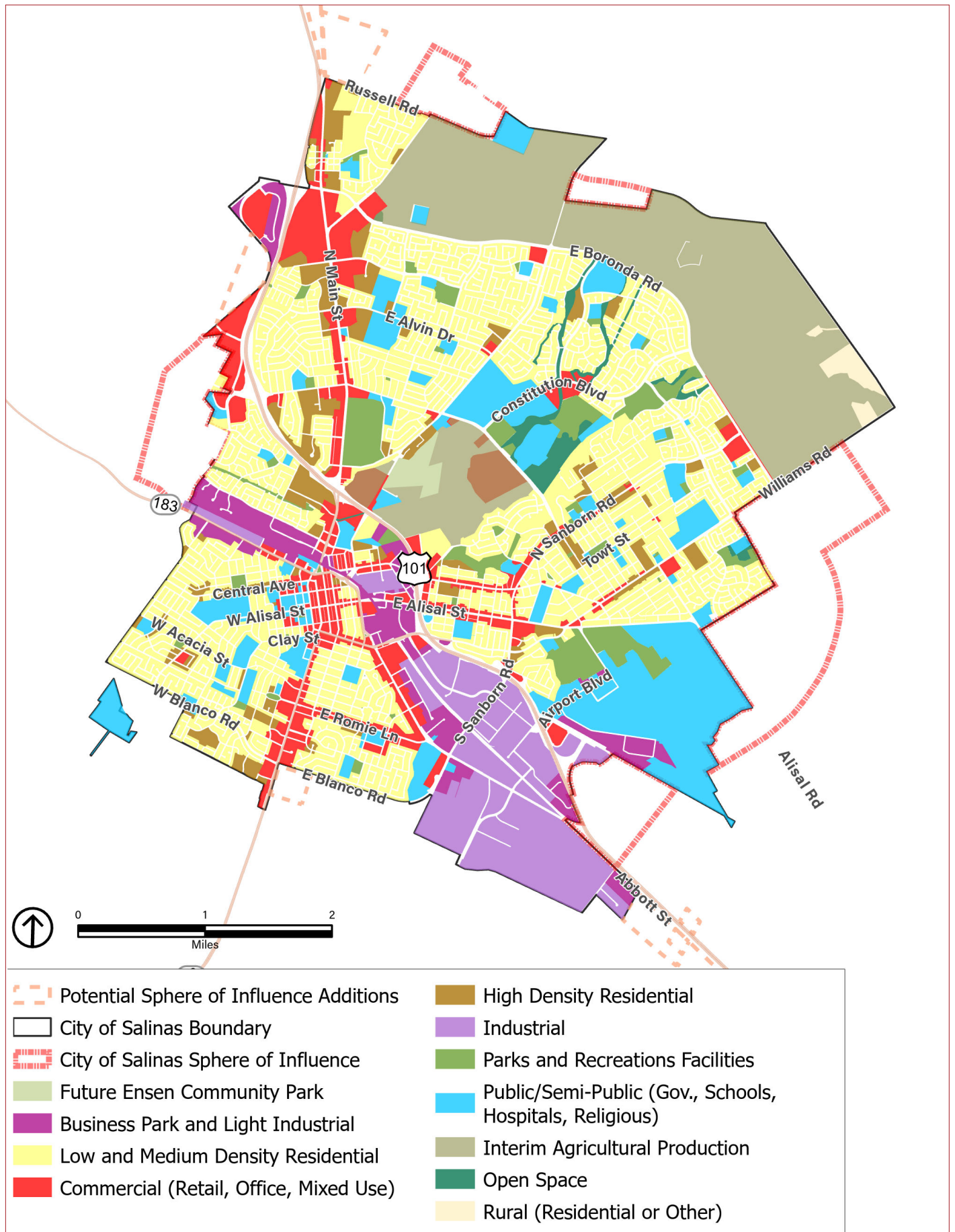
There are two unincorporated communities adjacent to city limits and within the Salinas Sphere of Influence – Bolsa Knolls to the north, and Boronda to the west. Bolsa Knolls is a primarily a low-density residential neighborhood with schools and a small commercial area. Only a small portion of Bolsa Knolls is served by Salinas wastewater infrastructure. Boronda is also primarily low-density residential, but with a significant industrial area towards the south. The Boronda County Sanitation District provides wastewater disposal services for the area which is treated by Monterey One Water. Boronda is also

Figure LU-2: Adopted Specific Plans



Data Source: City of Salinas.

Figure LU-3: Existing Land Uses



Data Source: City of Salinas.

the location of a significant farmworker housing project, the Harvest Moon Apartments, which is located away from the rest of Boronda's developed area at the end of West Rossi Street and is tied into the City's infrastructure. Both communities are served by the Monterey County Regional Fire District and Monterey County Sheriff's Department. Past efforts to annex these two communities to the City of Salinas have been met with resident opposition in the unincorporated communities and the City does not anticipate annexation within this General Plan Horizon.

Infrastructure facing capacity limits and environmental risks. Salinas stormwater, sewer, and industrial wastewater facilities need maintenance and expansion to prevent existing facilities from failing and keep up with anticipated growth. Threats from climate change including seawater intrusion and extreme drought could impact Salinas-area groundwater. For more on climate change challenges, see the Conservation and Environmental Safety Element.

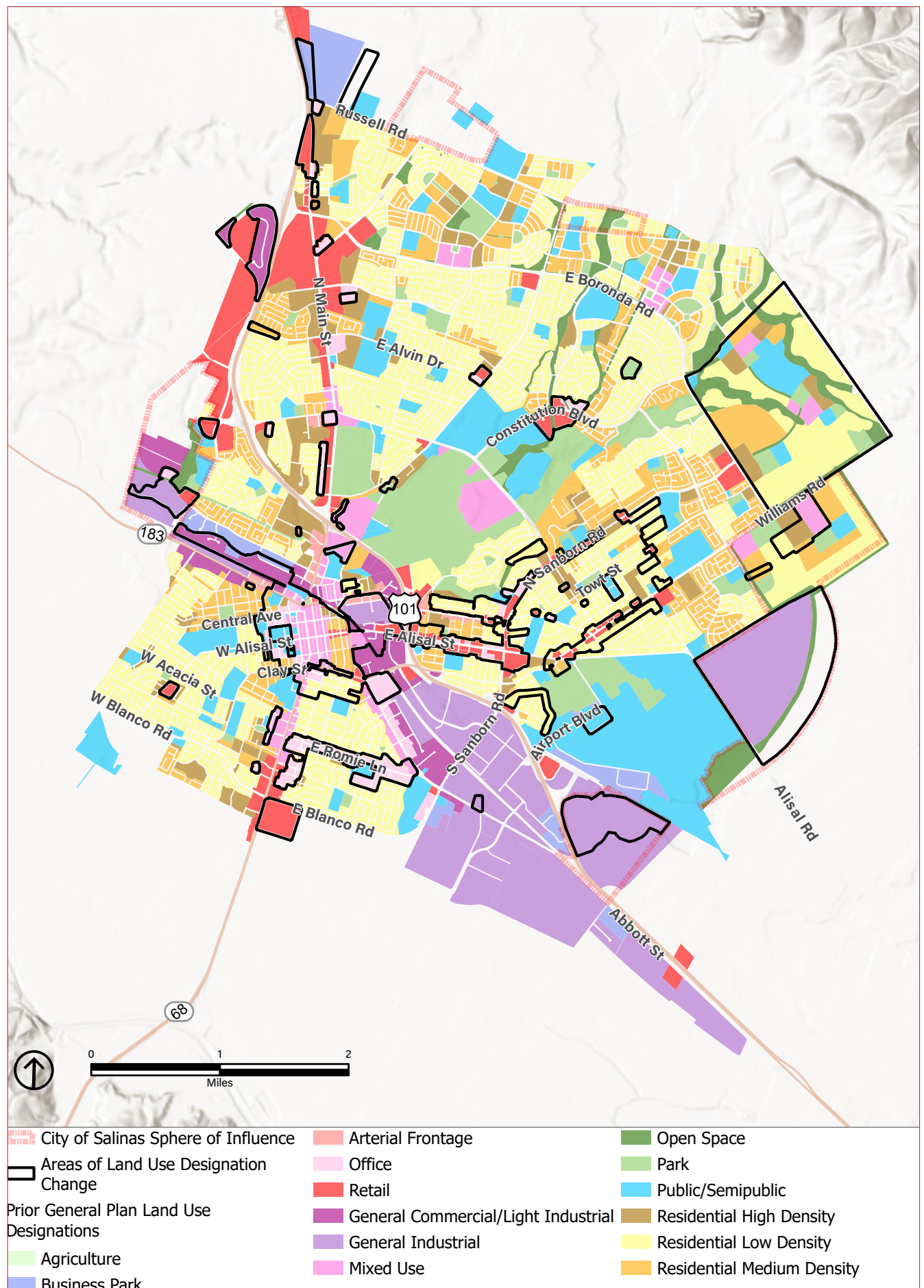
Place Type Land Use Plan

The Place Types (Figure LU-6) respond to community identified needs by increasing flexibility to realize the full potential of limited infill opportunities, as well as new development opportunities in Future Growth Areas (FGAs). Even with the FGAs, there are many reasons to promote vertical growth including: meeting community needs on limited developable sites, increasing housing opportunities and access to services throughout the City, lowering emissions, and balancing the municipal costs of sprawl.

Figure LU-4 shows land use according to the 2002 General Plan classification system and outlines areas where the Place Type represents a change from the 2002 system. The significance of these changes varies, but the general idea is to allow more flexibility, especially for housing types, and minimize the creation of future nonconforming uses in these areas.

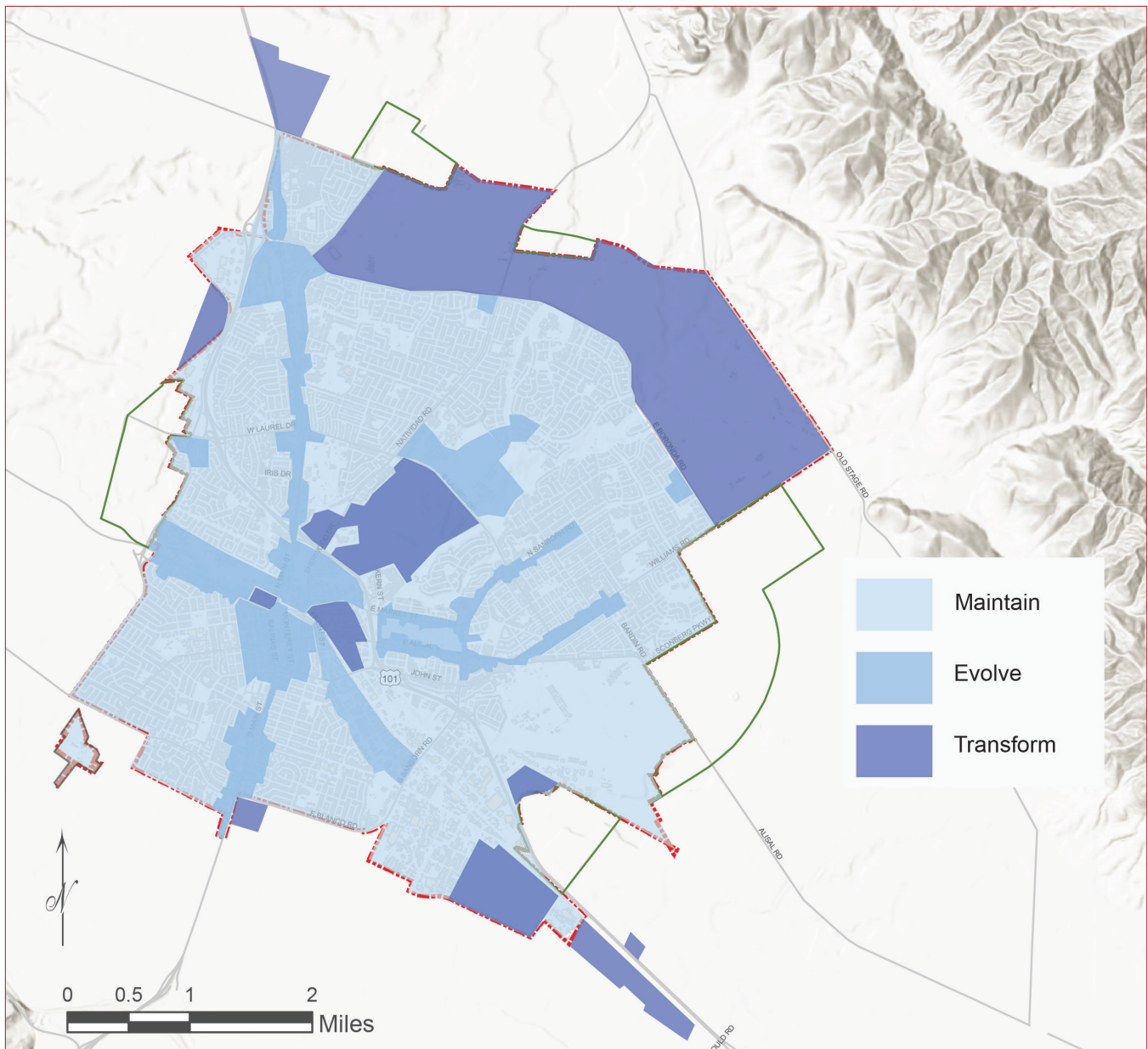
While a use designation change may occur, this does not necessarily mean the built environment will immediately change. Figure LU-5 shows where built environment change is most anticipated over the next two decades. The most profound land use transformations will occur in the North of Boronda Future Growth Area and other areas shown in dark blue (Transform) identified for future growth with the implementation of major specific plans or proposed projects such as the Ag-Industrial Center and Carr Lake. Major corridors could evolve with mixed-use or higher-density developments. Most of the City's residential areas would maintain their current form, with some possible infill (areas in the lightest blue/Maintain).

Figure LU-4: Prior General Plan Designations and Areas of Place Type Change



Data Source: City of Salinas.

Figure LU-5: Degree of Development Change



Data Source: City of Salinas.

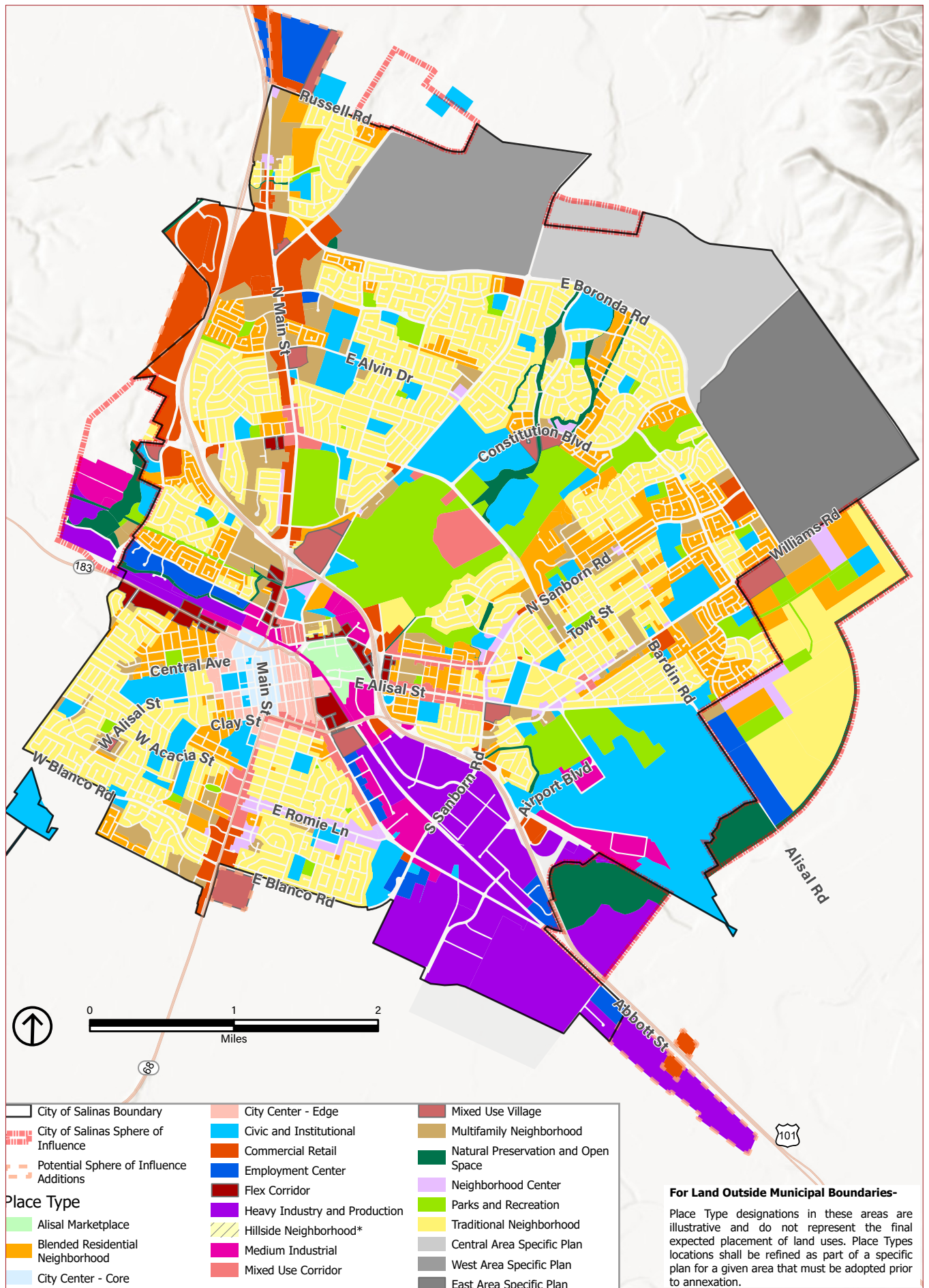
Place Type Descriptions

Open Space and Public Service Category

The Natural Preservation and Open Space and the Parks and Recreation Place Types help protect Salinas' natural environment by limiting development along water and floodways and preserve space for recreation and connecting with the outdoors. These Place Types support and are directly related to the goals and policies of the Conservation and Environmental Safety (COES) and Open Space Elements, as well as open space requirements in Government Code Section 65560.

COES contains related policies for water and overall environmental protection. The Open Space Element contains related policies to preserving land for recreation as well as park programming and needs. The Civic and Institutional Place Type provides land primarily for schools and other education facilities, government facilities, hospitals, and other institutions focused on public service. This Place Type may also provide space for employee housing and utilities. For parks, open space, and public uses in the WASP and CASP areas, see the Unique Category and their respective adopted plans.

Figure LU-6: Place Types



Data Source: City of Salinas.

Natural Preservation and Open Space (NPOS)

Description: This Place Type intends to protect natural resources in Salinas, such as creeks, floodways, habitats, and hillslope areas. May include improvements for limited recreation such as trails or benches.

Common allowed uses or developments¹:

- Open space ●●●●●
- Resource preservation ●●●●●
- Flood management/multi-use green infrastructure ●●●●
- Trails ●●

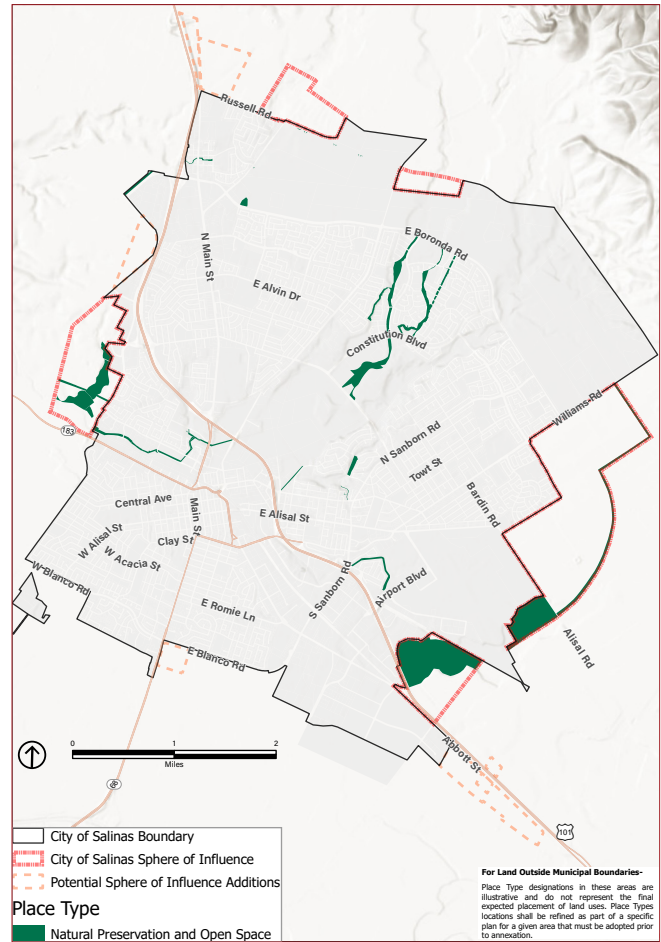
Development Standards:

- Extremely limited development to protect the natural resources covered by this Place Type.



Gabilan Creek

Place Type Map:



¹ Unless otherwise noted, the “common allowed uses or development” section of each Place Type description is meant as an illustrative list. The more dots beside a listed use or development the more common or preferred it is in that Place Type.

Parks and Recreation (PR)

Description: This Place Type provides a flexible designation for existing and future publicly- and privately-owned recreation areas. Parks can range from neighborhood tot lots, to greenways, to large multipurpose sports facilities, with many active recreation uses in between. Many of Salinas' parks are also built in areas of common or potential flooding and are crucial for the preservation of open space and water management.

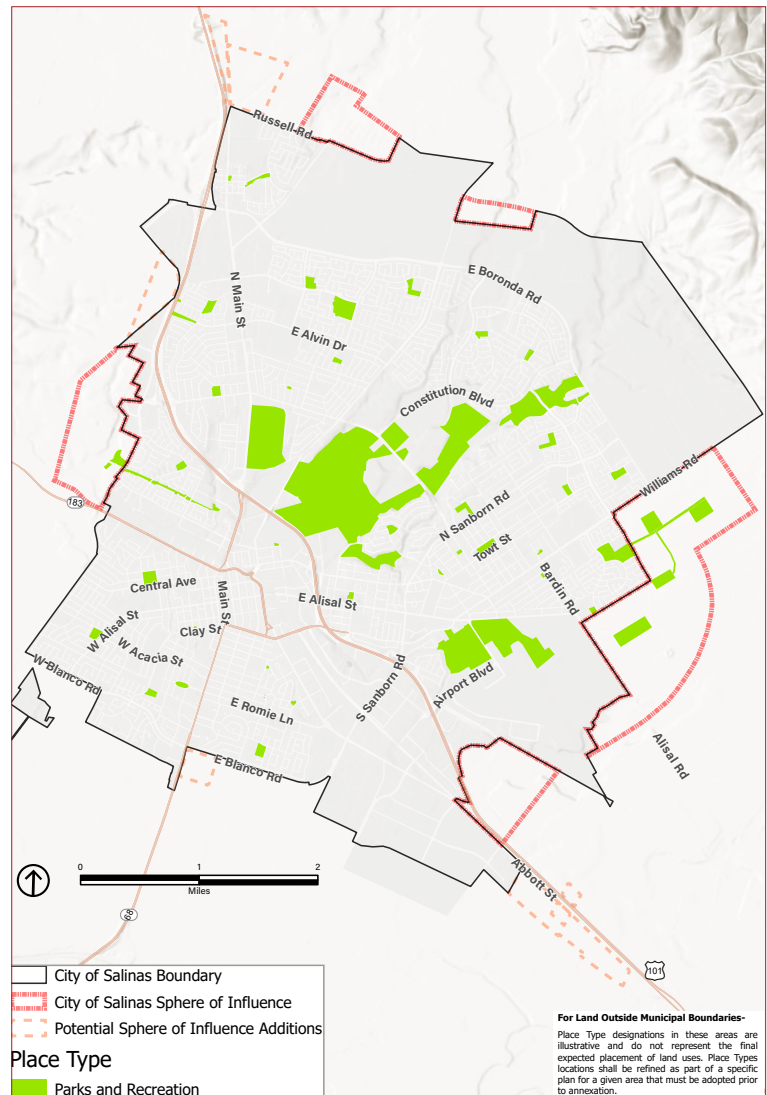
Common allowed uses or developments:

- Parks ●●●●●
- Playgrounds ●●●●●
- Sports fields and courts ●●●●
- Recreation centers ●●●
- Trails ●●●
- Flood management/multi-use green infrastructure ●●●
- Community Gardens ●

Development Standards:

- Max 0.2 FAR

Place Type Map:



Closter Park



Natividad Creek Park

Civic and Institutional (CI)

Description: This Place Type includes schools, recreation centers, senior centers, government offices, and hospitals, as well as the Salinas Airport. Some of these institutions require differing development standards to use space efficiently, including for associated housing, such as for schoolteachers and staff on school sites, which can include tiny homes and other alternative housing types.

Common allowed uses or developments:

- Schools ●●●●●
- Government buildings ●●●●
- College/post-secondary ●●
- Hospitals ●●
- Recreation, community, or senior centers ●●
- Residential ●
- Navigation center/permanent supportive housing ●
- Emergency Shelters ●
- Airport ●

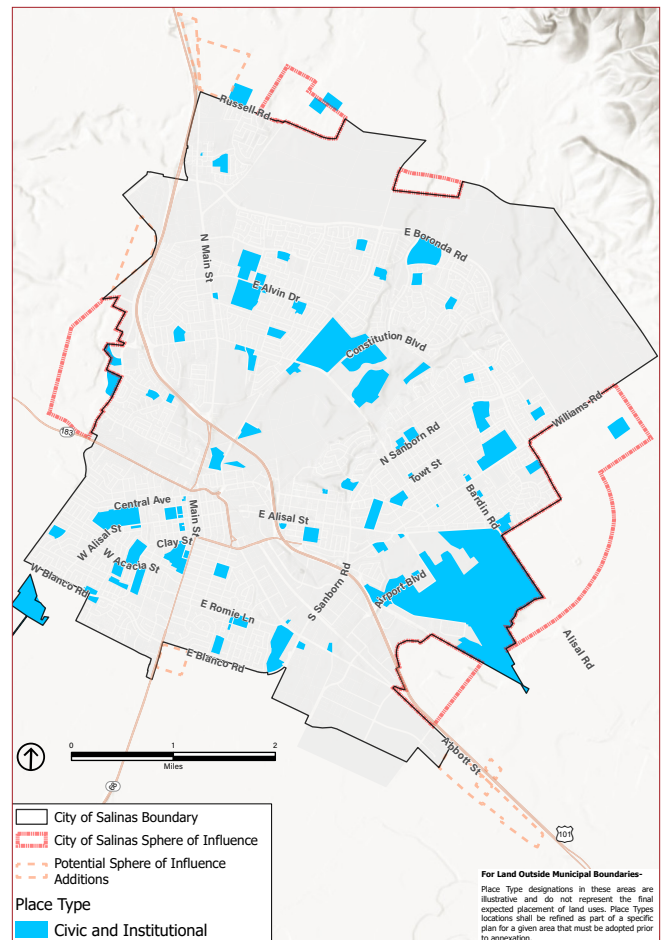
Development Standards:

- Typically, 2 to 3 stories. Max 4 stories
- Max 1.0 FAR
- 15 to 30 DU/Acre for workforce/student housing only

Residential Category

The Residential Place Types represent the areas that most of Salinas' people call home. These Place Types support a wide range of housing opportunities from low to high densities, including those in the "Missing Middle". Missing Middle Housing is a term originated by Daniel Parolek to describe types of housing between single-family homes and large apartment buildings, which were common pre-1940 construction, including in Salinas, but became less common so in the second half of the 20th century (see missingmiddlehousing.com for more information). Most Residential Place Types encourage respective examples of the Missing

Place Type Map:



Hartnell College



El Gabilan Library

Middle, including duplexes, bungalow courts, townhomes, and more. These offer increased options for Salinas residents throughout the City and may offer more affordability by design than more recent suburban development. For related policies on housing opportunities and affordability see the 2023-2031 Housing Element. Good neighborhoods are more than homes and these Place Types also allow places of education, worship, and parks. These Place Types are also surrounded and interwoven with other Place Types that provide various other uses and amenities. For related policies on neighborhood design and support, see the Community Design Element.

Hillside Neighborhood (HN)

Description: This Place Type is only located in the East Area Specific Plan planning area. Its intent is to allow primarily residential development in a manner that preserves the natural terrain and geography between Old Stage Road and waterways to the south branching from the Natividad Creek Tributary. These neighborhoods include primarily detached single family homes on large individually owned lots and are intended to preserve the natural topography of the area and provide a transition and urban buffer between residential development and nearby hillside or open space land. Supporting uses include schools, neighborhood-serving parks, community/senior centers, and places of worship.

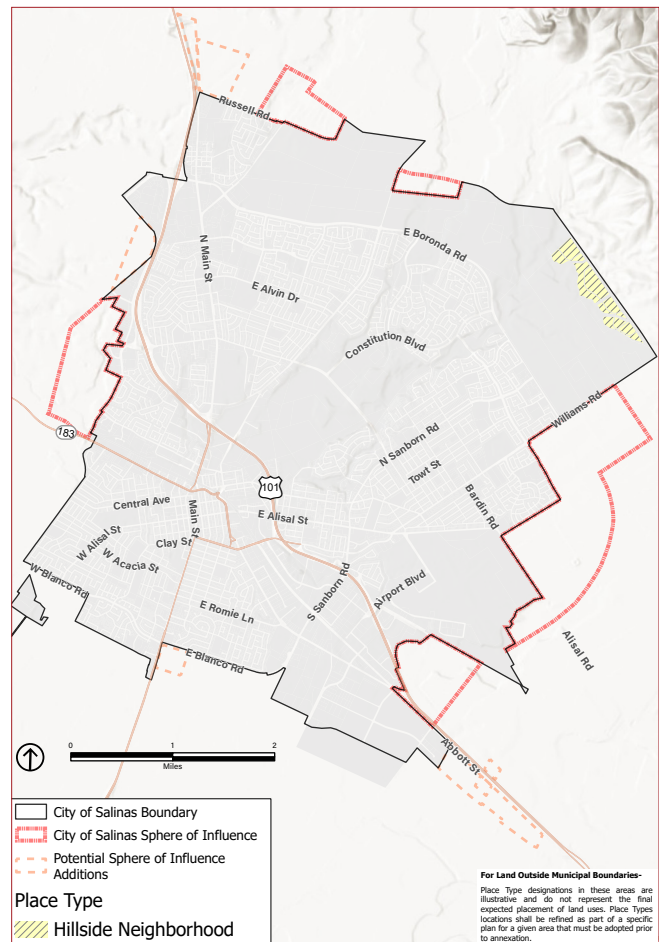
Common allowed uses or developments:

- Single-family residential (detached homes, small lot homes) ●●●●●
- Education/worship/parks ●

Development Standards:

- 1-2 stories
- 2 to 6 DU/Acre

Place Type Map:



Las Palmas Development



Tesoro Del Valle, Santa Clarita

Traditional Neighborhood (TN)

Description: These established neighborhoods include primarily detached single-family homes, accessory dwelling units, and small multifamily structures. Supporting uses include schools, neighborhood-serving parks, community/senior centers, and places of worship.

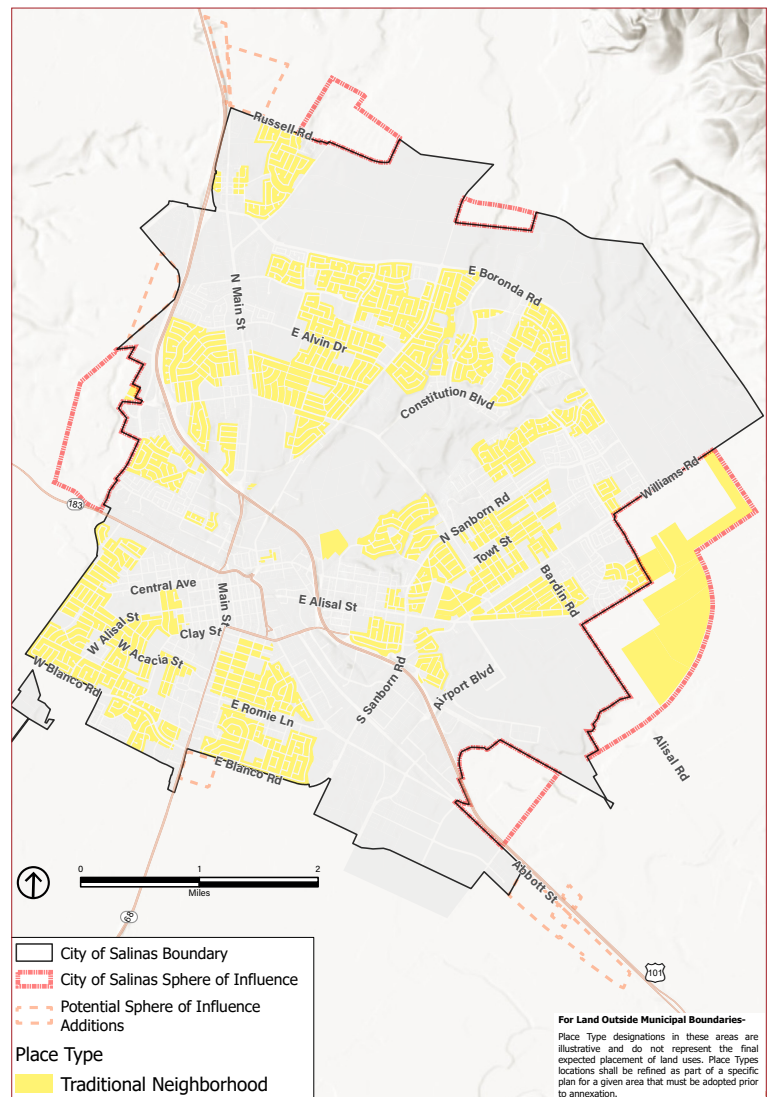
Common allowed uses or developments:

- Single-family residential (detached homes, small lot homes) ●●●●●
- Small-scale multifamily (accessory dwelling units, duplexes/triplexes, bungalow courts) ●●●
- Education/worship/parks ●

Development Standards:

- 1-2 stories. Scale and setbacks should be consistent with surrounding development.
- 6 to 12 DU/Acre

Place Type Map:



Salinas home



Salinas Accessory Dwelling Unit

Blended Residential Neighborhood (BRN)

Description: Residential areas that generally have a mix of housing types, including single-family, duplexes and triplexes, small apartment buildings, courtyard bungalows, and townhomes. Supporting uses include schools, neighborhood-serving parks, community/senior centers, and places of worship. These areas are typically walkable to nearby commercial services.

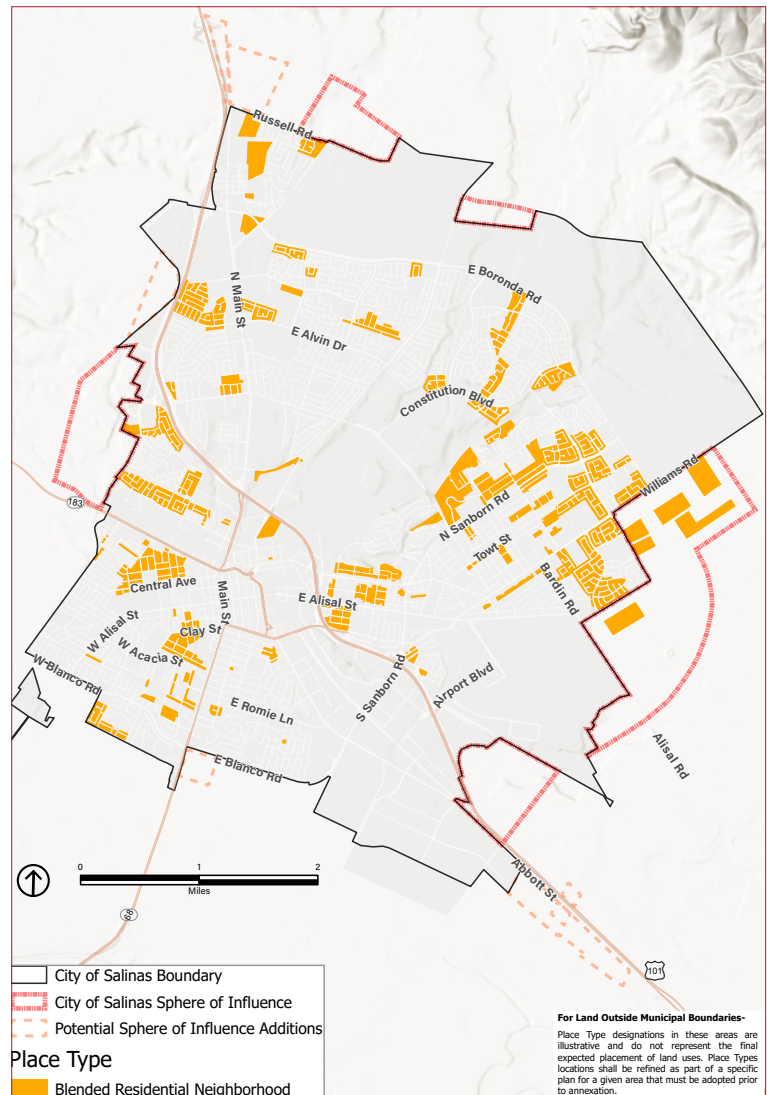
Common allowed uses or developments:

- Multifamily (small apartment buildings, bungalow courts, townhomes, duplexes, and triplexes) ●●●●●
- Single-family residential ●●
- Education/worship/parks ●

Development Standards:

- 1-3 stories. Scale and setbacks should be consistent with surrounding residential development.
- 12 to 20 DU/Acre

Place Type Map:



Bungalow court homes – Riker Street



Small apartment building – Riker Street

Multifamily Neighborhood (MFN)

Description: These areas feature apartment buildings large enough to support on-site community spaces, such as playgrounds and gardens, with supporting uses similar to other neighborhoods and commercial districts nearby, often along major roads.

Common allowed uses or developments:

- Larger apartment and condominium developments ●●●●●
- Rowhomes/townhomes ●●●
- Education/worship/parks ●
- Navigation center/permanent supportive housing ●

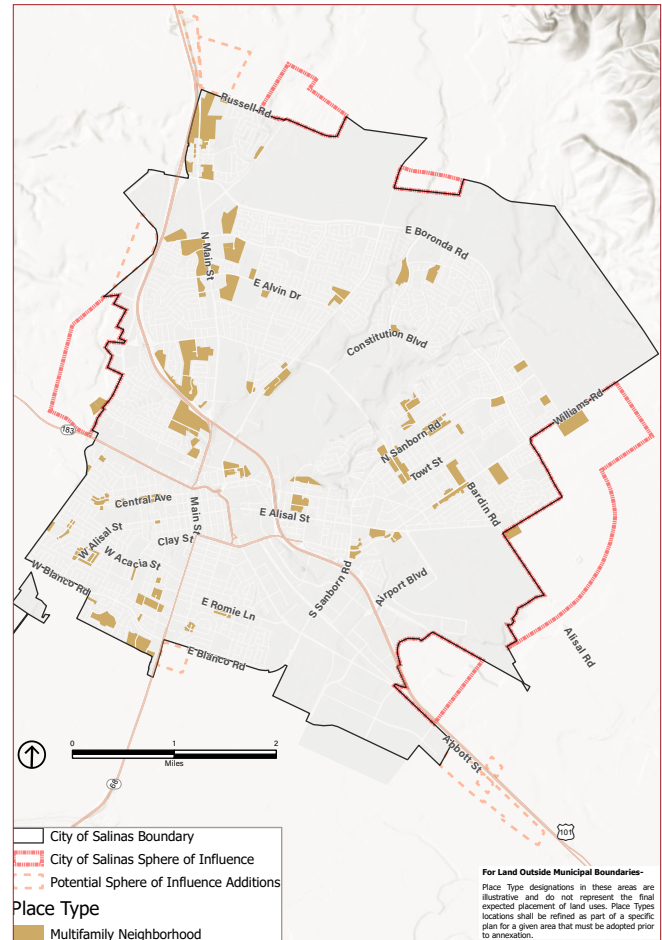
Development Standards:

- 2-5 stories. Provide opportunity to build higher than most existing residential structures and include more amenities on site.
- 20 to 40 DU/Acre

Mixed Use Category

Place Types in the Mixed Use Category bring residential opportunities together with commercial services to create vibrant community hubs at different scales. These three Place Types in the Mixed Use category encourage vertical (i.e., multiple uses stacked in one building) and horizontal (i.e., residential and different uses adjacent or close by to each other) mixed use development. This encourages walkable and social districts throughout Salinas that bring residents closer to daily needs. See the Health and Environmental Justice Element for more policies related to creating a healthy built environment. Because these Place Types are located along significant corridors or intersections, these are excellent areas for transit-oriented development and complete streets. See the Circulation Element for related transportation strategies. Mixed use areas also may generate enough density of people and uses to support public plazas and gathering spaces. See the Community Design Element for related strategies on placemaking.

Place Type Map:



La Gloria apartments – E. Market Street



Haciendas apartments – Calle Cebu

Neighborhood Center (NC)

Description: This Place Type includes commercial uses that provide a variety of services and a social hub for nearby residents. Buildings are encouraged to provide retail, dining, and service uses on ground floors with residences above, and horizontal mixed use with offices, personal services, and neighborhood-serving retail.

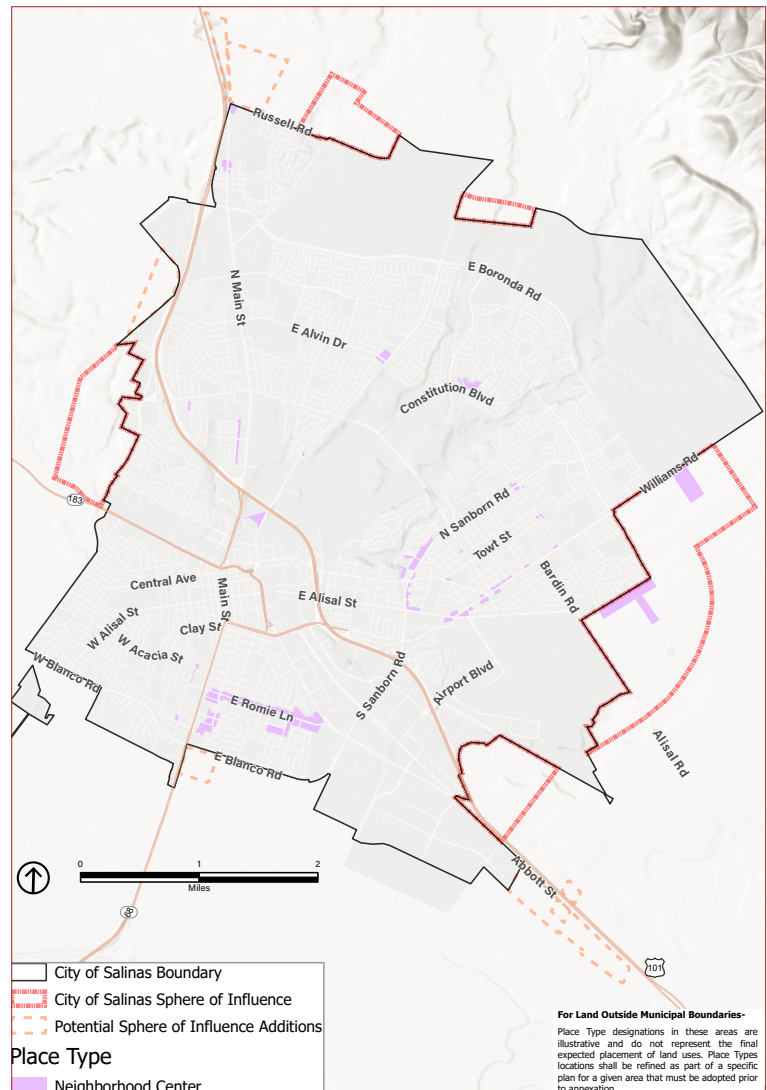
Common allowed uses or developments:

- Medical and professional offices ●●●●
- Personal services and offices ●●●●
- Retail and dining ●●●
- Multifamily residential ●●●
- Vertical mix of uses ●●●
- Public gathering spaces ●

Development Standards:

- 1-4 stories. Stacking of uses is encouraged.
- 15 to 30 DU/Acre
- Max 1.0 FAR

Place Type Map:



Montana Avenue – Santa Monica



Romie Lane

Mixed Use Corridor (MUC)

Description: This Place Type is typically on major thoroughfares and would feature a vertical mix of commercial activity, such as retail shopping centers, offices, and professional services with residential uses above.

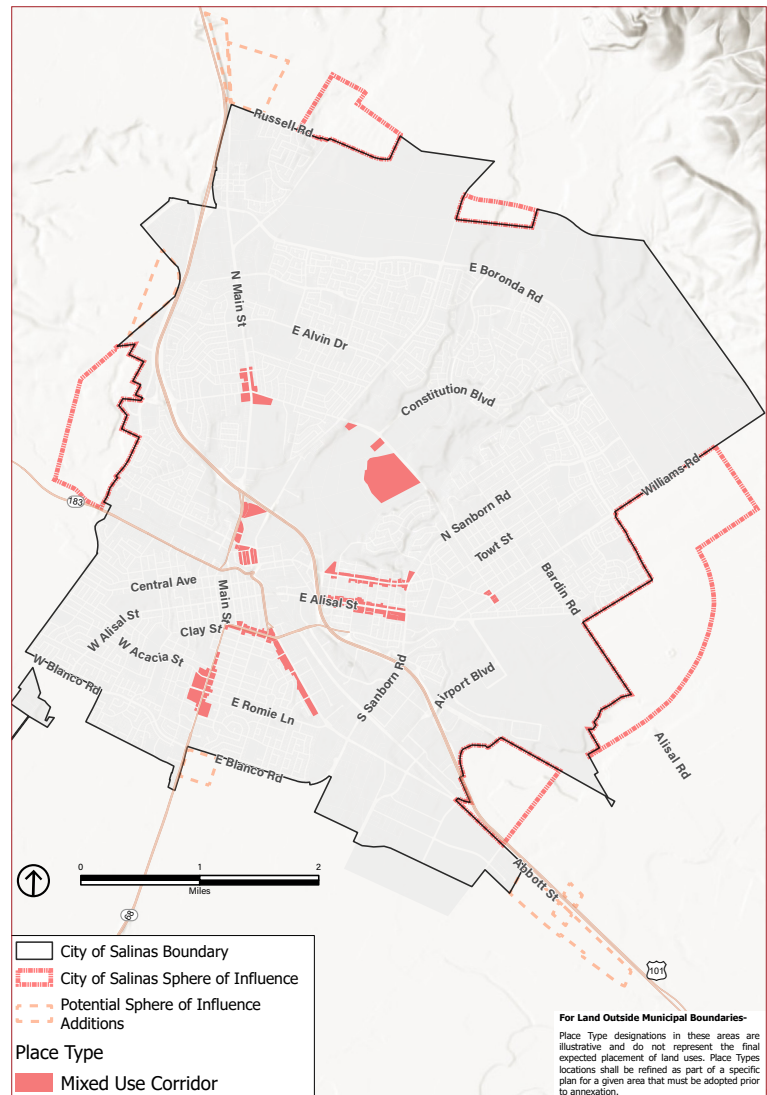
Common allowed uses or developments:

- Vertical mix of uses ●●●●●
- Retail and dining ●●●●●
- Offices and services ●●●●●
- Multifamily residential ●●●●●
- Entertainment ●●●
- Hotels/lodging ●●
- Public gathering/open space ●

Development Standards:

- 2-6 stories. New development must be oriented to the street, be accessible to pedestrians and transit riders, and include a mix of uses to create a walkable and transit-friendly environment.
- 30 to 40 DU/Acre
- Max 3.0 FAR (non-residential only)

Place Type Map:



Fremont Boulevard – Fremont



Broadway Street – Boulder, CO

Mixed Use Village (MUV)

Description: This Place Type is designed to accommodate both a vertical and horizontal mix of uses, often in clusters of multiple buildings in a planned development, or via redevelopment of big box retail centers. Mixed use villages should be well-integrated with surrounding development, including residential and commercial uses.

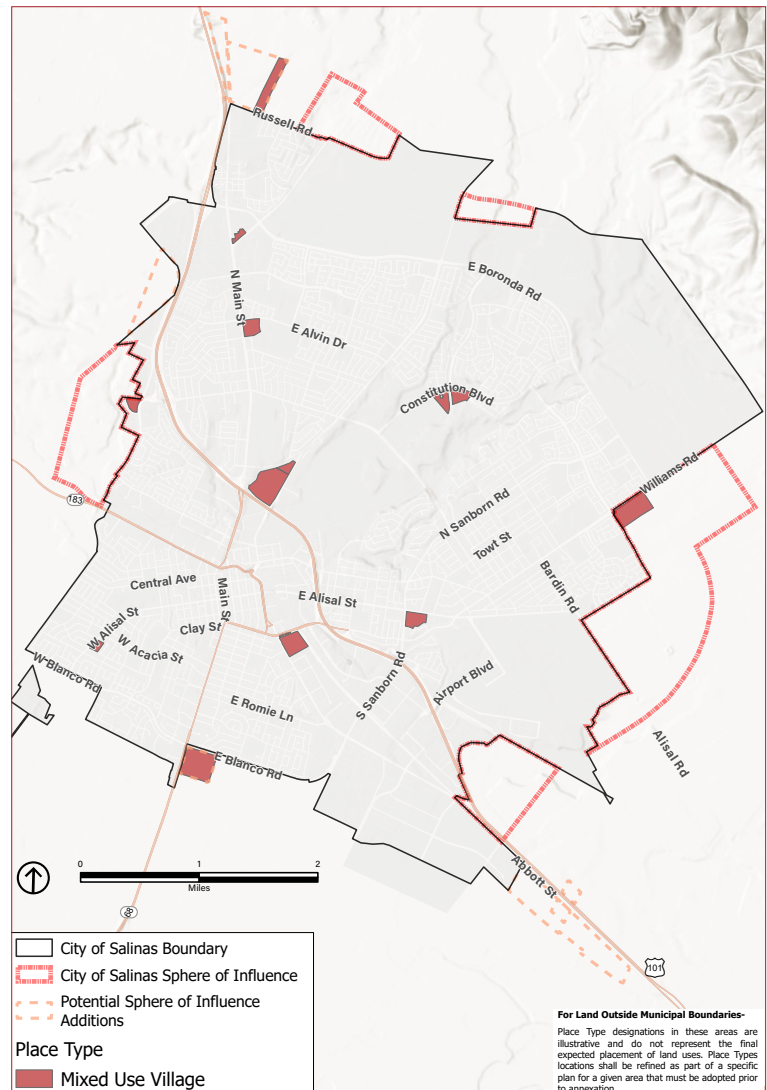
Common allowed uses or developments:

- Mix of uses ●●●●●
- Retail and dining ●●●●●
- Offices and services ●●●●●
- Multifamily residential ●●●●●
- Entertainment ●●●
- Hotels/lodging ●●
- Public gathering/open space ●

Development Standards:

- 1-6 stories. New development must be entirely or at least partially oriented to the street, be accessible to pedestrians, and include a mix of uses to create a walkable environment.
- 30 to 50 DU/Acre
- Max 1.0 FAR (non-residential only)

Place Type Map:



Fruitvale Station – Oakland



Creekbridge Village – Constitution Boulevard

Commercial/Employment Category

Commercial/Employment Category Place Types provide space for vital retail, office, and industrial uses in Salinas. These serve community needs for shopping, lodging, services, and jobs, and are critical to the local economy and tax base. Some of these Place Types, not including industrial Place Types, also allow for residential and mixed use development but these are not predominant uses and may require more screening, noise dampening, and other mitigation for compatibility. See the Noise Element for related policies.

Commercial Retail (CR)

Description: The Commercial Retail Place Type primarily provides for larger-scale stores, as well as restaurants and personal and business services. These uses are commonly located in local- and regional-serving shopping centers on major roads. This Place Type also allows for hotels and some multifamily housing.

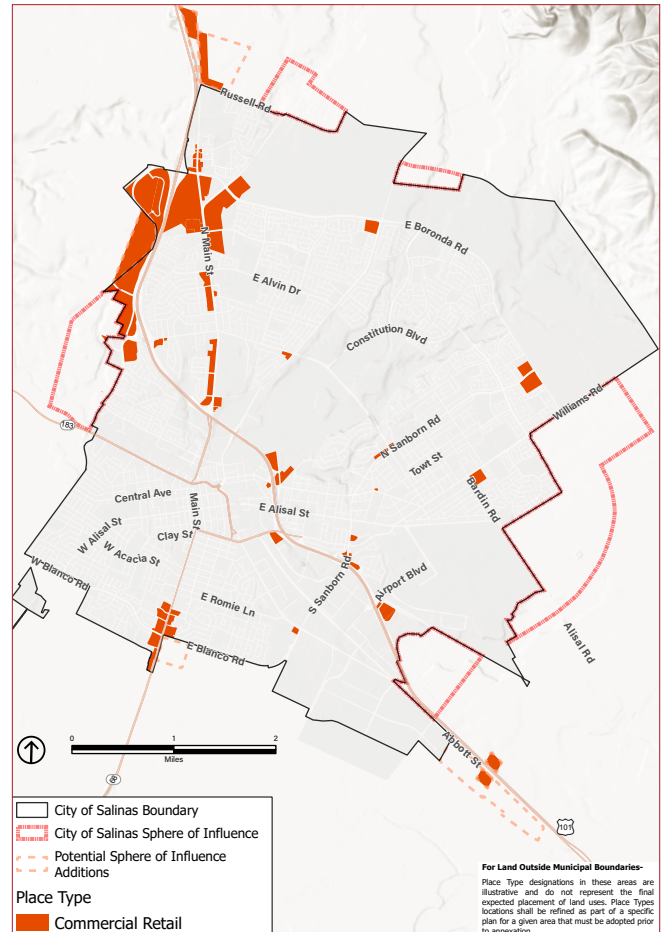
Common allowed uses or developments:

- Regional shopping centers and malls ●●●●●
- Retail and dining ●●●●●
- Offices and services ●●●●●
- Entertainment ●●●●●
- Multifamily residential ●●●
- Hotels/lodging ●●●
- Auto sales/service ●●●

Development Standards:

- 1-4 stories.
- 15 to 30 DU/Acre
- Max 0.5 FAR

Place Type Map:



Northridge Mall – North Main Street



Costco – West Davis Road

Employment Center (EC)

Description: Provides for areas with business parks, research and development laboratories, office clusters, and limited manufacturing. Implementing regulations will include landscaping and design standards intended to buffer noise, traffic, and other impacts to be compatible with apartments and workforce housing. Development often planned as a cohesive “campus” or business park.

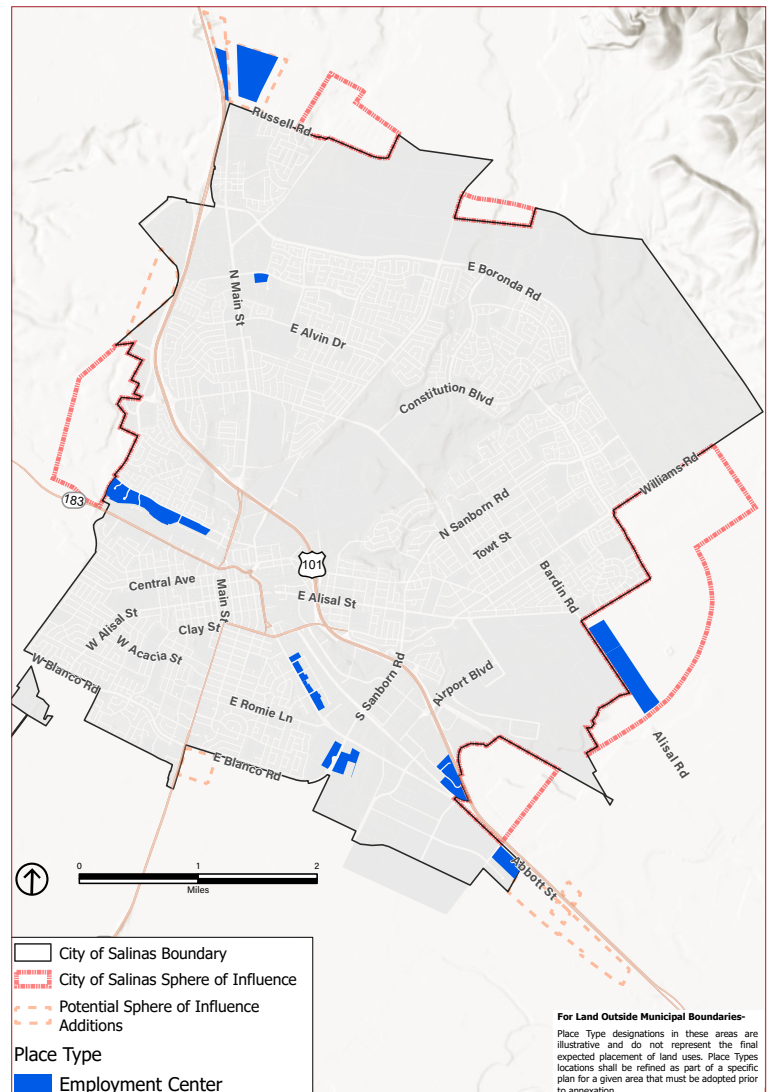
Common allowed uses or developments:

- Office/business parks ●●●●●
- Research facilities ●●●●
- Medical offices/labs ●●●
- Multifamily residential/workforce housing ●●
- Light industrial ●●

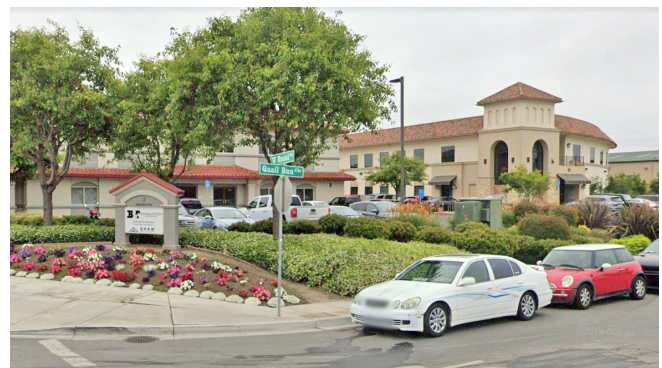
Development Standards:

- 1-4 stories
- Max 2.0 FAR
- 15 to 30 DU/Acre

Place Type Map:



Medical Office – Abbott Street



Quail Run Circle – Rossi Street

Flex Corridor (FC)

Description: These areas support a variety of light manufacturing, workshops, arts and crafts production, commercial kitchens, and other small-scale, lower-impact uses. This Place Type also accommodates multifamily housing, live/work and supporting retail. Because of its proximity to and inclusion of industrial uses, implementing regulations should include form and screening/landscaping requirements to protect residential uses.

Common allowed uses or developments:

- Light industrial ●●●●
- Workshops ●●●●
- Maker space ●●●●
- Business incubators ●●●
- Auto-repair ●●●
- Live/work ●●
- Retail ●
- Multifamily residential/workforce Housing ●

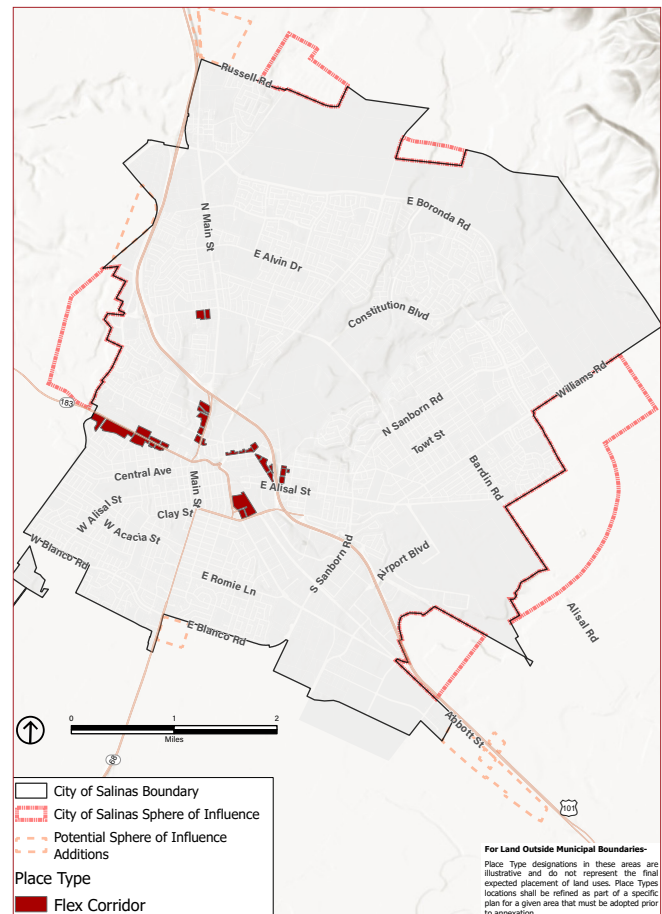
Development Standards:

- 1-4 stories
- Max 2.0 FAR
- 12 to 24 DU/Acre

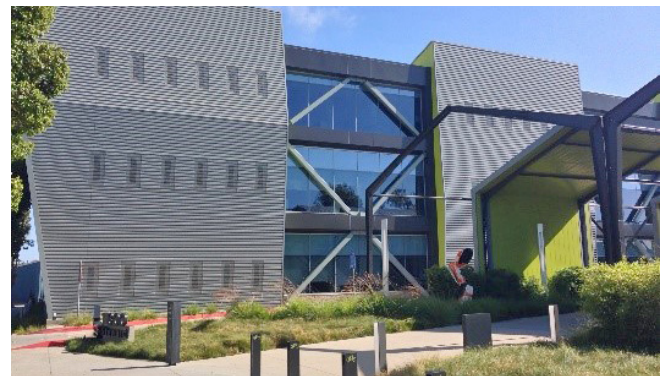
Industrial Category

The Industrial Category consists of two Place Types that provide space for intense commercial uses and processes. These Place Types are predominantly located around the rail corridor that bisects the city, with particularly high concentrations in the southeast corner of Salinas. Salinas is the historic value-add center for the regional agriculture industry, which is reflected in the packaging and cooling facilities that are some of the city's largest industrial users. Many other businesses in these areas also support agriculture in some way but there are also other diverse industrial uses and an emerging demand for general logistics and shipping. Though

Place Type Map:



Industrial/business incubator/office building – Richmond



Office building – Santa Monica

critical to the local economy, these areas also handle or generate hazardous materials and create significant pollution and traffic which burdens some adjacent neighborhoods (see Environmental Justice Element). Industrial Place Type implementation must seek ways to mitigate impacts while ensuring economic stability and growth through support and land availability (see Economic Development Element for related strategies). The realization of the Salinas Agricultural Industrial Center for example will concentrate new industrial development in an area not adjacent to existing residential neighborhoods.

Medium Industrial (MI)

Description: The Medium Industrial Place Type provides for manufacturing, distribution and warehousing/wholesaling, automobile sales and repairs, and building materials sales that would generally not be appropriate in Place Types with residential uses because of potential impacts. In areas where this Place Type is adjacent to residential uses, there should be screening or a landscaped buffer between the uses.

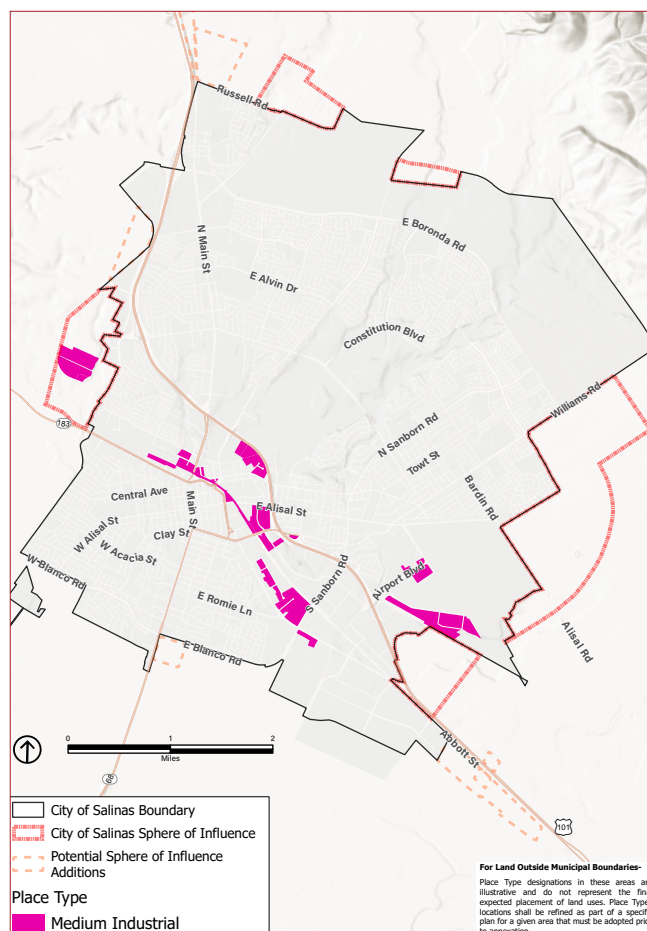
Common allowed uses or developments:

- Light manufacturing ●●●●
- Warehousing and distribution ●●●●
- Vehicle sales and repair ●●●●
- Wholesaling ●●●●
- Business parks ●●●●
- Office ●●●
- Energy production/storage ●

Development Standards:

- 1-2 stories
- Max 0.4 FAR

Place Type Map:



Harris Place



Industrial building – San Luis Obispo

Heavy Industry and Production (HIP)

Description: These areas are dedicated to intense manufacturing, distribution, freight, and other heavy industry and infrastructure are located near rail and highways for efficient movement of goods. They provide significant space for large-scale operations and other uses that may generate significant noise, odors, or other potential effects that require buffering from surrounding areas to limit nuisances and environmental harm.

Common allowed uses or developments:

- Packing and shipping centers ●●●●●
- Plants and factories ●●●●●
- Warehousing and distribution ●●●●●
- Waste management/processing ●●●
- Auto salvage ●
- Energy production/storage ●

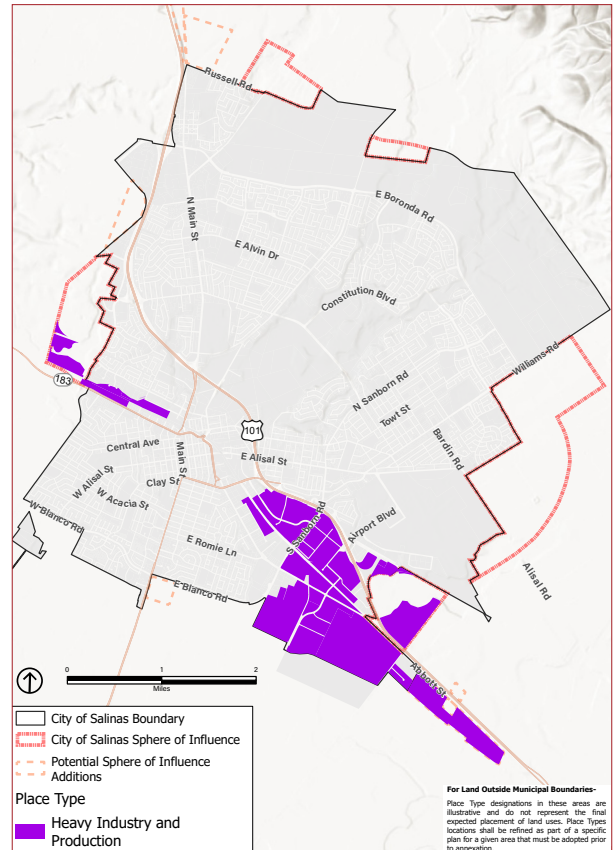
Development Standards:

- 1-3 stories depending on internal production activities required for facility
- Max 0.5 FAR

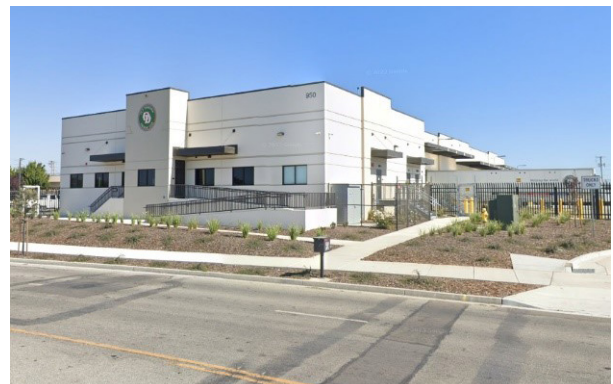
Unique Category

Place Types in the Unique Category have location-specific qualities or circumstances that warrant separate discussion. The City Center Place Type covers Salinas' historic downtown and surrounding neighborhoods. City Center Core and Edge are informed by the Central City Overlay District of the 2006 Zoning Code and the Downtown Vibrancy Plan. City Center Core is also informed by the recent and ongoing planning around the Intermodal Transit Center. For related policies on transit and transit-oriented development, see the Circulation Element. The Alisal Marketplace Place Type is located between the downtown and the Alisal, with mostly light-industrial and commercial users. In 2010, a developer proposed reimaging this area as a mixed use redevelopment opportunity. After not moving forward, this concept was revisited with the Alisal community during the AVP process to develop

Place Type Map:



Harkins Road



Work Street

an even wider range of uses than the original proposal. The West Area Specific Plan, Central Area Specific Plan, and East Area Specific Plan Place Types refer to those documents.

City Center (CC)

A. Core

B. Edge

Description: The City Center Place Type is centered along the vibrant heart of downtown Salinas. This Place Type builds off the area's strong historic character, while encouraging adaptive reuse, multi-story mixed use, multifamily residential, and transit-oriented development, given that downtown is the location of both the Intermodal Transit Center and Salinas Transit Center. This Place Type also wraps around and is supported by other government facilities for the City of Salinas and County of Monterey. The City Center Core area should feature the tallest buildings in Salinas, with development intensity tapering off in City Center Edge areas.

Common allowed uses or developments:

- Retail and dining ●●●●●
- Entertainment ●●●●
- Multifamily residential ●●●●●
- Office ●●●●
- Government ●●●●
- Hotels ●●
- Public gathering/open space ●

Development Standards:

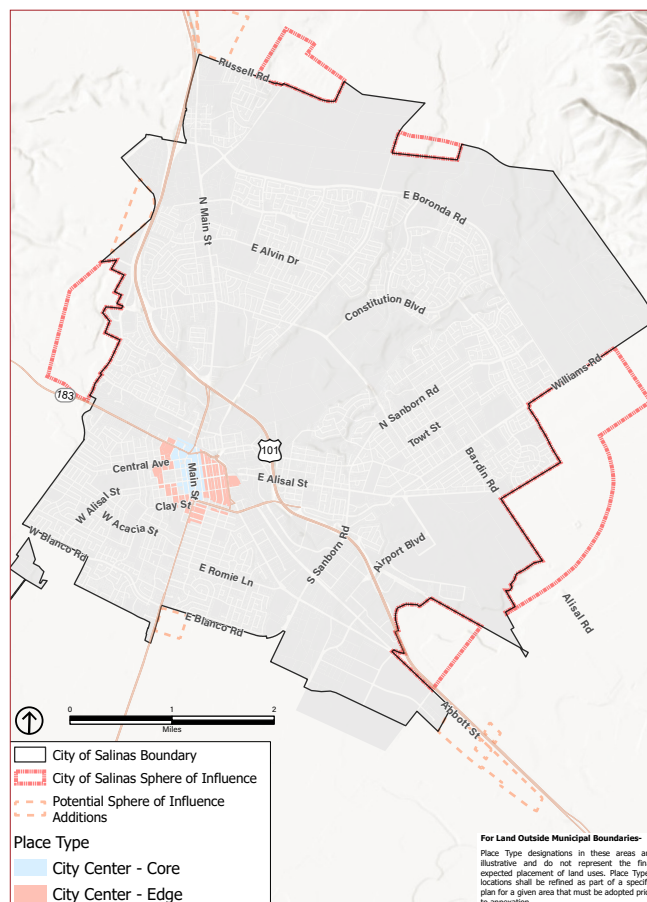
Core:

- 1-8 stories
- Max 6.0 FAR
- 30 to 80 DU/Acre

Edge:

- 1-5 stories
- Max 3.0 FAR
- 20 to 40 DU/Acre

Place Type Map



City Center Core example – Main Street



City Center Edge Example - Tynan village

Alisal Marketplace (AM)

Description: This Place Type offers a major redevelopment opportunity to connect the City Center to the Alisal through a new walkable neighborhood that includes larger-scale residential, mixed use, civic, commercial and office, and some flexible light industrial development.

Common allowed uses or developments:

- Large apartments/multifamily residential ●●●●
- Retail and dining ●●●●
- Office ●●●●
- Live/work ●●●
- Light industrial/maker space ●●●
- Hotel/lodging ●●
- Civic (government/education) ●
- Public gathering/open space ●

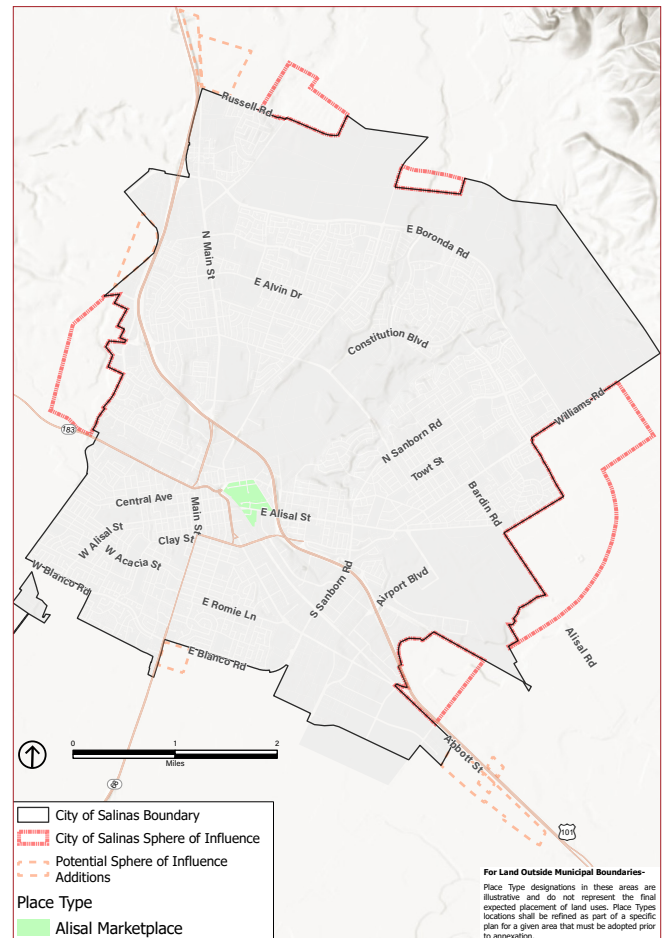
Development Standards:

- 1-6 stories
- Max 4.0 FAR
- 30 to 60 DU/Acre



Tannery Arts Center – Santa Cruz (source: jscotannery.com)

Place Type Map:



Mixed use building – Berkeley

Place Type Map:

West Area Specific Plan (WASP)

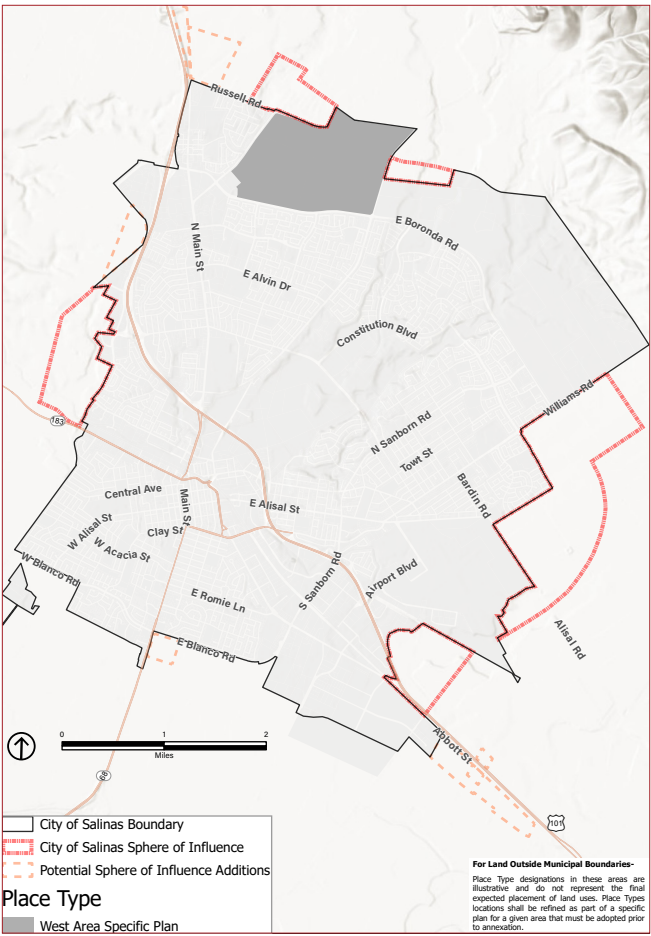
Description: Approved in 2019, the WASP applies to approximately 797 acres north of Boronda Road between San Juan Grade and Natividad Road. It accommodates more than 4,300 housing units at a variety of densities, mixed use commercial areas, and community uses such as parks and schools.

Common allowed uses or developments:

- Low – medium density residential ●●●●●
- High density residential ●●
- Schools ●●
- Parks and open space ●●
- Mixed use and commercial space ●●

Development standards:

- Varies, set by adopted specific plan.



WASP Land Use Map

Central Area Specific Plan (CASP)

Description: Approved in 2020, the CASP applies to approximately 760 acres north of Boronda Road between Natividad Road and Constitution Boulevard. Designed according to New Urbanism principles, it accommodates about 3,900 housing units, a mixed-use village center, and community uses such as parks and schools.

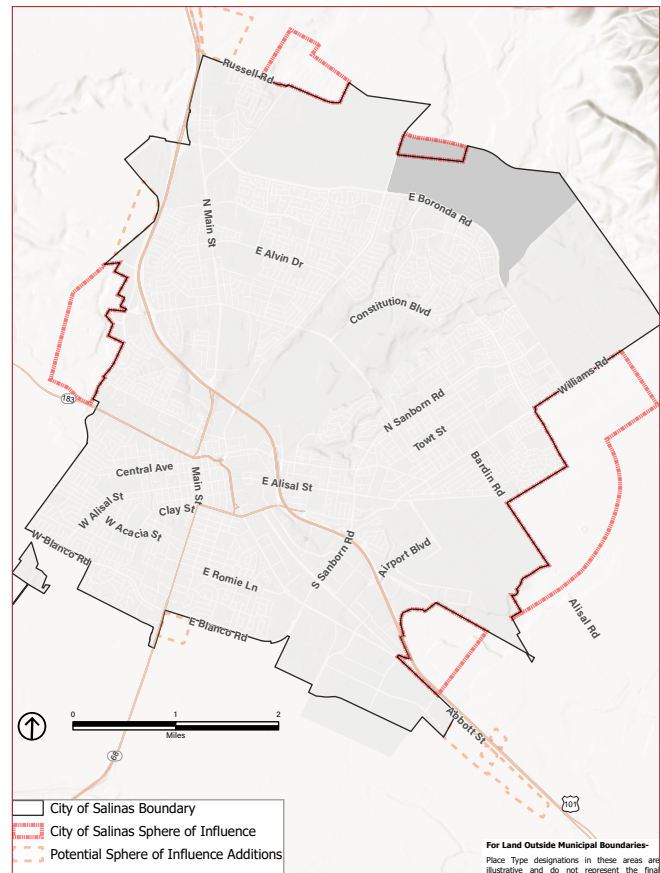
Common allowed uses or development:

- Low – medium density residential ●●●●●
- High density residential ●●
- Schools ●●
- Parks and open space ●●●●
- Mixed use and commercial space ●●
- Library/fire station ●

Development Standards:

- Varies, set by adopted specific plan.

Place Type Map:



CASP Land Use Map

East Area Specific Plan (EASP)

Description: The EASP applies to approximately 940 acres north of Boronda Road between the future extension of Constitution Boulevard and Williams Road. It accommodates a mix of housing types, small-scale commercial, and community uses such as parks and schools.

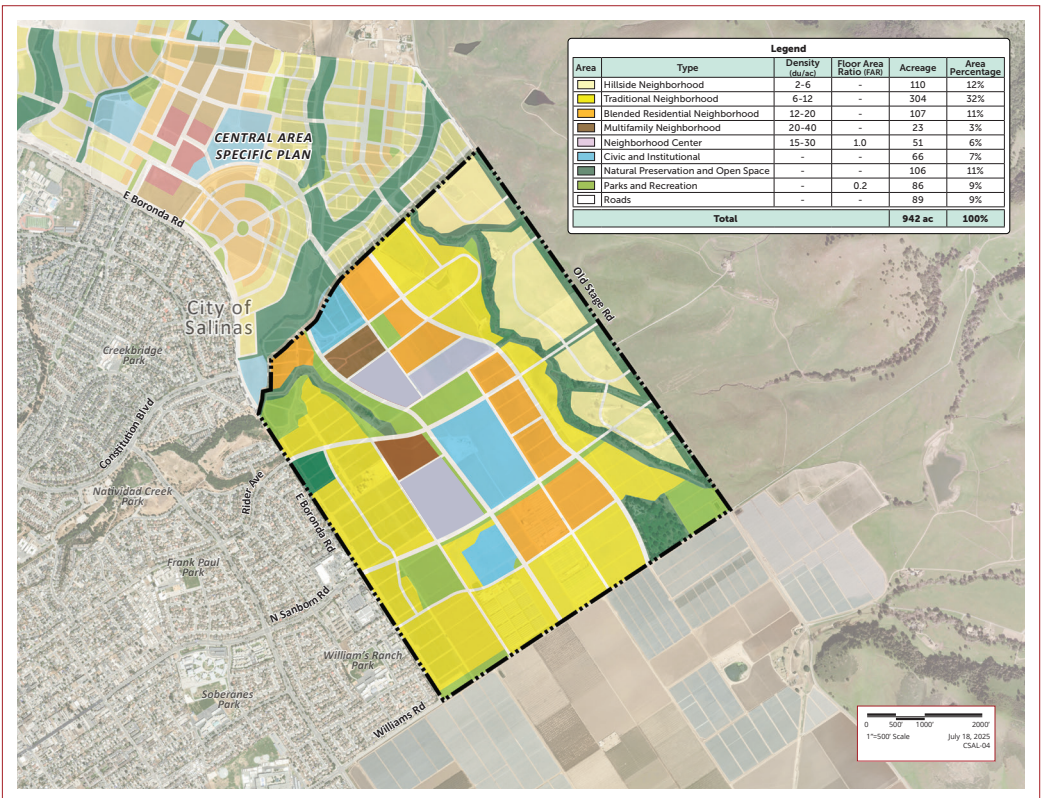
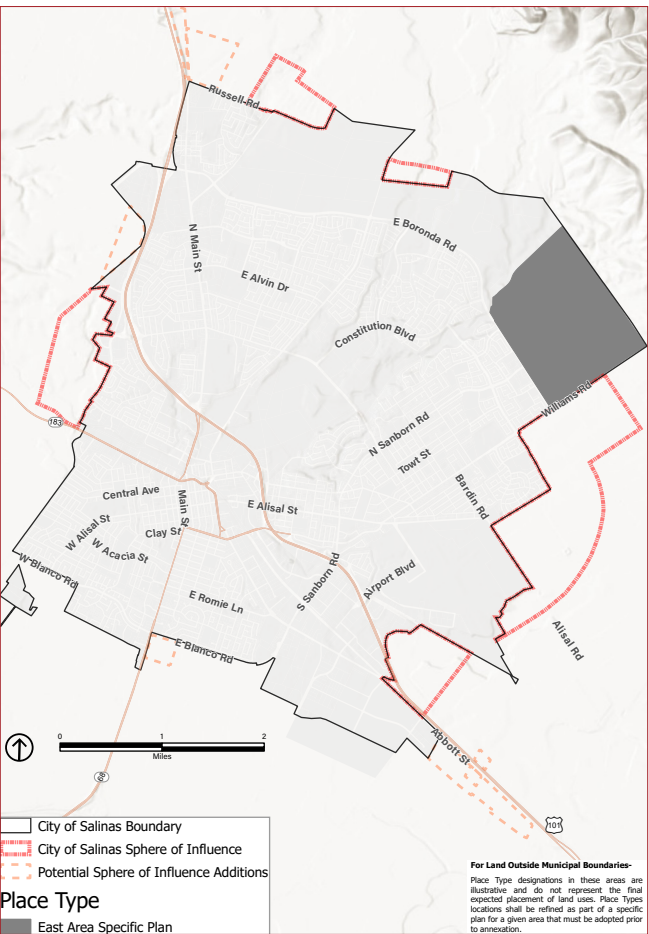
Common allowed uses or development:

- Low – medium density residential ●●●●●
- High density residential ●●●
- Schools ●
- Parks and open space ●●●
- Mixed use and commercial space ●●
- Library/fire station ●

Development Standards:

- Varies, set by future specific plan.

Place Type Map:



EASP Land Use Map

Place Type Density and Intensity Summary

Table LU-1: Place Type Uses, Density, and Building Height, summarizes illustrative uses and development standards of the 18 Place Types, which are described in detail in the preceding pages. Figure LU-6: Place Types, shows the geographic location of each Place Type in the city.

Table LU-1: Place Type Uses, Density, and Building Height

Category	Place Type	Use Summary	Density/ Floor-Area Ratio (FAR)	Maximum Stories
Open Space and Public Service	Natural Preservation and Open Space	Open space, resource preservation, flood management/multi-use green infrastructure, trails.	n/a - no residential allowed	n/a - limited development
	Parks and Recreation	Parks, playgrounds, sports fields and courts, recreation centers, trails, flood management/multi-use green infrastructure, community gardens	n/a - no residential allowed, max. 0.2 FAR	n/a
	Civic and Institutional	Schools, government facilities, colleges/post-secondary, hospitals, recreation/community/senior centers, employee or student housing	15-30 du/acre, max. 1.0 FAR	4 stories
Residential	Hillside Neighborhood	Single-family homes on large lots, open space, parks, schools, places of worship.	2-6 du/acre	2 stories
	Traditional Neighborhood	Single-family homes, small lot homes, limited attached homes, small-scale multifamily (accessory dwelling units, duplexes, triplexes), schools, places of worship, parks.	6-12 du/acre	2 stories
	Blended Residential Neighborhood	Multifamily (small apartment buildings, bungalow courts, townhomes, multiplex, accessory dwelling units), single-family (attached, detached, small lot), schools, places of worship, parks.	12-20 du/acre	3 stories
	Multifamily Neighborhood	Apartment buildings and condominiums, rowhomes/townhomes, other multifamily, navigation center/permanent supportive housing, schools, places of worship, parks.	20-40 du/acre	5 stories
Mixed Use	Neighborhood Center	Retail and dining, medical and personal services, offices, multifamily residential, vertical mixed use, public gathering spaces.	15-30 du/acre, max. 1.0 FAR	4 stories
	Mixed Use Corridor	Vertical mixed use, retail and dining, offices and services, multifamily residential, entertainment, hotels/lodging, public gathering spaces.	30-40 du/acre, max. 3.0 FAR (non-residential)	6 stories
	Mixed Use Village	Vertical and horizontal mixed use sites, retail and dining, offices and services, multifamily residential, entertainment, hotels/lodging, public gathering spaces.	30-50 du/acre, max. 1.0 FAR (non-residential)	6 stories

Table LU-1: Place Type Uses, Density, and Building Height (Continued)

Commercial/ Employment	Commercial Retail	Regional shopping centers and malls, retail and dining, offices and services, entertainment, hotels/lodging, multifamily residential, auto sales/service	15-30 du/acre, Max. 0.5 FAR	4 stories
	Employment Center	Office/business parks, research facilities, medical offices/labs, multifamily/workforce housing, limited light industrial.	15-30 du/acre, max. 2.0 FAR	4 stories
	Flex Corridor	Light industrial, workshops, maker spaces, business incubators/parks, auto-repair, retail, multifamily residential/workforce housing, transitional housing.	12-24 du/acre, max. 2.0 FAR	4 stories
Industrial	Medium Industrial	Light industrial/manufacturing, warehousing and distribution, vehicle sales and repair, wholesaling, business parks, energy production/storage.	n/a - no residential allowed, max 0.4 FAR	2 stories
	Heavy Industry and Production	Plants and factories, packaging and shipping centers, warehousing and distribution, waste management/processing, auto salvage, energy production/storage	n/a - no residential allowed, max 0.5 FAR	3 stories
Unique	City Center a. Core b. Edge	Vertical mixed use, retail and dining, entertainment, multifamily residential, office, government, hotels, public gathering spaces.	Core: 30-80 du/acre, max. 8.0 FAR. Edge: 20-40 du/acre, max. 3.0 FAR	Core: 8 stories Edge: 5 stories
	Alisal Marketplace	Multifamily, retail and dining, office, live/work, light industrial/maker space, hotel/lodging, government and education, public gathering space.	30-60 du/acre, max. 4.0 FAR.	6 stories
West, Central, and East Specific Plan Areas	West Area Specific Plan	Land uses/zoning set by specific plan. Contains a variety of residential densities, mixed and commercial uses, schools and public facilities, and parks and open space, all following principles of New Urbanism.	Varies, refer to specific plan.	
	Central Area Specific Plan	Land uses/zoning set by specific plan. Contains a variety of residential densities, mixed and commercial uses, schools and public facilities, and parks and open space, all following principles of New Urbanism.	Varies, refer to specific plan.	
	East Area Specific Plan	Land uses/zoning will be set by specific plan. Will contain a variety of residential densities, mixed and commercial uses, schools and public facilities, and parks and open space.	Varies, refer to future specific plan.	

Place Types and Street Classifications

The General Plan also establishes a classification system for the City's streets and transportation network in the Circulation Element. It is important to align land uses with the transportation network and appropriately size street width, capacity, and modes. When done well, this helps to create walkable places, reduce unnecessary vehicle trips, manage traffic flow and parking, mitigate noise impacts, and manage road construction and maintenance costs to facilitate development. In addition to establishing a Street Classification based on Federal Highway Administration standards, the Circulation Element contains Complete Street Types to help design a transportation network that serves all users and means of mobility in Salinas. Table LU-2 matches Place Types with the most compatible primary adjacent Street Classifications, and Complete Street Types. Because some Place Types may have multiple appropriate Street Classifications and Complete Streets beyond those listed below based on location context and actual use, this table is for illustrative purposes only. See the Circulation Element for more details and standards of the transportation network.

Table LU-2: Place Types and Illustrative Mode Priority and Compatible Street Classifications

Place Type	Mode Priority*		Street Classification	Complete Street Type
Natural Preservation and Open Space	Transit: Vehicle: Pedestrian: Bicycle: Commercial:	M L H H L	Local Collector	Multi-Use Path and Promenade Local Residential
Parks and Recreation	Transit: Vehicle: Pedestrian: Bicycle: Commercial:	H M H H L	Local Collector Minor Arterial	Multi-Use Path and Promenade Local Residential Residential Throughways
Civic and Institutional	Transit: Vehicle: Pedestrian: Bicycle: Commercial:	H M H M L	Local Collector Minor Arterial	Multi-Use Path and Promenade Local Residential Residential Throughways Mixed Use Street/Mobility Corridor
Hillside Neighborhood	Transit: Vehicle: Pedestrian: Bicycle: Commercial:	L H H M L	Local Collector Minor Arterial Major Arterial	Local Residential Residential Throughways
Traditional Neighborhood	Transit: Vehicle: Pedestrian: Bicycle: Commercial:	L H H M L	Local Collector Minor Arterial	Local Residential Residential Throughways

Table LU-2: Place Types and Illustrative Mode Priority and Compatible Street Classifications (Continued)

Blended Residential Neighborhood	Transit: Vehicle: Pedestrian: Bicycle: Commercial:	M H H M L	Local Collector Minor Arterial	Local Residential Residential Throughways
Multifamily Neighborhood	Transit: Vehicle: Pedestrian: Bicycle: Commercial:	H M H M L	Collector Minor Arterial Major Arterial	Residential Throughways Mixed Use Street/Mobility Corridor
Neighborhood Center	Transit: Vehicle: Pedestrian: Bicycle: Commercial:	M M H H M	Minor Arterial Major Arterial	Mixed Use Street/Mobility Corridor Commercial Throughway
Mixed Use Corridor	Transit: Vehicle: Pedestrian: Bicycle: Commercial:	H M H H M	Major Arterial	Mixed Use Street/Mobility Corridor Commercial Throughway
Mixed Use Village	Transit: Vehicle: Pedestrian: Bicycle: Commercial:	H M H M M	Major Arterial	Mixed Use Street/Mobility Corridor Commercial Throughway
Commercial Retail	Transit: Vehicle: Pedestrian: Bicycle: Commercial:	H H M M M	Minor Arterial Major Arterial	Commercial Throughway Parkway
Employment Center	Transit: Vehicle: Pedestrian: Bicycle: Commercial:	H H M M M	Minor Arterial Major Arterial	Commercial Throughway Parkway
Flex Corridor	Transit: Vehicle: Pedestrian: Bicycle: Commercial:	M H M L H	Major Arterial	Commercial Throughway Local Commercial/Industrial

Table LU-2: Place Types and Illustrative Mode Priority and Compatible Street Classifications (Continued)

Medium Industrial	Transit: Vehicle: Pedestrian: Bicycle: Commercial:	M H L L H	Major Arterial	Local Commercial/Industrial Industrial
Heavy Industry and Production	Transit: Vehicle: Pedestrian: Bicycle: Commercial:	L H L L H	Major Arterial	Local Commercial/Industrial Industrial
City Center Core Edge	Transit: Vehicle: Pedestrian: Bicycle: Commercial:	H L H H M	Local (Edge only) Collector Minor Arterial Major Arterial	Downtown Commercial Mixed Use Street/Mobility Corridor
Alisal Marketplace	Transit: Vehicle: Pedestrian: Bicycle: Commercial:	H H H M M	Local (interior of Place Type) Collector Major Arterial	Local Residential Local Commercial/Industrial Residential Throughway Mixed Use Street/Mobility Corridor Commercial Throughway
West Area Specific Plan	Varies, refer to specific plan.			
Central Area Specific Plan	Varies, refer to specific plan.			
East Area Specific Plan	Varies, refer to future specific plan.			
*Mode Priority: L = low M = Medium H = High	Transit = bus, train, or other public mass transportation. Vehicle = private automobile (car, truck, motorcycle, etc.). Pedestrian = walking or similar. Bicycle = cyclist or other form of micromobility (scooters, skateboards, e-bikes, etc.) Commercial: trucks for delivery, hauling, or other commercial purposes.			

Place Types and the Zoning Code

It is urban planning best practice and State law that General Plan Land Use and the Zoning Code (Chapter 37 of the Municipal Code) are consistent with each other. The City intends to adopt new zoning regulations to better implement the Place Types. It may be necessary to periodically update the Zoning Code through the horizon year of this General Plan to achieve its long-term goals. Within six months of General Plan adoption, the City will adopt Zoning Code updates that bring Place Types and the Zoning Code into alignment and may pursue a more comprehensive overhaul beyond that. Table LU-3 identifies the Place Types and Zoning Districts that are most consistent with each other until the Zoning Code is amended. Some Place Types may have the characteristics of more than one current Zoning District from the 2006 Salinas Zoning Code. Until the Zoning Code is amended, the City shall process proposed projects according to the existing 2006 Zoning Code, except for using Place Type residential density and height standards if more permissive, consistent with Senate Bill (SB) 330, the Housing Crisis Act of 2019, and related California Government Code sections.

Table LU-3: Place Types and Zoning District Consistency

Category	Place Type	Most Consistent Current Zoning District(s)
Open Space and Public Service	Natural Preservation and Open Space	Open Space (OS)
	Parks and Recreation	Parks (P)
	Civic and Institutional	Public/Semi-Public (P/SP)
Residential	Hillside Neighborhood	Residential Low Density (R-L)
	Traditional Neighborhood	Residential Low Density (R-L)
	Blended Residential Neighborhood	Residential Medium Density (R-M-3.6 and R-M-2.9)
	Multifamily Neighborhood	Residential High Density (R-H-2.1 and R-H-1.8)
Mixed Use	Neighborhood Center	Commercial Office/Residential (CO/R) Mixed Use (MX)
	Mixed Use Corridor	Mixed Use (MX)
	Mixed Use Village	Mixed Use (MX)
Commercial/ Employment	Commercial Retail	Commercial Retail (CR) and Commercial Thoroughfare (CT)
	Employment Center	Industrial - Business Park (IBP) Industrial – General Commercial (IGC) Commercial Office (CO)
	Flex Corridor	Mixed Arterial Frontage (MAF) Industrial – General Commercial (IGC)
Industrial	Medium Industrial	Industrial – General (IG) and Industrial General Commercial (IGC)
	Heavy Industry and Production	Industrial – General (IG)
Unique	City Center a. Core b. Edge	Mixed Use (MX) + Central City Overlay Downtown Core Area and Downtown Neighborhood Area
	Alisal Marketplace	Mixed Use (MX) Mixed Arterial Frontage (MAF) Industrial – Business Park (IBP)
	West Area Specific Plan	Defer to Specific Plan Zoning
	Central Area Specific Plan	Defer to Specific Plan Zoning
	East Area Specific Plan	Defer to Future Specific Plan Zoning

Goals and Policies

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

One of the challenges facing the growing city is providing adequate room for all community uses and needs due to the City's agricultural surroundings and existing development patterns that favor single-uses and one to two-story buildings. Over 45-percent of Salinas land is designated as residential, and most of that is low-density. The Place Type designations seek to balance land use patterns by increasing mixed-use and infill development, creating opportunities for additional housing across the city, and offering flexibility and selectively increasing available land for employment generating uses. See Table 65 of the 2023-2031 Housing Element for a housing density comparison between current zoning and the Place Types.

Policy LU-1.1: Actively encourage mixed-use designations and development to increase sustainability and capacity for housing, business, services, and alternative modes of transportation.

The Place Types include multiple mixed-use and flexible designations that have the potential to create housing, services, and jobs near one another. This could improve community health and quality of life by reducing commute time and making active forms of transportation pleasant and realistic options. The Zoning Code should be updated to emphasize form and placemaking over specific land use in the Mixed Use, City Center, and Alisal Marketplace Place Type areas. The City Center and Alisal Marketplace Place Types will also help maintain a compact city core with the downtown area as the business, government, and entertainment hub of Salinas.

Policy LU-1.2: Promote and prioritize redevelopment and revitalization of infill opportunities to ensure the efficient use of land and existing infrastructure and services (e.g., roads, transit, water, sewer, schools).

The Mixed Use, Multifamily Neighborhood, City Center, and Alisal Marketplace Place Types are located near major corridors, destinations, and transit facilities. These Place Types encourage high-density infill in appropriate places to foster reinvestment and improvements of existing infrastructure.

The City will evaluate ways to reduce development costs and provide equitable incentives to create development within disinvested neighborhoods that benefit the existing population. As part of this work, the City will develop anti-displacement tools to protect existing businesses and residents against unintended consequences of redevelopment.

Policy LU-1.3: Maintain a compact urban form, locating growth areas in a manner that mitigates negative impacts of future growth on environmental quality and quality of life and minimizes loss of important agricultural resources, while allowing for the reasonable expansion of the City to address projected population growth.

Salinas will direct growth within the Future Growth Areas, along major corridors, downtown, and the Alisal Marketplace, via the Place Types and Zoning Code. This will keep the community compact, encourage active transportation, and minimize loss of valuable agricultural land, while meeting the public service and infrastructure needs of existing and future residents. This includes carefully managing urban expansion and directing most development to the north and east, away from the most productive agricultural land. Additional industrial users should be encouraged to locate within the approved Salinas Ag-Industrial Center Specific Plan Area.

With the adopted West Area and Central Area Specific Plans, the City is leading the development of the East Area Specific Plan to complete all specific plans for the Future Growth Area north of Boronda Road. The City shall continue to require specific plans for Future Growth Areas currently annexed or annexed following adoption of this General Plan, which include the Economic Target Areas outside of the City's Sphere of Influence as of 2024 (also see Policy LU-1.4). To effectively manage growth and discourage sprawl, in this General Plan the Economic Reserve Areas are not assigned land use designations and the City should not pursue growth into these areas until there is necessity caused by the buildout of existing Future Growth/Target Areas.

Provision of Public Services and Infrastructure in the Future Growth/Target Areas

Prior to approval of development within a Future Growth Area, a specific plan and annexation plan (if unincorporated) shall be completed. As part of the annexation plan, developers or applicants will need to prepare a Plan for Providing and Financing Services that outlines how adequate levels of public services and facilities will be provided to serve the new development, without reducing the level of service for existing urbanized areas. The plan will identify who will be responsible for the provision of public services and facilities, and identify funding sources to finance the required facilities and service standards. Prior to City approval, the Plan for Providing and Financing Services will need to demonstrate that the proposed development will meet the service standards outlined in Table LU-4. Though these plans are not required for development outside of a Future Growth Area, a development proposal received for any location in the city will be reviewed by City staff to ensure that adequate public services and facilities are provided.

The City has policies and programs in place to ensure that new development pays its fair share of needed public improvements. The City will continue to collect and impose impact fees on new development to help pay for circulation improvements, sewer and storm drain infrastructure, parks, and libraries. In addition, development in Future Growth Areas is required to participate in maintenance assessment districts to help fund ongoing operation and maintenance of certain facilities and services, such as lighting and landscaping. The City will review and update funding mechanisms on a regular basis to reflect the specific facilities required, including project costs of General Plan buildout. The City may also participate in regional funding programs for certain key facilities like road improvements.

Table LU-4: Future Growth Area public services and facilities service standards

Public Service/Facility	Service Standard
Fire Protection and Emergency Services	Fire protection facilities necessary to provide a six-minute response from receipt of 911 call for arrival of first company 90% of the time.
Police Protection	Police facilities to provide an adequate level of service as determined by the City.
Water Supply, Treatment, and Distribution	New development to provide its fair share of water improvements consistent with the adopted Water Master Plan and Urban Water Management Plan. If proposed development is not consistent with the Water Master Plan and/or Urban Water Management Plan, or if the Plans are out of date, the Plans will need to be updated to reflect the proposed project and identify necessary improvements. Project proponents will be responsible for paying their proportional cost of updating the Plans.
Landfill	Ten (10) years of capacity for any landfill(s) serving a proposed project.
Sewer Treatment and Distribution	New development to provide its fair share of sewer improvements consistent with the adopted Salinas Sanitary Sewer Master Plan. If proposed development is not consistent with the Salinas Sanitary Sewer Master Plan, or if the Plan is out of date, the Plan will need to be updated at the project proponent's expense to reflect the proposed project and identify necessary improvements.
Flood Control/Stormwater Drainage	New development to detain 100-year post-development flows while limiting discharge to 10-year pre-development flow. New development shall be consistent with City stormwater requirements and with Municipal Code Flood Damage Prevention requirements.
Education	School sites identified and donated concurrently with new development in compliance with SB 50 requirements and any applicable law.
Library	One-half square feet of public use library space per person. Library services should be located within two miles of any residential use.
Parks	Three acres of developed community park per 1,000 population, scheduled for construction within a five-year period for development in a Future Growth Area.
Circulation	Level of Service (LOS) D or better for all roadways and intersections determined by vehicle delay calculations in accordance with the latest version of the Highway Capacity Manual, Transportation Research Board.

Policy LU-1.4: Promote economic development through focused land use planning and targeted resource expansion.

The 2017 Economic Development Element (2017 EDE) emphasized economic development through land use planning, identifying 25 Opportunity Areas and six Target Areas with economic visions for each, shown with updates in Figure LU-7. This work provided a foundational basis for the development of the Place Types in these areas, which promote redevelopment and infill opportunities on major corridors in Opportunity Areas O, S, U, and X (also the expansion of medical uses here), as well as in the community core of Opportunity Areas P, R, T, and Q. The Place Type designations also reinforce the industrial nature and importance of Opportunity Areas A, W, and Y. The Place Types also other land use recommendations from recent community plans to increase development and economic potential, including the Alisal and Downtown Vibrancy Plans, and the Chinatown Revitalization Plan.

To bolster economic development potential, the City may selectively increase the supply of land for development through annexation when specific projects are proposed, including in identified Target Areas outside of the existing Sphere of Influence. Projects in the Target Areas will require coordination with the County of Monterey and the Local Agency Formation Commission (LAFCO) to amend the Sphere of Influence and process any annexations. The City will only consider annexation outside of the 2024 Sphere of Influence as projects come forward that align with community needs. One example is the draft Ferrasci Specific Plan, which would bring business park, commercial, and mixed-use development to Target Area K. Target Areas B, F, N, and L1/L2 are not in the direction of growth allowed by the 2006 Greater Salinas Area Memorandum of Understanding (GSA MOU) with the County of Monterey. The City would have to work with the County and LAFCO to amend the GSA MOU

before expanding the Sphere of Influence in these areas and pursuing annexations. Economic Reserve Areas F, J, L1, and portions of L2, N, and K are designated for potential future study and are not assigned a land use or buildout numbers. It is assumed that no growth would occur in the Economic Reserve Areas through the 2045 horizon year of this General Plan.

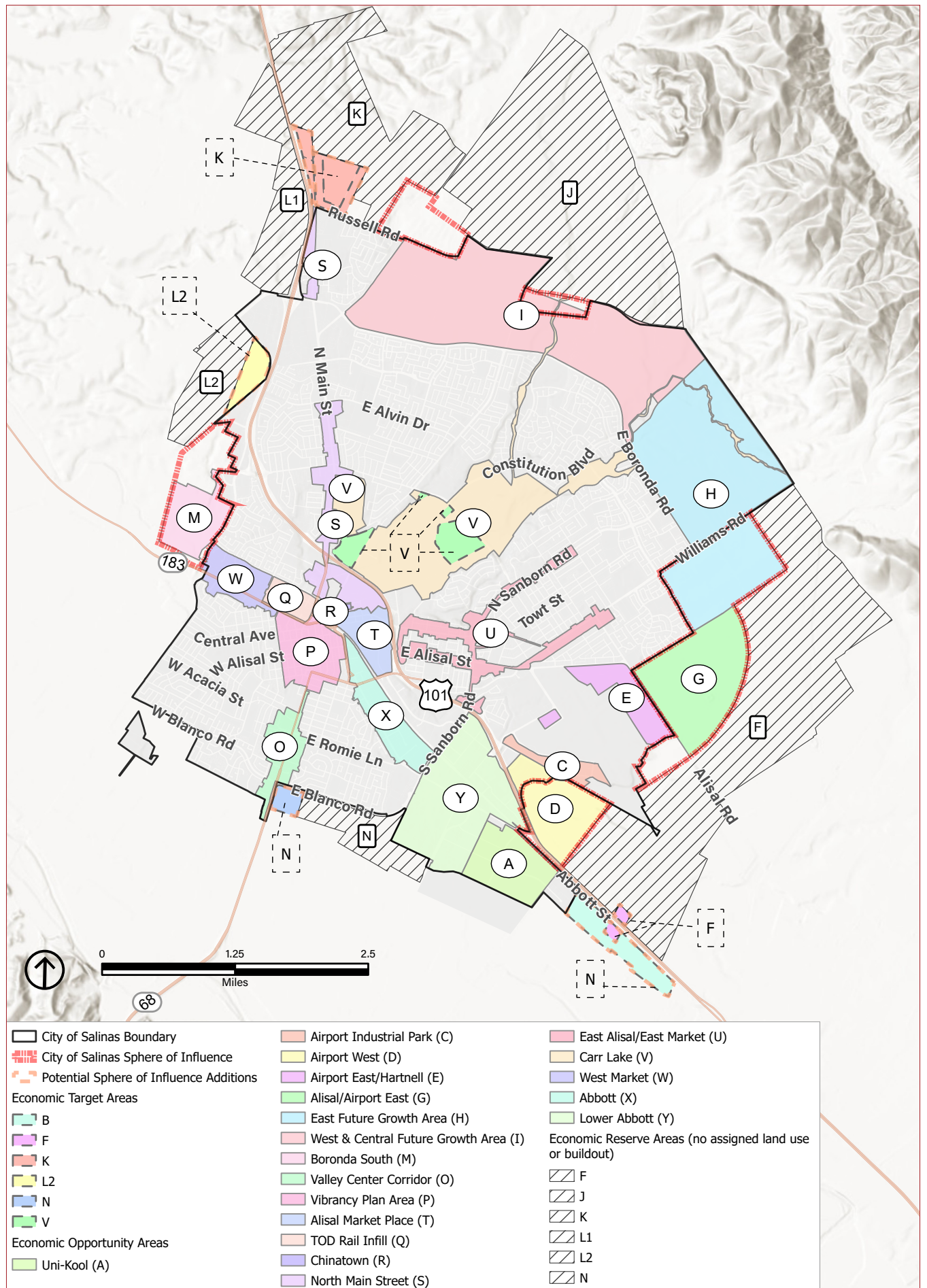
Policy LU-1.5: Coordinate with local school districts and other educational organizations.

Salinas public schools are operated by two grades K-6 districts (Salinas City Elementary and Alisal Union School District), one grades K-8 district (Santa Rita School District), and one grades 7-12 district (Salinas Union High School District). Hartnell College is part of the California Community College system and offers two-year associate degrees and certificates. The City will cooperate with the various school districts to update information in their Master Plans and Long-Range Facility Plans, identify future facility sites, student generation formulas, and facility improvement plans. The City must also consider the impacts of proposed projects on school enrollment and facilities standards and continue to work with Monterey Salinas Transit (MST) to ensure that transit routes adequately serve Salinas' educational institutions.

Goal LU-2: Provide above- and below-ground infrastructure that meets existing and future community needs.

High-quality infrastructure for all existing and future residents is vital for supporting equitable development and protecting residents and businesses throughout the city. To enhance economic development, the City will need to invest in making improvements to existing infrastructure systems. Infrastructure development including flood control, water supply, wastewater and storm drainage conveyance and disposal facilities, and

Figure LU-7: Economic Opportunity, Target, and Reserve Areas



Data Source: City of Salinas.

broadband access is critical to enabling economic development and improving the health and safety of Salinas. The condition of existing infrastructure in many developed areas of the City needs to be addressed along with plans for the expansion of infrastructure to accommodate future growth.

Policy LU-2.1: Maintain, improve, and expand stormwater, wastewater, and sanitary sewer systems to meet current and anticipated demands.

The two agencies responsible for flood control in Salinas are the City and the Monterey County Water Resources Agency (MCWRA). The City is responsible for local flood control facilities and MCWRA is responsible for regional flood control facilities. The City updated its Stormwater Master Plan (SWMP) in 2024, which highlights necessary improvements for stormwater management. The City owns and operates its own Municipal Separate Storm Sewer System (MS4) with approximately 140 miles of pipe and three lift stations, one of which is owned by Caltrans. The MS4 sends stormwater to local water bodies including the Reclamation Ditch, Santa Rita Creek, Natividad Creek, Gabilan Creek, and the Salinas River. As further discussed in the Conservation and Environmental Safety Element, the MCWRA Reclamation Ditch 1665 is the major drainage feature for Salinas.

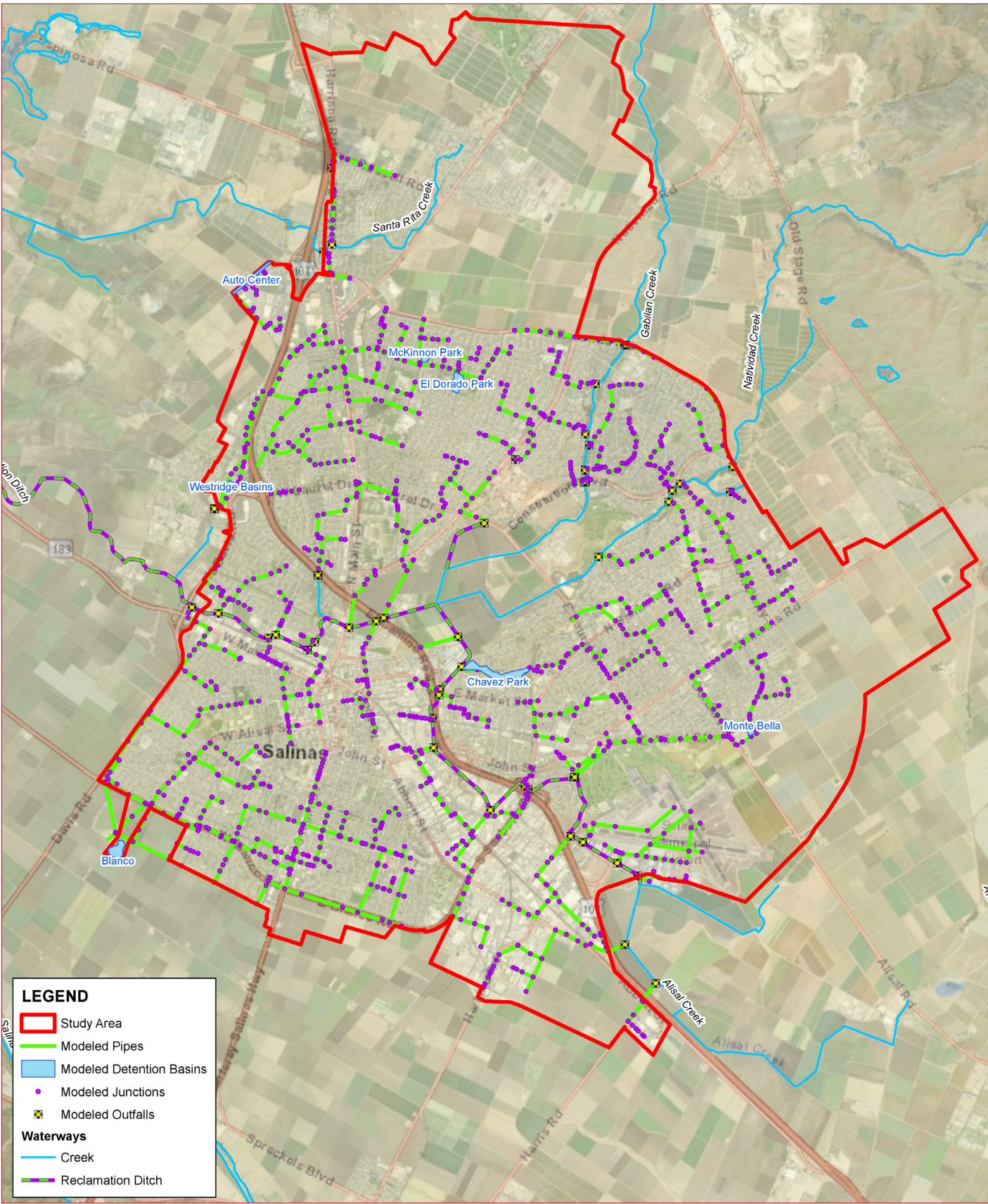
The City and MCWRA must continue to coordinate to provide and maintain necessary flood control facilities and services to meet the needs of the community. The City must also require new development to provide flood and stormwater control that are not only visually attractive but also ecologically beneficial by increasing pervious surfaces and green infrastructure throughout the community. The Natural Preservation and Open Space Place Type and Parks and Recreation Place Type help protect waterways and flood areas in Salinas by limiting development in these areas. For more on flood protection and climate adaptation, see the Conservation and Environmental Safety Element.

The City adopted an updated Sanitary Sewer Master Plan (SSMP) in 2023. The City's sanitary wastewater collections system contains approximately 292 miles of main gravity pipes, two miles of force mains, and 11 lift stations, which bring wastewater to the Salinas Area Pump Station (SAPS) (see Figure LU-9). SAPS is owned and operated by Monterey One Water (M1W) and feeds into a forcemain from Salinas to the regional wastewater treatment plant near the City of Marina, also operated by M1W. Salinas' sanitary sewer facilities serve the incorporated city and a portion of unincorporated Bolsa Knolls. The updated SSMP also examines increasing service to the Future Growth Areas and Target Areas, the remainder of Bolsa Knolls, and the Salinas Ag-Industrial Center.

The City also has a separate industrial wastewater system for industrial users to connect to the Industrial Waste Treatment Facility located in unincorporated Monterey County along the Salinas River. The Industrial Waste Collection System Sanitary Sewer Management Plan for this system and facility is updated every five years, with the most recent update taking place in 2022.

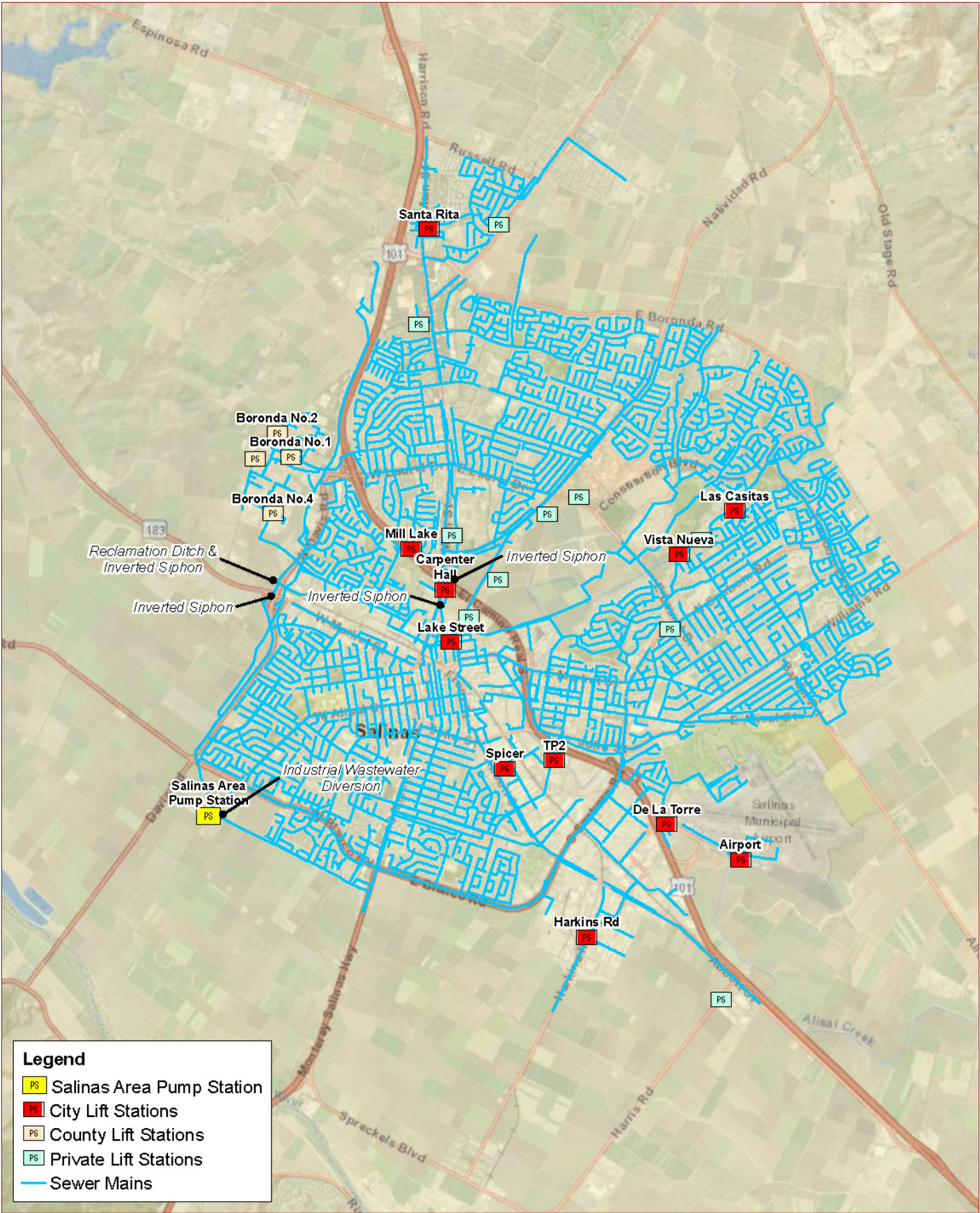
The City should implement SSMP and SWMP recommendations necessary to update sanitary and storm sewer facilities to meet current and future needs, including critical maintenance projects for disadvantaged communities (see Environmental Justice Element for priority areas), and to incorporate potential strategic green infrastructure. It should also continue to work with both MCWRA and M1W to recycle stormwater and industrial wastewater for regional reuse and expand the Industrial Wastewater Treatment Facility.

Figure LU-8: Modeled Storm Drain System



Data Source: 2024 SWMPU Figure 5.1.

Figure LU-9: Salinas Sanitary Sewer System



Data Source: 2023 SSMP Figure 3-3.

Policy LU-2.2: Seek adequate funding for infrastructure projects through public and private sources.

The City has policies and programs in place to require new development to pay its fair share of needed public improvements. The City will continue to collect and impose impact fees on new development to help pay for circulation improvements, sewer and storm drain infrastructure, parks, broadband, and libraries. Development-based funding, including citywide and area development impact fees, will remain the primary method of paying for new infrastructure required for new development. However, it is important to ensure that necessary infrastructure is constructed and maintained, while not simultaneously impeding revitalization and economic development objectives. Other types of funding include Enhanced Infrastructure Financing Districts and other special districts, state and federal grants and loans, and municipal credit and financing programs.

Goal LU-3: Support the development and continued evolution of the Salinas Municipal Airport.

The Salinas Municipal Airport (airport) is in the southeastern portion of the city. The airport is a general aviation airport serving mostly single and twin-engine aircraft and helicopters. Handling over 80,000 annual flight operations, the airport has become a leading destination for business aviation on the Central Coast, supporting agriculture corporate and operation flight, pilot education, research and development, the annual California International Airshow. A 2020 Economic Benefit Analysis of the airport found that the airport directly and indirectly supported approximately 400 jobs in 2019 and created an economic output of over \$61.5 million in 2019.

Future development of the airport should consider the safety and compatibility of adjacent land uses and support the airport's important role as a general aviation center and economic development asset for the Salinas Valley. Development within the area subject to the Airport Land Use Plan must be consistent with that plan, unless overridden by the City Council in accordance with Public Utilities Code section 21676.

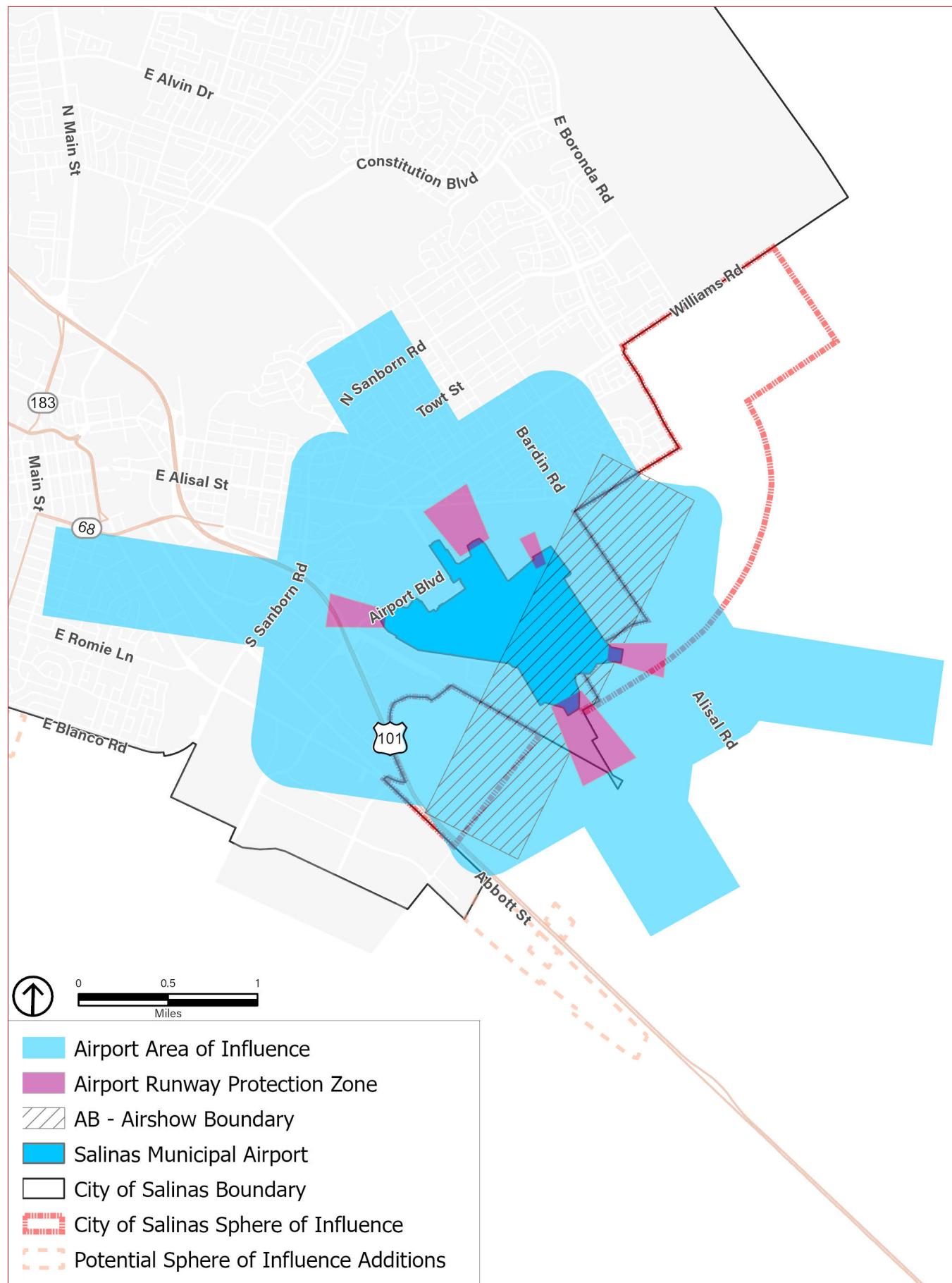
Policy LU-3.1: Encourage development of the airport in accordance with the Salinas Municipal Airport Master Plan and related documents.

Salinas is currently updating its Airport Master Plan to provide a new vision for long-term development. The master plan examines multiple scenarios for modernizing the mission and facilities of the airport, and along with this General Plan, lays a foundation for a future Airport Land Use Plan (ALUP) update. The most recent ALUP was adopted by the County of Monterey Airport Land Use Commission in 1982. The Land Use Element should support the Airport Master Plan through land uses that do not conflict with existing development surrounding the airport and that encourage new compatible aviation businesses, such as the emerging field of Electric Vertical Take Off and Landing (EVTOL) vehicles.

Policy LU-3.2: Within the designated airport operations area (area within the Airport proper, which typically includes the aircraft movement areas), safety shall be the first consideration and priority shall be given to construction projects that make this area safe for aircraft operations.

The City shall continue to maintain open space adjoining the airport to ensure safety for runway configurations. Development proposals within the airport Area of Influence shall also be reviewed to ensure land use compatibility and safety.

Figure LU-10: Salinas Municipal Airport Area of Influence



Data Source: City of Salinas.

Land Use Implementation

The Action Matrix implements Element Goals and Policies through multiple tools, including ordinance changes, recommended studies, specific programs and projects, and further guidance for development. Under each Policy, there is at least one Action, which also indicates the likely responsible City department (or departments) and estimated timeframe. The estimated timeframes include four high-level categories:

- Ongoing: Actions that the City is already doing and will continue
- Short: 0-5 years to complete
- Medium: 5-10 years to complete
- Long: 10 years or more to complete

Because the General Plan is a high-level and long-range planning document, funding for implementation activities will vary greatly depending on what is described in each action and the availability of specific funding sources over time. Some Actions do not have a direct cost, while some describe projects that will need millions to fund. The Land Use Element and Place Types are closely tied to future development, which is primarily implemented by the Zoning Code. Updates to the Zoning Code and related ordinances may be funded through development fees. Development impact fees are also a funding source for development related infrastructure improvements. Federal and state grants for publicly driven infrastructure improvements are also available on a competitive basis. Examples of grants available as of 2024 include the California Infill Infrastructure Grant Program, which is tied to the creation of affordable or mixed-income housing, and the federal Building Resilient Infrastructure and Communities (BRICS) program.

Land Use Element Action Matrix

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

Policy LU-1.1: Actively encourage mixed-use designations and flexible residential development to increase sustainability and capacity for housing, business, services, and alternative modes of transportation.

Action	Department	Timeframe
Action LU-1.1.1: Update the zoning code to include more mixed-use districts based on Place Type designation and emphasize form over use in these districts.	Community Development	Short
Action LU-1.1.2: Facilitate high-quality multi-family residential development throughout the city at a variety of densities (accessory dwellings, missing middle, midrise etc.) to increase opportunities for attainable and affordable housing.	Community Development	Ongoing
Action LU-1.1.3: Establish and maintain the Central City as the business, government, dining, lodging, cultural, and entertainment center of Salinas. Maintain a compact Central city core that minimizes distances between most residential units, offices, stores, and restaurants.	Community Development	Ongoing
Action LU-1.1.4: Group neighborhood shopping centers, schools, civic and recreational uses, parks, and public transit opportunities together to create an activity center focal point for the neighborhoods they serve.	Community Development	Ongoing

Policy LU-1.2: Promote and prioritize redevelopment and revitalization of infill opportunities to ensure the efficient use of land and existing infrastructure and services (e.g., roads, transit, water, sewer, schools, etc.).

Action	Department	Timeframe
Action LU-1.2.1: Use the Place Types and zoning reform to encourage Transit-Oriented Development (TOD) around the Intermodal Transit Center and near major corridors and destinations.	Community Development	Medium
Action LU-1.2.2: Evaluate ways to reduce development costs and/or provide equitable incentives to encourage development within existing neighborhoods on underutilized or disinvested properties, while protecting against displacement of existing businesses and residents.	Community Development	Ongoing
Action LU-1.2.3: Utilize well-designed infill development and increase density along major corridors and Economic Opportunity Areas.	Community Development	Ongoing
Action LU-1.2.4: Promote green retrofits of existing parking lots in infill development for environmental benefits.	Community Development	Ongoing

Policy LU-1.3: Maintain a compact urban form, locating growth areas in a manner that mitigates negative impacts of future growth on environmental quality and quality of life and minimizes loss of important agricultural resources, while allowing for the reasonable expansion of the City to address projected population growth.

Action	Department	Timeframe
Action LU-1.3.1: Apply a system of managing growth based on the timely provision of public services and facilities and general thresholds or standards for their adequacy.	Community Development	Ongoing
Action LU-1.3.2: Promote vertical urban expansion in the city core and other appropriate areas through the Zoning Code.	Community Development	Ongoing
Action LU-1.3.3: Encourage industrial development to locate within the approved Salinas Ag-Industrial Center Specific Plan area.	Community Development	Medium
Action LU-1.3.4: Encourage clustering of development on sites within the Future Growth Area to minimize impacts on agricultural and open space resources through respective specific plans.	Community Development	Long
Action LU-1.3.5: Lead development of an East Area Specific Plan.	Community Development	Short
Action LU-1.3.6: Continue to require specific plans prior to development of future growth areas currently annexed or annexed following adoption of this plan.	Community Development	Ongoing
Action LU-1.3.7: Do not pursue growth into Economic Reserve Areas until full buildout of Future Growth/Target Areas. As this buildout occurs re-evaluate Economic Reserve Area land use to best meet needs of the community.	Community Development	Long
Policy LU-1.4: Promote economic development through focused land use planning and infrastructure improvements, and targeted resource expansion.		
Action	Department	Timeframe
Action LU-1.4.1: Use Place Types to reinforce the strengths and identity of each Economic Opportunity Area.	Community Development	Ongoing
Action LU-1.4.2: Complete the Ferrasci/Target Area K Specific Plan and implement by incorporating land into the city through annexation.	Community Development	Short
Action LU-1.4.3: Selectively increase the supply of land outside of existing City limits for economic and housing development by expanding the Sphere of Influence to include Target Areas and by exploring future annexation as projects come forward.	Community Development	Ongoing
Action LU-1.4.4: Use the Place Types to increase flexibility in the Zoning Code to accommodate innovative economic development activity.	Community Development	Short
Action LU 1.4.5: Implement land use and infrastructure recommendations from recent community plans (EDE (2017) AVP, CRP, DVP, etc.) in the Zoning Code.	Community Development	Ongoing

Policy LU-1.5: Coordinate with local school districts and other educational organizations.

Action	Department	Timeframe
Action LU-1.5.1: Work in partnership with local school districts and assist them in identifying land needed for new school sites so that sufficient facilities are provided for students.	Community Development	Ongoing
Action LU-1.5.2: Consider impacts of proposed projects on school enrollment and facilities service standards.	Community Development	Ongoing
Action LU-1.5.3: Work with Monterey Salinas Transit to provide transit routes to serve education institutions.	Community Development	Ongoing

Goal LU-2: Ensure that above- and below-ground infrastructure meets the existing and future community needs.

Policy LU-2.1: Maintain, improve, and expand flood, wastewater, and sewer systems to meet current and anticipated demands.

Action	Department	Timeframe
Action LU-2.1.1: Actively coordinate and work with Monterey County Water Resources Agency (MCWRA) to provide and maintain necessary flood control facilities and services to meet the needs of the community. Continue to work with the MCWRA to construct Zone 9 Reclamation Ditch improvements to address flood storage and discharge issues.	Public Works	Ongoing
Action LU-2.1.2: Provide a sewer system that meets the needs of the community for sewer collection and treatment and work with Monterey One Water (M1W) for sewer treatment needs. Coordinate with M1W for additional treatment capacity of expanded sewage disposal needs.	Public Works	Ongoing
Action LU-2.1.3: Ensure existing wastewater, industrial wastewater, and storm drainage infrastructure systems, including broad municipal level wastewater and stormwater solutions for water reuse are maintained and upgraded to accommodate existing and future businesses and development.	Public Works	Ongoing
Action LU-2.1.4: Continue to work with both MCWRA and M1W to recycle industrial wastewater for regional reuse which will in turn aid in the expansion of the Industrial Wastewater Treatment Facility.	Public Works	Ongoing
Action LU-2.1.5: Through development requirements and public projects, increase pervious surfaces and encourage sustainable and resilient green infrastructure such as drought tolerant/native plantings, a larger tree canopy, bioswales, grey water reuse, etc.	Public Works	Ongoing
Action LU-2.1.6: Review development proposals to ensure that adequate sewer and water treatment and recycling facilities, conveyance systems, and capacity are available to meet the needs of the development without negatively impacting the existing community.	Public Works	Ongoing
Action LU-2.1.7: 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. Apply appropriate development standards and fees to improve present drainage systems and provide adequate stormwater detention basins and sedimentation ponds with new construction.	Public Works	Ongoing

Policy LU-2.2: Ensure adequate funding for infrastructure projects through both public and private sources.

Action	Department	Timeframe
Action LU-2.2.1: Develop an infrastructure funding toolkit which describes infrastructure funding options and mechanisms available to the City and for partnerships with the private sector.	Public Works	Short
Action LU-2.2.2: Incorporate priority infrastructure projects into the Capital Improvement Plan to ensure they are programmed for funding and implementation in an appropriate timeframe to meet priority community objectives.	Public Works	Ongoing
Action LU-2.2.3: Work with local and regional agencies to identify new and expanded infrastructure requirements and costs to ensure adequate service capacity to meet the demands of new development within the Sphere of Influence.	Public Works Community Development	Long
Action LU-2.2.4: Pursue public-private partnerships to increase access to and potentially fund energy, water, resource recycling and reuse, broadband, green infrastructure, and other infrastructure capacity.	Public Works Community Development	Ongoing
Action LU-2.2.5: Pursue grants and other funding mechanisms to implement recommendations of the Broadband Master Plan, prioritizing improvements in unserved and underserved areas.	Public Works Community Development	Medium

Goal LU-3: Support the development and continued evolution of the Salinas Municipal Airport.

Policy LU-3.1: Encourage development of the airport in accordance with the Salinas Municipal Airport Master Plan.

Action	Department	Timeframe
Action LU-3.1.1: Plan for future airport operations, considering possible expansion of airport operations, services, the potential of Electric Vertical Take Off and Landing (EVTOL) vehicles, and the proximity of adjacent land uses.	Public Works	Medium
Action LU-3.1.2: Encourage development in the vicinity of the Salinas Municipal Airport that would not cause land use conflicts, hazards to aviation, or hazards to the public and that is in compliance with the California Airport Land Use Planning Handbook.	Public Works	Ongoing
Action LU-3.1.3: Support new compatible or aviation-related businesses at the Salinas Municipal Airport and surrounding commercial areas, including retaining airport property with direct runway access for uses directly related to aviation.	Public Works	Ongoing

Policy LU-3.2: Within the designated airport operations area (area within the Airport proper, which typically includes the aircraft movement areas), safety shall be the first consideration and priority shall be given to construction projects that make this area safe for aircraft operations.

Action	Department	Timeframe
Action LU-3.2.1: Maintain open space adjoining Salinas Municipal Airport in accordance with the State of California Airport Land Use Planning Handbook to ensure safety for the present runway configurations and for possible future expansions.	Public Works	Ongoing
Action LU-3.2.2: 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.	Community Development Public Works	Ongoing
Action LU-3.2.3: Require dedication of an avigation easement as a condition of development approval of projects within the Airport Local Area of Influence. Said avigation easement shall include special provisions for properties within the 1-mile clear zone required for the California International Airshow.	Community Development	Ongoing

6. Housing Element Summary

Note: This chapter is a summary of the full Housing Element. Any review of legal consistency for a project should use the full 2023-2031 Housing Element.

The Housing Element is one of the required General Plan elements and is usually updated on a separate schedule from the other General Plan elements to meet State requirements. The State requires each city and county to prepare a Housing Element every eight years to address existing and future housing needs for all income levels. Housing Elements are required to contain detailed goals, policies, quantified objectives, and programs for the preservation, improvement, and development of housing for a sustainable future.

The City adopted the 2023-2031 Housing Element on December 5, 2023. The 2023-2031 Housing Element was found to be in substantial compliance with State Housing Element Law (Gov. Code § 65580 et seq) by the State of California Department of Housing and Community Development (HCD) on February 8, 2024.

The 2023-2031 Housing Element is a tool for the City to address the community's housing needs over the next eight-year planning cycle. Through research, analysis, and extensive public engagement, the Housing Element establishes the City's official housing policies and objectives and identifies available candidate housing sites to accommodate the City's share of the Regional Housing Needs Allocation (RHNA) as determined by the Association of Monterey Bay Area Governments (AMBAG).

7. Community Design Element

Introduction

The Community Design Element contains policies to enhance the city's natural, historic, and aesthetic resources that form Salinas' unique character. The City's compact urban form and urban-agricultural edges set it apart from the coastal areas near the Monterey Bay and the sprawling cities of the San Jose region. The distinctive character of Salinas is further enhanced by the architectural styles and historic features found throughout the community.

The Community Design Element takes a broad view to ensure that all components of a city fit together cohesively. The element also considers that community design is related to a variety of topics and levels, including city and area gateways, buildings, streets and public spaces, neighborhoods, and districts. Strategies within this element help create a visually unified city with a distinct sense of place. The Community Design Element aims to preserve and improve quality of life in Salinas by enhancing the community's image and identity, protecting community historic resources, and enriching community placemaking.

The Community Design Element was first adopted in the 2002 General Plan and replaced the City Design Element. While this element is not required by State law, the Community Design Element is closely related to other elements in the Built Environment Pillar (Land Use, Housing, Circulation, and Noise), and supports the Conservation and Environmental Safety Element, Open Space Element and the Health and Environmental Justice Element in other pillars of the General Plan.

Goals:

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

Goal CD-2: Protect and enhance community historical resources.

Goal CD-3: Prioritize placemaking and space for people.

Assets and Challenges



Downtown Salinas.

Unique urban form and agricultural edges.

Salinas is bordered by agricultural fields and two small unincorporated communities. These geographical factors give Salinas a compact urban form with urban-agricultural edges, which set the city apart from surrounding areas.

Neighborhoods with established identities.

Downtown, Chinatown, the Alisal, and Abbott Street are examples of neighborhoods with unique design identities. The City of Salinas is continuing to implement community-driven citywide and

district plans that promote community identity (i.e., Downtown and Alisal Vibrancy Plans, Chinatown Revitalization Plan, Alisal District Identity Master Plan, and Public Art Master Plan).

Historic architecture, locations, and supporting programs. The city's rich history is apparent through the many local historic buildings and structures that are listed on the National Register of Historic Places and the California Register of Historical Resources, including the birthplace and childhood home of author John Steinbeck. There are also numerous examples of prominent architectural styles including Art Deco Craftsman and mid-century modern. The City adopted an Adaptive Reuse Ordinance in 2018 that encourages the restoration and adaptation of underutilized buildings in the Central City Overlay District or historically significant buildings for housing. In 2024, the City adopted a permanent Mills Act Program Ordinance, making small changes to a Mills Act Pilot Program that was adopted in 2016. The Mills Act Program grants tax savings to property owners for the restoration and preservation of qualified historic buildings.



Steinbeck House.

Vacancies in historic areas. The City's historic Chinatown has significant vacant properties and infrastructure needs. The downtown district and other commercial corridors could benefit from improved placemaking efforts, additional residential units within walking distance to businesses and services, and improved pedestrian connectivity.

Outdated list of historical resources. In December of 2024, the City entered a contract to conduct a new citywide historical survey. The last citywide survey of historical and architectural resources was completed in 1989, meaning there is a significant need for an updated document, especially as many post-World War II buildings become eligible by age for consideration (over fifty years old). The City has an opportunity to further preserve and celebrate local historic structures through updating the historical resources survey and identifying historical structures with signs and educational placards for the community.

Lack of public plazas and similar gathering space. Salinas' downtown and commercial corridors do not have plazas or other similar public gathering spaces. The community has voiced a desire for a more urban kind of public space.



Signs and art at city and neighborhood gateways. Salinas has several points of entry that are opportunities to set a positive tone for arrivals to the city. Neighborhoods and districts have also expressed a desire for signage, identification, and public art. In 2021, the City installed the "Salinas" arch sign as part of improvements downtown. Through a partnership and grant program with the California Department of Transportation (Caltrans), the City also added public murals to three underpasses entering the Alisal district in 2024 and created the Alisal District Identity Masterplan (ADIMP) in 2024.

Goals and Policies

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

Salinas aims to promote distinctive and attractive neighborhoods while ensuring a cohesive community identity for the city as a whole. Efforts to enhance a positive community identity include creating distinct city and neighborhood gateways and entrances, promoting walkable neighborhoods with access to schools, parks, and commercial areas, and redeveloping vacant and underused properties through infill development.

Policy CD-1.1: Enhance and strengthen the visual aspect of major entry routes into the city and neighborhoods.

The most important points of arrival, or “gateways” into the community include South Main Street/Blanco Road, West Market Street/Davis Road, U.S. 101/Boronda Road, US 101/North Main Street, and Sanborn Road/US 101. These gateways help define the city’s boundaries and are codified in the City’s Zoning Code through the Gateway Overlay District. The specific purposes of the Gateway Overlay District are to:

- Coordinate public/private partnerships 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
- Encourage site planning and design that is sensitive to the unique gateway district.

Landscaping, signage, lighting, green infrastructure, public art, and building and district design can enhance the image and distinct identity of the city, its neighborhoods, and major gateways.

Policy CD-1.2: Define and promote a strong sense of neighborhood identity and harmony through design.

Successful neighborhood design considers local natural environment, the existing built environment, and the community’s historical and cultural roots. A cohesive neighborhood blends architecture, infrastructure, and public spaces that are functional and visually appealing. This can be achieved through public art, cultural events, historic landmarks, and elements of traditional neighborhood development. Neighborhood design characteristics shall include walkable distances to schools, parks, and shopping, a variety of housing types and densities at compatible scales, and connectivity to the larger community. Neighborhood identity is reinforced through the Place Types of the Land Use Element and complete street strategies in the Circulation Element.

Surrounded by agricultural lands, Salinas has a distinct identity as an urban island in a rural setting. The City should also maintain the distinction of its urban/rural interface by using natural features along with roadway segments to form the boundary between development and agriculture or open space.

Policy CD-1.3: Address vacant properties and blight to improve the appearance of neighborhoods, bolster property values, incentivize private investment, and increase community pride.

Although many of Salinas’ neighborhoods are very attractive, some areas are in need of revitalization to improve quality of life for residents. Vacant, abandoned, underutilized, and contaminated properties threaten the community’s physical and economic health. The City needs a diverse toolbox and a proactive approach to catalyze improvement and redevelopment. This includes proactive code enforcement working with the Code Enforcement Division, finding ways to safely activate vacant lots before redevelopment, and

coordinating public and private investment to put challenging properties into productive use. For more policies on neighborhood improvement and housing rehabilitation, see Goal 5 of the 2023-2031 Housing Element.

Goal CD-2: Protect and enhance community historical resources.

Salinas is fortunate to have a rich history with many historic and architectural resources that form the city's unique character. Preserving and supporting these important resources through private investment and City design regulations can enhance the quality of life of residents as well as the community's identity, culture, and tourism opportunities.

Policy CD-2.1: Preserve architecturally important historic buildings that are capable of being adapted for viable use.

The City established the Historic Resources Board (HRB) in 2010 to protect Salinas' architectural heritage assets, including those identified locally or listed in national and California registers. Salinas is recognized for assets such as the Steinbeck House (birthplace of author John Steinbeck), Chinatown neighborhoods, and its Art Deco and Moderne architecture. Efforts to celebrate these resources include adding plaques and walking tour information to increase awareness and education as well as conducting an update to the 1989 citywide historical survey.

Redevelopment of historic buildings is supported by the City's 2018 Adaptive Reuse Ordinance, which allows for the restoration and/or adaptation of buildings that are at least fifty years old and either historically significant or located in the Central City Overlay District, for housing while maintaining their historic integrity. Two successful adaptive reuse projects are 300 and 301 Main Street downtown, where a former department store and bank were transformed into mixed-use projects with the help of incentives in the ordinance. The City also launched a Mills Act pilot program in 2016, which was subsequently



300 Main Street, Salinas.

made permanent in 2024. The Mills Act reduces taxes for historical properties in exchange for preservation. In addition to continued administration of these programs, the City must take a proactive approach to marketing them to increase awareness and program participation.

Goal CD-3: Prioritize placemaking and space for people.

Placemaking creates well-designed public spaces and encourages social interaction. Architectural design, site layout, appropriate scale of buildings and public spaces, and other design elements should be used to encourage interaction among residents and maximize a strong sense of community identity.

Walkable, close-knit neighborhoods create a sense of place, support economic development, encourage social and cultural activity on the streets, and improve health, social wellbeing and safety. Human-scale design employs a mix of land



Paso Robles Downtown.

uses, key amenities within walkable distances, and a public realm with narrower streets with large sidewalks to promote safe walking for residents and workers. Aligning the General Plan Place Types with appropriate street classifications will help the City consider the entire public realm when undertaking major developments and transportation projects. Future specific plans and updates to the Zoning Code should incorporate urban design and placemaking best practices. On a citywide or district scale, examples include using principles of New Urbanism when designing new neighborhoods or creating district identity masterplans (such as the Alisal District Identify Master Plan) to encourage visually recognizable places. On a building or block scale, this may look like requiring ground-floor commercial to have street-oriented windows and limited setbacks, using Crime Prevention Through Environmental Design (CPTED), facilitating outdoor dining and other uses of public space, and using low-impact development (LID) in landscaping.

Community Design Implementation

The Action Matrix implements Element Goals and Policies through multiple tools, including ordinance changes, recommended studies, specific programs and projects, and further guidance for development. Under each Policy, there is at least one Action, which also indicates the likely responsible City department (or departments) and estimated timeframe. The estimated timeframes include four high-level categories:

- Ongoing: Actions the City is already doing and will continue
- Short: 0-5 years to complete
- Medium: 5-10 years to complete
- Long: 10 years or more to complete

Because the General Plan is a high-level and long-range planning document, funding for implementation activities will vary greatly depending on what is described in each action and the availability of specific funding sources over time. Some Actions do not have a direct cost, while some describe projects that will need millions to fund. The Community Design

Element is closely tied to future development, which is primarily implemented by the Zoning Code. Updates to the Zoning Code and related ordinances may be funded through development fees. The City may seek federal or state grants or other funding sources to implement more programmatic or government-driven Actions if they are outside the capacity of the City's normal operating or capital improvements budget.

Community Design Element Action Matrix

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

Policy CD-1.1: Enhance and strengthen the visual aspect of major entry routes into the City and neighborhoods.

Action	Department	Timeframe
Action CD-1.1.1: Use landscaping, design schemes and signage to improve the image and distinct identity of the City, its neighborhoods, and its major gateways.	Community Development	Ongoing
Action CD-1.1.2: Apply high-quality design and landscaping standards through the Zoning Code to major gateways and projects visible from Highway 101 and Route 68.	Community Development	Ongoing
Action CD-1.1.3: Maintain the distinction of the City's urban/rural interface by using roadway segments and/or natural features and tree plantings to form sharply defined edges between urban development and open space or agricultural uses.	Community Development	Ongoing
Action CD-1.1.4: Design City-owned land and Highway 101 right-of-way landscaping to make Salinas interesting and attractive as seen from the Highway.	Community Development	Ongoing
Policy CD-1.2: Define and promote a strong sense of neighborhood identity and harmony through design.		
Action	Department	Timeframe
Action CD-1.2.1: Create and preserve distinct, identifiable neighborhoods with traditional neighborhood development characteristics.	Community Development	Ongoing

Action CD-1.2.2: Encourage walkable neighborhoods through close proximity of schools, amenities, and shopping.	Community Development	Ongoing
Action CD-1.2.3: Create neighborhood centers with ground floor retail space and office space, upper story residential and a civic space such as a plaza or park.	Community Development	Ongoing
Action CD-1.2.4: Encourage increasing housing densities from perimeter to center (i.e. neighborhoods should be more densely populated at the center).	Community Development	Ongoing
Action CD-1.2.5: Locate small parks throughout neighborhoods to increase park access.	Community Development	Ongoing
Action CD-1.2.6: Design vehicular and active transportation networks that connect neighborhoods with the surrounding community.	Community Development	Ongoing
Action CD-1.2.7: Allow flexible parking requirements and arrangements or the reduction or elimination of parking requirements within neighborhood activity centers to minimize the impact of the automobile and foster a pedestrian-oriented streetscape.	Community Development	Ongoing
Action CD-1.2.8: Require a balance and variety of housing types and designs to avoid visual monotony.	Community Development	Ongoing
Action CD-1.2.9: Require infill development to be compatible with the scale and character of existing neighborhoods through objective design standards, developed through a Zoning Code update, and use standards to promote the culture, art, and history of Salinas' neighborhoods through place-sensitive design.	Community Development	Ongoing
Action CD-1.2.10: Locate and design water retention areas and preserve important urban wildlife habitat to contribute to the visual quality of the City's open space system.	Community Development	Ongoing
Action CD-1.2.11: Develop wayfinding signs to guide the public in unique districts and promote local businesses and attractions.	Community Development	Short
Policy CD-1.3: Address vacant properties and blight to improve appearance of residential neighborhoods, to bolster property values, incentivize private investment, and increase community pride.		
Action	Department	Timeframe
Action CD-1.3.1: Identify and address contaminated parcels, dilapidated buildings, and abandoned properties to ensure they are safe to residents and visitors.	Community Development	Ongoing

Action CD-1.3.2: Use developer incentives, enforcement of property maintenance and building codes, public-private partnerships and City-sponsored programs to encourage the continued maintenance, rehabilitation, and mitigation of negative visual impacts of residential, commercial, public, and industrial properties.	Community Development	Ongoing
Action CD-1.3.3: Catalyze and guide redevelopment of underutilized and disinvested parcels, especially in neighborhoods that have historically experienced disproportionately less economic investment.	Community Development	Ongoing
Action CD-1.3.4: Pursue grants to conduct environmental studies and possibly cleanup on City-owned or key public-private partnership brownfield sites.	Community Development	Ongoing
Action CD-1.3.5: Encourage interim 'pre-development' active reuse of vacant parcels for short-term community benefits.	Community Development	Ongoing
Action CD-1.3.6: Encourage green infrastructure in neighborhoods through increasing street tree canopy, incorporating vegetation into neighborhood design and increasing drought resilient public and private landscaping.	Community Development	Ongoing
Goal CD-2: Protect and enhance community historical resources.		
Policy CD-2.1: Preserve architecturally important historic buildings that are capable of being adapted for viable use.		
Action	Department	Timeframe
Action CD-2.1.1: Support private efforts to reinvest in and restore historically and architecturally significant structures and to continue their use as an integral part of the community.	Community Development	Ongoing
Action CD-2.1.2: When historic buildings are renovated to extend their useful lives, the historic architecture should be maintained when possible.	Community Development	Ongoing
Action CD-2.1.3: Protect historical resources in accordance with the California Environmental Quality Act (CEQA).	Community Development	Ongoing
Action CD-2.1.4: Complete a new comprehensive survey identifying historic structures and resources in Salinas. Update survey at least every 10-15 years.	Community Development	Short
Action CD-2.1.5: Identify historic sites through historic landmark plaques and the Historic House Tour Guide.	Community Development	Short
Action CD-2.1.6: Administer the local Mills Act ordinance which allows a reduction of property taxes in exchange for preservation and market the program to owners of potential qualifying structures.	Community Development	Ongoing

Goal CD-3: Prioritize placemaking and space for people.		
Policy CD-3.1: Improve the urban design relationship between buildings, streets, and people.		
Action	Department	Timeframe
Action CD-3.1.1: Align Place and Street Types (see Land Use and Circulation Elements) to create human-scale districts and public spaces.	Community Development	Ongoing
Action CD-3.1.2: Use the zoning code and future specific plans to require building mass to frame (give an appropriate sense of enclosure) adjacent public/open spaces, streets, and walkways.	Community Development	Ongoing
Action CD-3.1.3: Consider the entire public realm when undertaking major street projects, and enhance pedestrian/active transportation connectivity, improve sidewalk amenities, and utilize green infrastructure.	Community Development	Ongoing
Action CD-3.1.4: Avoid large un-landscaped parking areas and blank building walls facing streets or adjoining properties.	Community Development	Ongoing
Action CD-3.1.5: Minimize the use and visual effect of sound attenuation walls and noise barriers.	Community Development	Ongoing
Action CD-3.1.6: Minimize the visual impact of transformers and similar utility equipment through screening or undergrounding as feasible.	Community Development	Ongoing
Action CD-3.1.7: Use low-impact development (LID) landscaping to emphasize on-site treatment of stormwater and provide a connection to the natural environment.	Community Development	Ongoing

8. Circulation Element

Introduction

The safe and reliable movement of people and goods from origin to destination within Salinas is an important aspect of the General Plan and the focus of the Circulation Element. This element is a sister element to the Land Use Element as land use and circulation are two interrelated aspects of urban fabric affecting quality of life, economic development, and environmental sustainability within Salinas. Land uses generate trip ends as either an origin or destination. The means and infrastructure available for travel play a crucial role in determining how individuals and goods move between places. This includes options such as roads, railways, public transit, cycling, and walking. Salinas benefits from having all these modes of transportation.

The integration of land use and transportation planning aims to create more efficient, accessible, and livable urban environments, by coordinating the location and design of land uses with the provision and management of transportation facilities and services. Some of the benefits of land use and transportation integration are:

- Reducing over reliance on a single mode of travel such as a private vehicle by linking alternative modes of travel to more frequent destinations and land uses.
- Allowing mixed-use or transit-oriented development near transit hubs and along complete street corridors.
- Transportation infrastructure that is context sensitive with future improvements adapting the network to the specific people and goods it supports.
- Increased safety resulting from a network that provides what all users need by dedicating space within public right-of-way for pedestrians, bicyclists, vehicles, transit, and future modes of travel.

Goals:

Goal C-1: Provide and maintain a safe and integrated circulation system that meets the current and future needs of the community for all modes of travel.

Goal C-2: Create and support sustainable and healthy transportation options that encourage a reduction in single-occupancy vehicle commuting and overall Vehicle Miles Traveled (VMT).

Goal C-3: Support the local economy through a circulation system that moves products safely and efficiently.

- Improving the environmental quality and resiliency of Salinas, by reducing the greenhouse gas emissions, air pollution, noise, and energy consumption associated with transportation, and by preserving and creating green streets.
- Supporting the economic and social development of Salinas, by facilitating the agglomeration and interaction of economic activities, and by increasing the equity and inclusion of different groups and communities.

Land use and transportation integration requires a holistic and collaborative approach and also requires a long-term and strategic vision that considers the current and future needs and challenges of the Salinas community. The City of Salinas is a regional transportation hub for the Monterey Bay Area. Regional vehicular transportation is provided by State Routes 101, 68, and 183, which traverse the community. Regional rail and air transportation is available through the Union Pacific Railroad and the Salinas Municipal

Airport. Monterey-Salinas Transit (MST) provides transit service to Salinas and the greater Monterey Bay Area. The City of Salinas also maintains a local network of bicycle and pedestrian infrastructure. The circulation of essential utilities including water, sewer, electricity, and fiber is also maintained and developed by the City of Salinas along with utility partners.

The Circulation Element establishes a transportation vision for the City, identifies assets and challenges, and provides goals, policies, and actions towards developing a well-balanced network. The City's transportation vision is to provide safe and reliable transportation designed to accommodate growth and support the City's vibrant neighborhoods.

Mobility is a key factor that affects our community health and overall quality of life. Transportation systems have the potential to reduce environmental burdens, such as greenhouse gas emissions, noise pollution, traffic congestion, and road accidents depending on how they are planned, designed and ultimately constructed. In addition, our transportation system has the potential to help improve accessibility and promote economic development.

The City of Salinas is committed to ensuring equitable and just transportation for all who use its public network of transportation infrastructure regardless of their race, gender, age, ability, or income. All people should have a fair share of the benefits and burdens of the City's transportation systems and have a meaningful voice in transportation planning and decision-making. Without proper engagement and care, communities that are often marginalized or disadvantaged by transportation systems include:

- People with low income, who may have limited transportation options or live in locations more adversely affected by the transportation network.

- People with disabilities, who may face physical and attitudinal barriers to accessing transportation services, and who may need specialized or adaptive transportation options.
- Women, who may have different travel patterns and needs than men, and who may face safety and security issues in transportation services.
- Children who may have limited mobility and independence, and who may be more susceptible to the health impacts of transportation-related pollution and noise.
- Elderly people, who may have limited mobility and independence, and who may be more susceptible to the health impacts of transportation-related pollution and noise.
- People of color, who may face discrimination and harassment in transportation services, and who may live in areas within Salinas that are underserved by public transit or overexposed to transportation-related pollution and hazards.

State Statutory Requirements

The previous Circulation Element for the City of Salinas was last adopted by the City Council in 2002 and met all statutory requirements as per Government Code. This Circulation Element of the General Plan satisfies the following State statutory requirements:

§65302(b)(1) - *A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.*

§65302(b)(2)(A) - *Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.*

565302(b)(2)(B) - Upon any substantive revision of the circulation element on or after January 1, 2025, the legislative body shall do all of the following:

- i. Incorporate the principles of the Federal Highway Administration's Safe System Approach, in the circulation element by including policies that aim to eliminate fatal and serious injuries for all road users through a holistic view of the roadway system, including provisions that account for human error, recognize vulnerable road users, and promote redundant and proactive safety measures.
- ii. Develop bicycle plans, pedestrian plans, and traffic calming plans based on the policies and goals in the circulation element that shall address all of the following for any urbanized area within the scope of the general plan:
 - I. Identify safety corridors and any land or facility that generates high concentrations of bicyclists or pedestrians.
 - II. Use evidence-based strategies, including strategies identified in the United States Department of Transportation's Strategic Highway Safety Plan to develop safety measures specific to those areas that are intended to eliminate traffic fatalities, with an emphasis on fatalities of bicyclists, pedestrians, and users of any other form of micromobility device in the areas identified in subclause (I)
 - III. Set goals for initiation and completion of all actions identified in the plans within 25 years of the date of adoption of the modified circulation element based upon projected development activities within urbanized areas within the scope of the general plan and projected availability of revenues.

The users of street, roads, and highways in the above statutory requirements refer to bicyclists, children, persons with disabilities, motorists, moves of commercial goods, pedestrians, users of public transportation, and seniors.

In addition to the statutory requirements, this Circulation Element also addresses the following:

Complete Streets Act - 2008

The California Complete Streets Act (Assembly Bill No. 1358) was approved by Governor and signed into law on September 30, 2008. Beginning January 2011, any substantive revision of the circulation element in the general plan of a California local government will include complete streets provisions. The bill states require the Circulation Element of the General Plan to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities and seniors.

California Environmental Quality Act (CEQA)

On September 27, 2013, SB 743 was signed into law. The legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the State had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce Vehicle Miles Traveled (VMT) and thereby contribute to the reduction of Greenhouse Gases (GHG), as required by the California Global Warming Solutions Act of 2006 (Assembly Bill 32). In December 2018, the Governor's OPR finalized guidelines on evaluating transportation impacts in CEQA based on the criteria of VMT.

The implementation of SB 743 eliminated the use of criteria such as auto delay, LOS, and similar measures of vehicle capacity of traffic congestion as the basis for determining significant impacts as part of CEQA compliance. The SB 743 VMT criteria promotes the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.

Executive Order N-79-20

In September 2020, California Governor Gavin Newsom signed Executive Order N-79-20 directing the State to require that, by 2035, all new cars and passenger trucks sold in California be zero-emission vehicles. Transportation currently accounts for more than 50 percent of California's GHG Emissions. Zero-emission vehicles are a key part of California's clean and innovative economy and is already California's second largest global export market. This Executive Order also directs the state to take more actions to tackle the dirtiest oil extraction and support workers and job retention and creation as we make a just transition away from fossil fuels.

Global Warming Solutions Act

The Global Warming Solutions Act or AB 32 established a comprehensive program to combat climate change by reducing the greenhouse gas emissions. AB 32 was signed into law on September 27, 2006 and on January 1, 2012, the bill was adopted by California Air Resources Board (CARB). This bill required the CARB to develop regulations to reduce greenhouse gas emissions levels by 2020.

Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act or Senate Bill (SB) 375, directs the California Air Resources Board to set regional targets for reducing greenhouse gas emissions. It provides incentives for cities and developers to bring housing and jobs closer and to improve public transit services. The goal is to help meet the statewide targets of reducing greenhouse gas emissions set by AB 32, by reducing the length and number of automobile trips.

Regional Requirements

The Association of Monterey Bay Area Governments (AMBAG) is the transportation planning, coordinating, and financing agency for the Monterey Bay Area, which includes Monterey, San Benito, and Santa Cruz Counties. AMBAG is a federally designated metropolitan planning organization (MPO). Among AMBAG's many functions, it also authors the Metropolitan Transportation Plan and maintains the region's travel demand model, which incorporates regional housing, population, and employment forecasts. AMBAG is primarily funded by state and federal transportation funds and planning grants.

AMBAG is the federally designated MPO for the counties of Monterey, San Benito, and Santa Cruz. As the MPO, AMBAG develops the Metropolitan Transportation Plan and the Sustainable Communities Strategy (MTP/SCS) and updates it every four years through a bottom-up process involving numerous stakeholders. Transportation investments in the Monterey Bay Area that receive state and federal funds or require federal approvals must be consistent with the MTP/SCS. The 2045 MTP/SCS document was completed in June 2022 for the tri-county Monterey Bay region.

The 2045 MTP/SCS is a living document that must be updated to reflect the most current information and conditions to remain relevant and useful. Updating the MTP/SCS requires examining the progress the region is making, not just in delivering projects, but also in meeting the region's vision, goals, and objectives. The 2045 MTP/SCS further specifies a detailed set of integrated policies, investments, and strategies throughout the region through 2045 to maintain, manage, and improve the surface transportation system, specifying how anticipated federal, state, and local transportation funds will be spent. Projects funded all or in part with regional funds (e.g., federal funds, State Transportation Improvement Program funds, bridge tolls) must consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans

Deputy Directive 64. These recommendations do not replace locally adopted policies regarding transportation planning, design, and construction. Instead, these recommendations facilitate the accommodation of pedestrians, including wheelchair users, and bicyclists into all projects where doing so would be consistent with current adopted regional and local plans.

AMBAG's 2045 MTP/SCS goals include the following:

- Access and Mobility
- Economic Vitality
- Environment
- Healthy Communities
- Social Equity
- System Preservation and Safety

Note that AMBAG is working on the development of the 2050 MTP/SCS, scheduled for adoption in June 2026. Transportation projects within the City of Salinas which use regional funds are subject to this policy.

The Transportation Agency of Monterey County (TAMC) serves as the County's state designated regional transportation planning agency responsible for planning and financial programming of transportation projects. TAMC's mission is to "Develop and maintain a multimodal transportation system that enhances mobility, safety, access, environmental quality, and economic activities in Monterey County".

Assets and Challenges

Recent Studies and Infrastructure Improvements

The City of Salinas has recently completed several safety studies to improve street design, to accommodate all users, and to enhance safety for vulnerable road users such as pedestrians and bicyclists. These studies include the following:

- **Safe Routes to School Plan:** The plan includes infrastructure recommendations such as new sidewalks, improved crosswalks, and signage. It also includes programmed recommendations such as bike and pedestrian safety education, crossing guards, drop-off zone management, and school carpooling.
- **Vision Zero Action Plan:** The Plan developed a High Injury Network as well as Emphasis Areas, identifying roadways with highest level of fatal and severe traffic injuries for pedestrians, bicyclists, and motorists. The Plan provides specific recommendations for each Emphasis Areas, along with key actions to serve as a roadmap towards Vision Zero. The City plans to implement recommendations from the Vision Zero Action Plan to effectively minimize the number of fatal and severe injuries throughout the City of Salinas.
- **Alisal Vibrancy Plan:** The Plan aims to create a safe, livable, and inviting environment for pedestrians, bicyclists, motorists, and transit users of all ages. Opportunities are identified to build on the walkability of the area and existing transit ridership along major corridors by providing sidewalk amenities and collaboration with other transportation agencies.
- **Active Transportation Plan (ATP):** The ATP identified transportation needs and priority projects that will make walking and biking reliable, comfortable, convenient, and more connected for all users.

- Neighborhood Traffic Calming: The City of Salinas adopted a 'Neighborhood Traffic Management Program (NTMP)' in 2008 to address and resolve Salinas neighborhood traffic concerns. This NTMP document defined a traffic calming program customized to the needs and unique characteristics of Salinas residential streets. The NTMP document identifies a toolbox of devices which can be grouped into non-physical, speed control, and volume control devices.
- The City of Salinas sidewalk report program (CIP 9720) conducts annual sidewalk repairs and Americans with Disability Act (ADA) upgrades. In 2024, the City completed sidewalks repairs and upgrades worth more than \$4.5 million to enhance pedestrian safety across the city.

Transit improvements and potential for Transit Oriented Development

Monterey-Salinas Transit (MST) provides bus services throughout the greater Monterey and Salinas areas. MST offers free rides to all students of Hartnell College, Monterey Peninsula College (MPC), and California State University Monterey Bay (CSUMB). MST provides fixed-route bus services connecting the City of Salinas with adjacent cities including Monterey, King City, Watsonville and Gilroy for transfers. Within the City of Salinas, MST currently offers 16 fixed-route bus services with varying headways.

MST is developing a Transit-Oriented Development (TOD) Planning Study ("TOD study") to enhance the viability of TOD and increase the ridership potential in study areas surrounding key station areas along the planned SURF! Busway and Bus Rapid Transit (BRT) corridor.

The City is also working with TAMC and other partners to expand rail service to its downtown Intermodal Transit Center (ITC).

Future transit opportunities include the following:

- Construction of multimodal Bus Rapid Transit improvements between Salinas and Marina, including a multimodal transit corridor through the former Fort Ord in Marina.
- Construction of Bus Rapid Transit improvements along East Alisal Street
- Extension of commuter rail service from San Francisco Bay Area to ITC

The City will work with MST to extend bus service into the newly developed areas, with the goal of providing adequate transit coverage so that all new development is within a quarter mile radius of a bus line.

Traffic Fee Ordinance (TFO)

The City of Salinas Traffic Improvement Program was last updated in 2010 and included a total of 75 roadway improvement projects. The previous TFO update was done in 2005 and included 66 roadway improvements projects from 2002 General Plan and other documents. The TFO program will be updated once the current General Plan update is completed, and additional roadway improvements projects needed to serve future developments and to maintain level of service standards within the city will be included. These roadway improvements will be funded through federal, state, local sources, developers paid improvements, TFO, and Capital Improvement Programs.

Complete Streets Projects

Complete street principles recognize that roadways are the City's largest infrastructure investment and as such should be a public space that serves all users in a way that is unique and specific to the context of land uses that surround them. The Complete Streets Plan identifies future design and implementation strategies that can be used to plan, design, and maintain streets that are safe for users of all ages and abilities. The City of Salinas recently completed several transportation

projects to improve existing infrastructure and improve safety for pedestrians and bicyclists.

These projects include the following:

- The Bardin Road Safe Routes to School project is a complete streets project that includes a dual roundabout system, buffered bike lanes, pedestrian crossing enhancements, pedestrian path improvements, and a road diet. The project limits are as follows:
 - » Bardin Road – Williams Road to Sconberg Parkway
 - » E. Alisal Street – Tampa Street to Bardin Road, includes a portion of Alisal Road, east of City limits.
- The Downtown Complete Streets project to accommodate all road users including pedestrians, transit users, bicyclists, and drivers. This project includes an enhanced signal system, a road diet and back-in diagonal parking with Project Limits as follows:
 - » Alisal St. – from West Blanco Road to Front Street;
 - » Lincoln Avenue – from West Alisal Street to West Market Street (SR-183)
- The Alvin Drive Safe Routes to School project is a multi-modal 'Complete Street' corridor that provides improvements to bicycle and pedestrian improvements.
 - » A Road Diet was implemented from Kip Drive to Natividad Road and the City plans to extend the road diet from Kip Drive to N. Main Street as defined in 2024 Active Transportation Plan (ATP).
 - » Bicycle facilities on Maryal Drive, Linwood Drive, and Chaparral Street.
 - » Crosswalks and Rectangular Rapid Flashing Beacons (RRFB) have been implemented as part of the Alvin Drive Safe Routes to School project.

Traffic Congestion and High Car Dependency

As per the 2021 US Census Bureau American Community Survey, 5-Year Estimates, Table S0801, the dominant mode of travel within the City of Salinas is automobile which accounts for approximately 94.7% of the total trips, with 0.7 % transit trips, 1 % walk trips, and 0.1% bicycle trips. The work-from-home accounts for 3.5% of the total trips.

The most densely populated areas in the City of Salinas are north of US-101 near Sanchez Elementary School, within the Alisal Neighborhood. South Salinas has the highest job density, particularly in Downtown Salinas and near Hartnell College. The city observes traffic congestion during peak periods, especially near Downtown Area and along key corridors. The City of Salinas strives to maintain LOS D or better along roadway segments and at intersections during peak hours. Under existing conditions, the majority of roadway segments and intersections operate at acceptable LOS D or better, while some exceed the standards.

US-101, which bisects Salinas and provides regional access throughout California, is seeing high levels of traffic congestions, especially in the southern end of the city which lacks frontage roads access to agricultural lands. This is adding to traffic congestion, unsafe traffic maneuvers by vehicles to access US-101 which increases the risk of collisions.

Disconnected Active Transportation Infrastructure

The majority of the sidewalk network in Salinas is fully connected, providing continuous blocks with sidewalks on one or both sides of the street. However, there are some locations within the city that could use sidewalk improvements.

The existing bicycle network in Salinas has roughly 90 miles of various facilities that provide bicyclists with different levels of comfort and vehicle separation. Protected facilities (Class I and

Class IV) account for just 11% of bicycle facilities within the city. Class II and Class III facilities do not provide any vertical separation from vehicles and are considered unprotected. The lack of protection combined with traffic congestion and high vehicle speeds can deter the use of active transportation.

Accommodation of all Modes of Transportation

The traditional road classification categories by Federal Highway Administration (FHWA) and the 2002 Salinas General Plan are more vehicle focused and do not take into consideration travelers using other modes of transportation. In addition, these traditional classifications don't always consider the location of the street within the city network or the local context of the land use which could deter vulnerable road users from using the City's existing transportation network.

Other broad challenges faced by the City of Salinas include the following:

- Salinas serves as a bedroom community for the Monterey Peninsula and the Bay Area leading to extreme congestion on roadways connecting the City to Highway 68, US-101, and Blanco Road.
- The US-101 freeway acts as a physical barrier between east and west Salinas, restricting the movement through mostly major streets with interchanges. Limited pedestrian connections exist across US-101 between neighborhoods.
- Carr Lake acts as a geographic barrier which restricts the east-west connectivity, resulting in heavier traffic on existing corridors within its vicinity.
- Existing Rail Line also acts as a physical barrier like US-101, restricting east-west connectivity.
- Under existing conditions, truck congestion is observed in the primary industrial areas, especially in South Salinas. The agricultural industry relies heavily on connectivity via local roads, major state routes and US-101 to connect crop production with buyers' market.

- The Monterey County region is currently served by Amtrak. The Coast Starlight service, which connects Los Angeles to Seattle, stops at the Salinas Amtrak rail station at Station Place and Lincoln Avenue. There is no direct rail connection to San Jose from Salinas.

Road Network Classifications

Salinas is served by an extensive roadway network of freeways, expressways, arterials, collectors and local roads. These roadways provide access to the surrounding municipalities and to local destinations, such as employment areas, shopping centers, schools, recreational opportunities, and residential communities.

The City of Salinas is responsible for planning, constructing, and maintaining local roadways within the city limits. The County of Monterey has similar responsibility for roads in unincorporated areas and expressways throughout Monterey County and Caltrans is responsible for planning, constructing, and maintaining freeways. This Circulation Element of the General Plan defines the City's roadway network based on traditional categories recognized by Federal Highway Administration (FHWA) and State agencies for purposes of receiving grant funding for ongoing street maintenance programs.

The traditional road classification categories within the City of Salinas include the following:

Freeway / Highways: These are high-speed facilities that carry regional or inter-city traffic. Access to the freeway is typically limited to grade-separated interchanges and highways access is mostly at-grade intersections. Freeways and highways that provide regional access to and from City of Salinas include US-101, SR-68 and SR-183.

- **US-101:** US-101 is a major freeway within the Salinas Valley Region connecting Salinas with Los Angeles in the south and San Jose/ San Francisco in the north. US-101 is a four-lane north-south freeway with multiple interchanges within Salinas. US-101 is identified as a truck route by Caltrans.
- **SR-68:** State Route (SR)-68 is a four-lane highway that provides access to the Monterey Peninsula and connects to U.S. 101. SR 68 in the southern portion of the city operates as South Main Street, which provides primary access to Downtown and operates as John Street before connecting to US 101.
- **SR-183:** State Route (SR)-183 is a two-lane highway that provides regional access to SR-1, SR-156, and Castroville. Within the City, SR 183 operates as West Market Street and as North Main Street before connecting to US-101.

Arterials: These are high-volumes facilities that connect the freeways/highways to collectors and local streets. Arterials are further divided into Major Arterials and Minor Arterials. Major Arterials are high-volumes and high-speed facilities that traverse the length of the city and also serve as truck routes for movement of goods within the city. Minor Arterials carry moderate traffic volumes and do not typically traverse the length of the city. They connect collector streets to major arterials.

Examples of major arterials within the City of Salinas include Boronda Road, Laurel Drive, Alisal Street, etc.

- **Boronda Road:** Boronda Road is a major arterial that provides east-west access to the city and provides two lanes in the westbound direction and three lanes in the eastbound direction. The Boronda Road/ US Hwy 101 Interchange is a major interchange in the City of Salinas which provides access to major attractions such as Northridge Mall and the Auto Center. The interchange is located on the northern end of the City of Salinas and is the City's northernmost exit on US-101.
- **Laurel Drive:** Laurel Drive is a major arterial that provides east-west access within the city. Laurel Drive starts just west of the Laurel Drive & US-101 interchange and continues east within the city and terminates at Williams Road.
- **Alisal Street:** Alisal Street is in the southern portion of the city beginning as West Alisal Street at West Blanco Road and curving northeast toward Main Street. East Alisal Street continues east of Main Street under US-101 to the Hartnell College East Campus, curving south and changing names to Alisal Road at the eastern city limits. Alisal Street is owned and maintained by the City of Salinas and is classified as a four-lane major arterial street; with separate left-turn pockets provided at most intersections.

Examples of minor arterial include Natividad Road, E. Alvin Dr. and Del Monte Ave.

- **Natividad Road:** Natividad Road is a north-south minor arterial that runs from East Bernal Drive to the south to Old Stage Road to the north. It is adjacent, and to the west, of the Central Area Specific Plan site. It contains one travel lane in each direction north of East Boronda Road where it serves agricultural uses and two to three travel lanes in each direction south of East Boronda Road where it serves residential uses.

- **E. Alvin Drive:** E. Alvin Drive is an east-west minor arterial that runs from N Main Street to the west to Natividad Road to the east. Both the North Salinas High School and the Natividad Elementary School are located on the south side of E Alvin Drive along with various residential communities. The road has one to two travel lanes in each direction with a two way left turn lane median and bike lanes.
- **E. Romie Ln.:** E. Romie Ln is an east-west minor arterial that runs from Abbott Street to the east to S. Main Street to the west. West of S. Main Street, it extends as a Collector and referred to as W. Romie Ln. and ends at Palma School. It has one lane in each direction and on-street parking with bike lanes from Abbott Street to west of Alameda Avenue. Further west to S. Main Street it has one lane in each direction with and shared bike route.

Collector Streets: These streets connect the local commercial and residential streets to the arterials. Examples of Collector Streets include Independence Blvd., Rider Ave., and Nantucket Blvd.

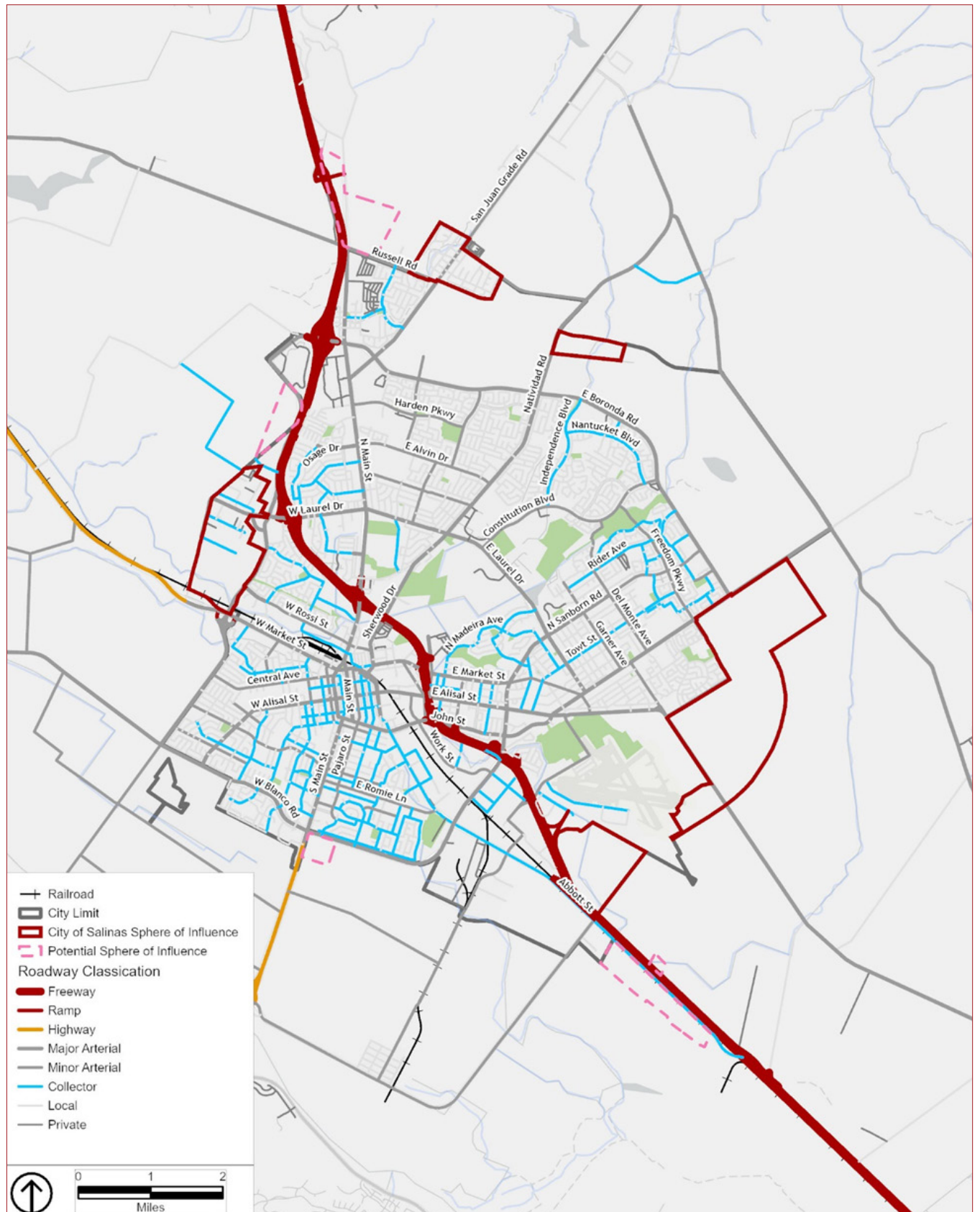
- **Independence Boulevard:** Independence Boulevard is a north-south collector that terminates at its intersection with East Boronda Road to the north and at its intersection with Constitution Boulevard to the south. Two travel lanes in each direction are provided on Independence Boulevard, and the roadway serves residential uses, along with direct access to Everett Alvarez High School, located southeast of the East Boronda Road intersection.
- **Rider Avenue:** Rider is a north-east to south-west collector that runs from Freedom Parkway in the northeast to Gee Street in the south-west. One travel lane in each direction is provided as well as on street parking, sidewalk, and streetlights.

- **Nantucket Boulevard:** Nantucket Boulevard is mainly an east-west collector that runs between Independence Boulevard to the west and Constitution Boulevard to the east. Everett Alvarez High School is located on the north of Nantucket Boulevard which provides a connection between the High School, Independence Boulevard, and the residential communities to the east.

The existing road classification for the City of Salinas is shown in Figure C-1.

The traditional road classification categories by FHWA are more vehicle focused and does not take into consideration other travel modes (pedestrians and bicyclists), location of the street within the city network, multimodal circulation, or adjacent land use context, etc., therefore, the City of Salinas further recommends 'Complete Street Types' to address local priorities and to accommodate all travel modes.

Figure C-1: Existing Road Classification



Data Source: City of Salinas.

Goals and Policies

Goal C-1: Provide and maintain a safe and integrated circulation system that meets the current and future needs of the community for all modes of travel.

The need for a safe and integrated circulation system has never been more critical. As communities grow and diversify, it is essential to develop and maintain a transportation network that caters to the current and future needs of all modes of travel. This includes not only traditional vehicles but also pedestrians, cyclists, and public transit users. By prioritizing safety, efficiency, and accessibility, we can create a cohesive system that enhances the quality of life for all community members. This approach ensures that everyone, regardless of their preferred mode of travel, can navigate the community with ease and confidence.

Policy C-1.1: Design and maintain safe streets.

Complete Street Types

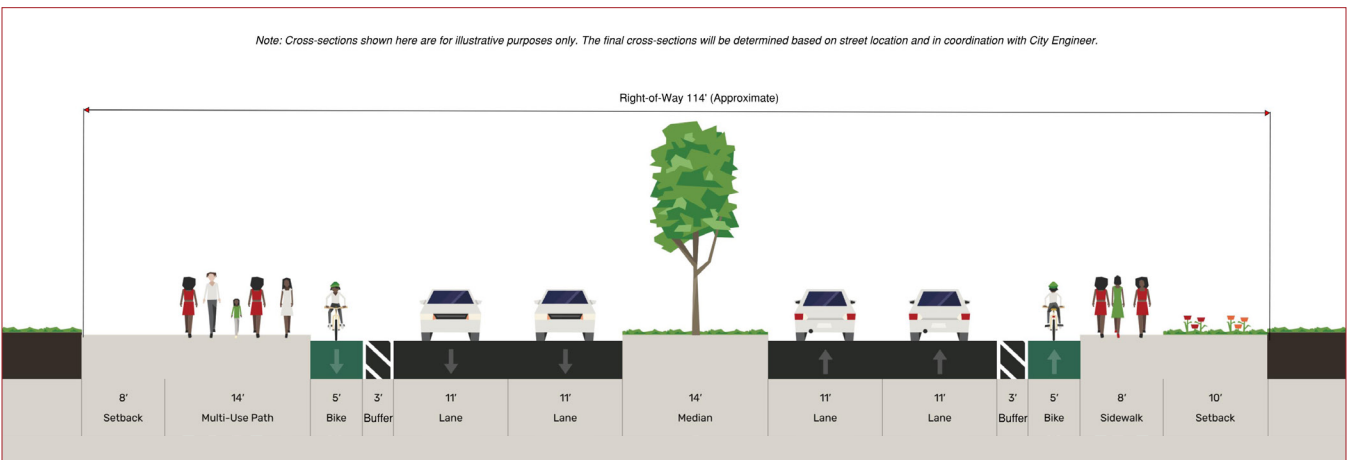
The following roadway categories were designed to create a multimodal environment consistent with placemaking, health, and safety principles contained in this General Plan. In addition to the existing roadway classifications defined previously in this element, a roadway may be selected for a complete street treatment and

assigned a complete street classification. The complete street classification characterizes not just the auto capacity of the roadway but also the urban context, narrower widths, and multimodal priorities of a roadway. Complete street principles recognize that roadways are the City’s largest infrastructure investment and as such should be a public space that serves all users in a way that is unique and specific to the context of land uses that surround them.

Parkways

Parkways traditionally known as expressways or arterials have broad well-landscaped medians and sidewalks, while moving vehicles, bikes, and pedestrians across the city. These streets can function not only as transportation corridors, but also as linear parks, creating a green network. These green spaces can often be more effectively used for pedestrian, open space, and ecological functions, by providing multi-use trails, seating, open space, and stormwater management. A Parkway cross-section is shown in Figure C-2.

Figure C-2: Complete Street - Parkway



Commercial Throughways

Commercial throughways move significant volumes of people across the city in a variety of travel modes and attract them to shop, eat, and play from across the city. Vehicular traffic on these throughways tends to be relatively fast and continuous and transit service is often frequent. These streets should have a comfortable pedestrian realm with significant pedestrian amenities and public spaces. Commercial throughway cross-section is shown in Figures C-3 and C-4.

Figure C-3: Complete Street - Commercial Throughway

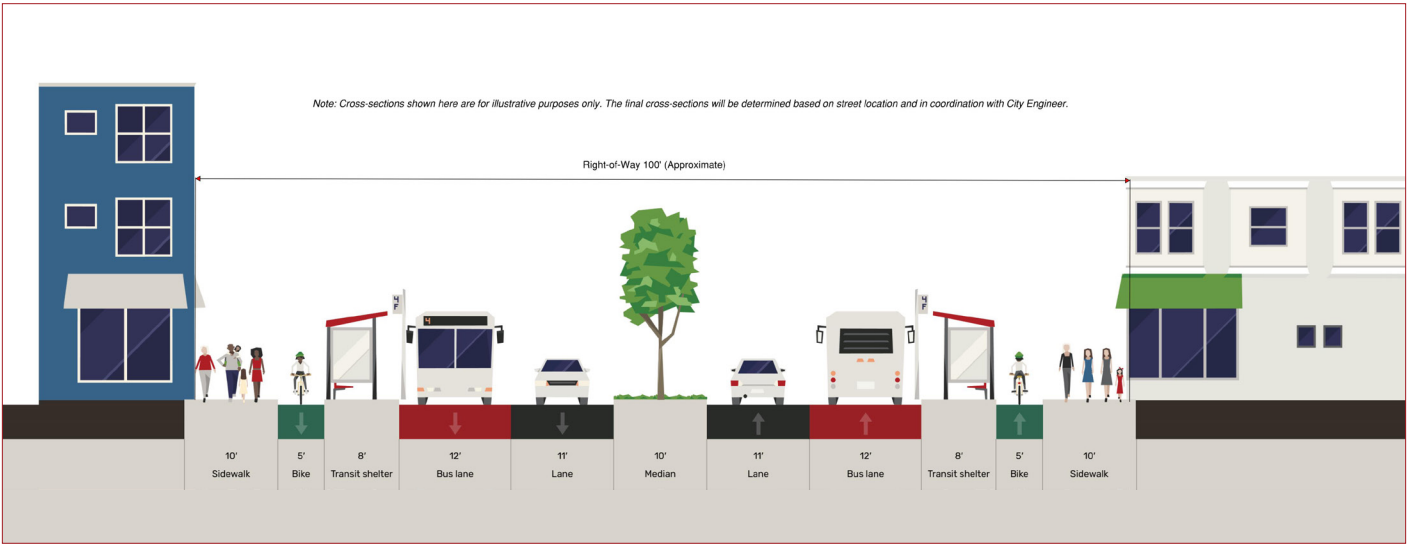
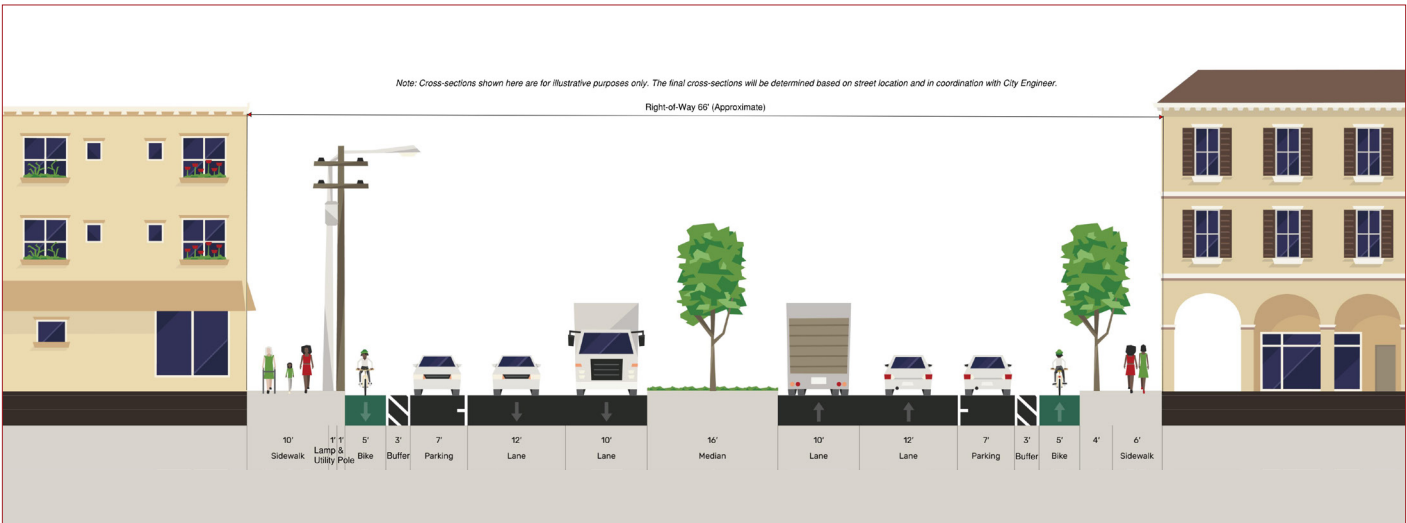


Figure C-4: Complete Street - Commercial Throughway



Downtown Commercial

Downtown commercial streets typically have high pedestrian volumes and high levels of activity throughout the day. Due to their importance, visibility, and high levels of pedestrian activity, downtown streets should have wide sidewalks, high levels of pedestrian amenities, and distinctive, formal design treatments. Downtown commercial cross-section is shown in Figures C-5 and C-6.

Figure C-5: Complete Street - Downtown Commercial

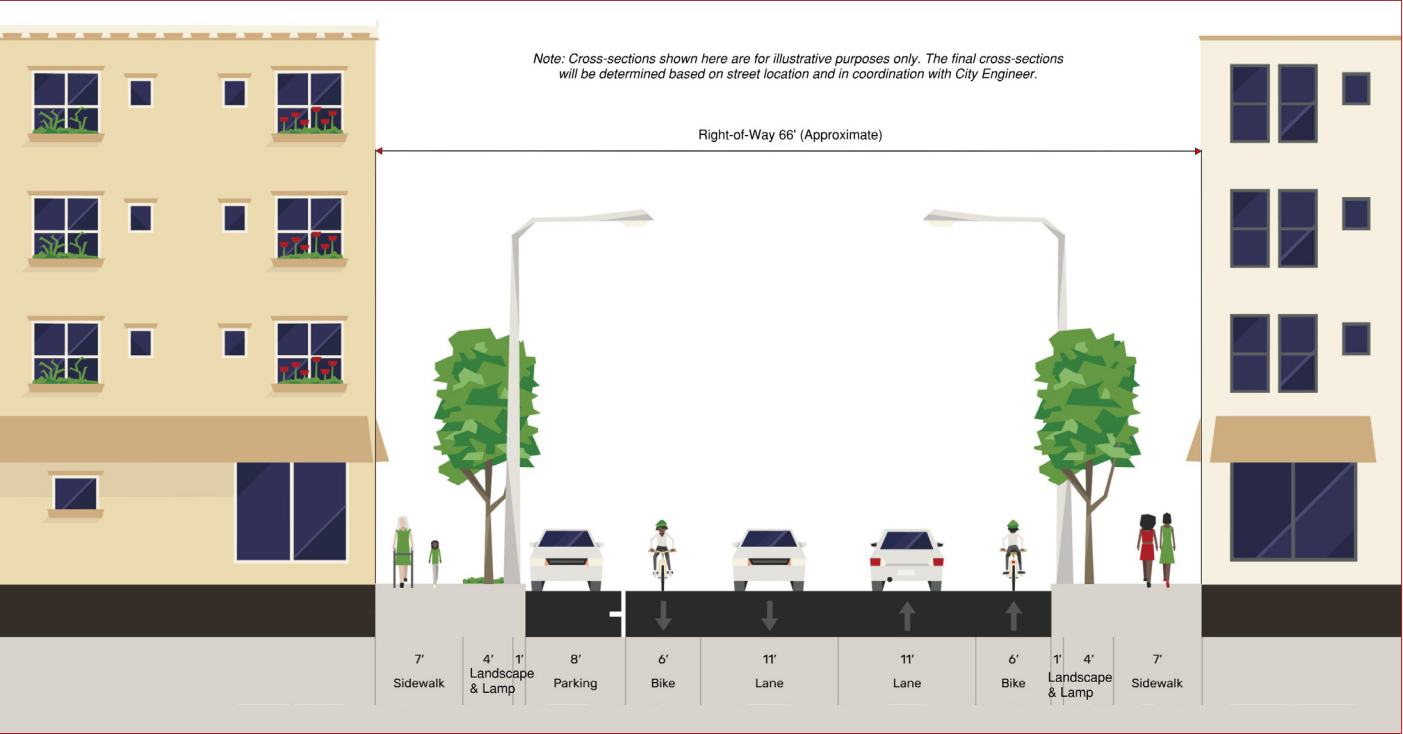
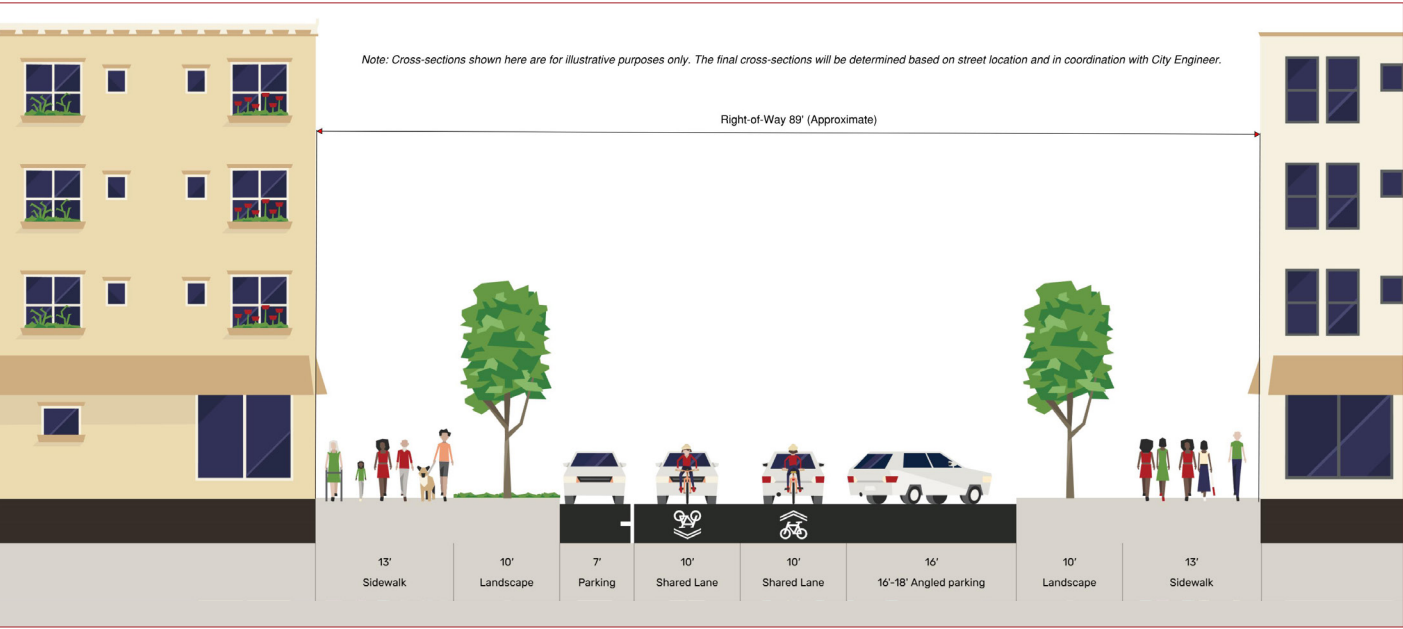


Figure C-6: Complete Street - Downtown Commercial



Mixed-Use Streets / Mobility Corridor

Mixed-Use Streets primarily serve residences, shops, and services, as well as some low-intensity industrial uses. Their use and character are in a state of constant change, and streets must reflect this changing character and serve a variety of needs. Mixed use streets are often wide streets, with high volumes of fast-moving traffic. Streetscape treatments should include landscaping, pedestrian safety elements, public space uses, and other amenities to complement current and future land use. Mixed-use Street cross-sections are shown in Figures C-7 and Figure C-8.

Figure C-7: Complete Street - Mixed Use Streets/Mobility Corridor

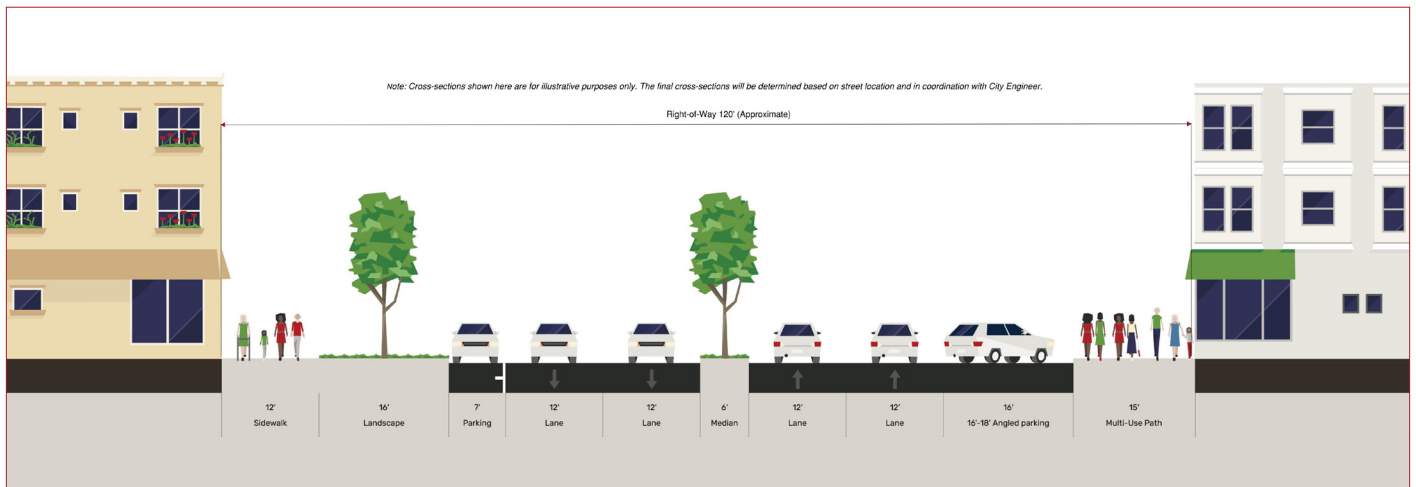
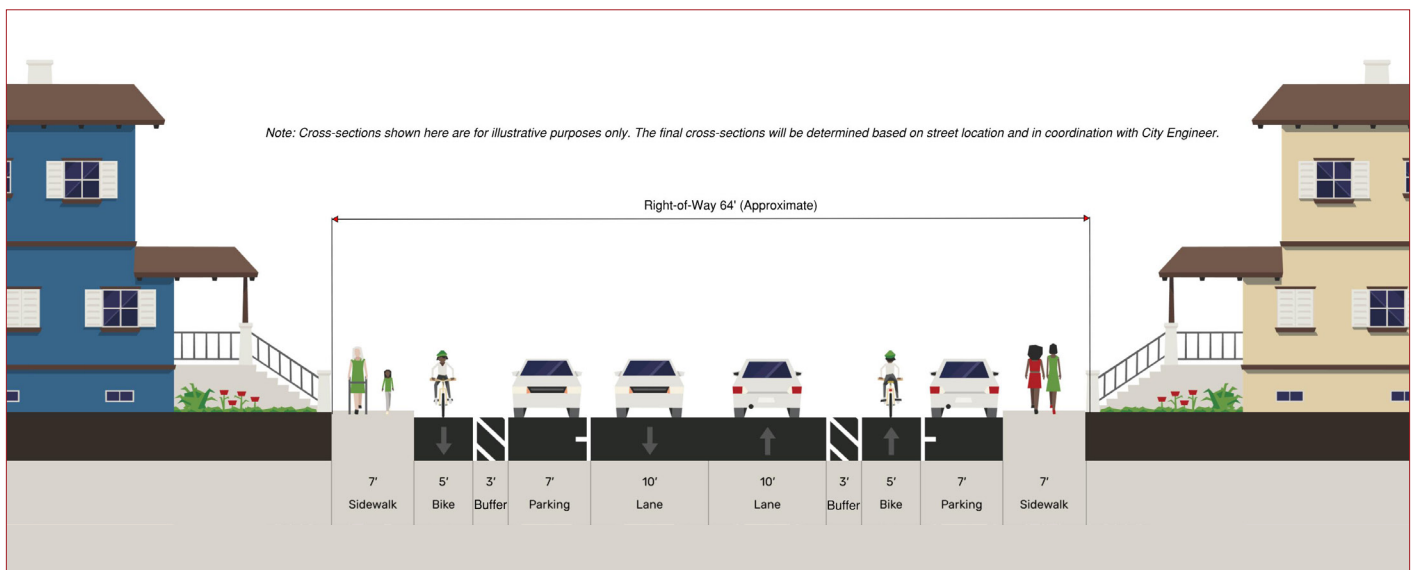


Figure C-8: Complete Street - Mixed Use Streets/Mobility Corridor



Residential Throughways

Residential throughways have high levels of fast-moving traffic with residential land uses. As such, they are often not designed to serve residential uses and can be unpleasant to walk or live along. Streetscape improvements should focus on buffering the sidewalk and adjacent homes from vehicles passing in the street and providing a generous, usable public realm through landscaping, curb extensions, or widened sidewalks. Residential Throughway cross-sections are shown in **Figure C-9** and **Figure C-10**.

Figure C-9: Complete Street: Residential Throughways

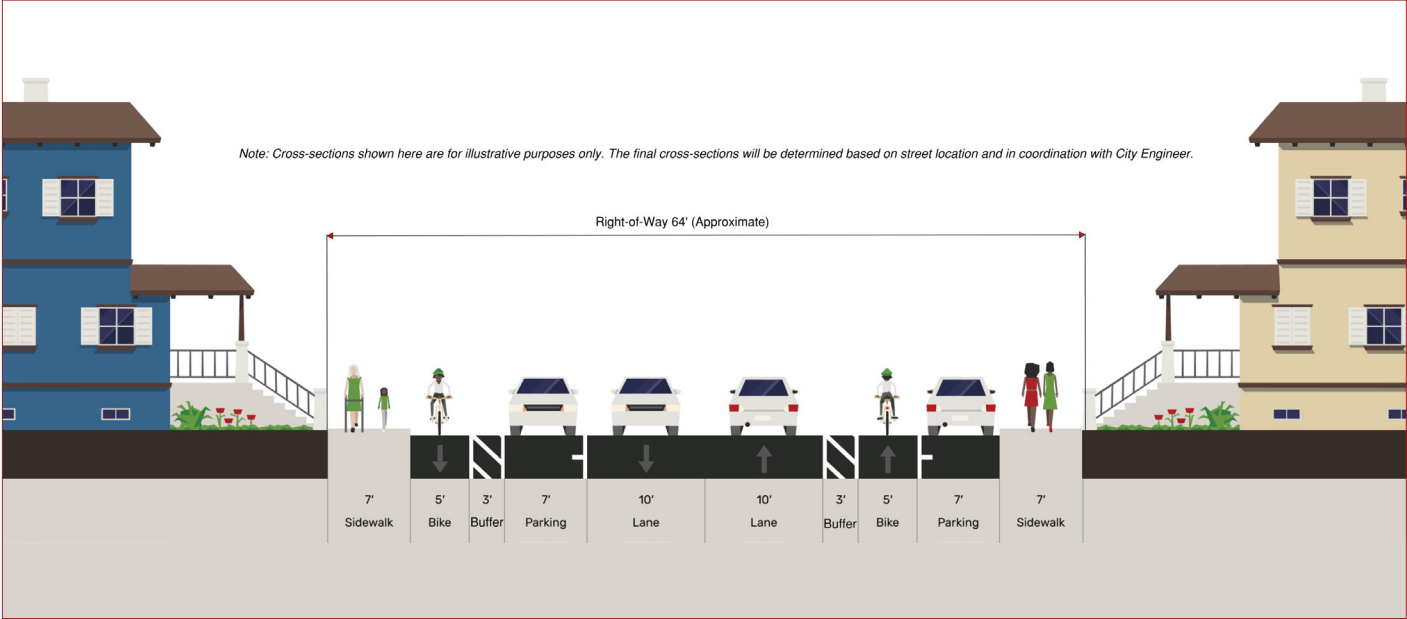
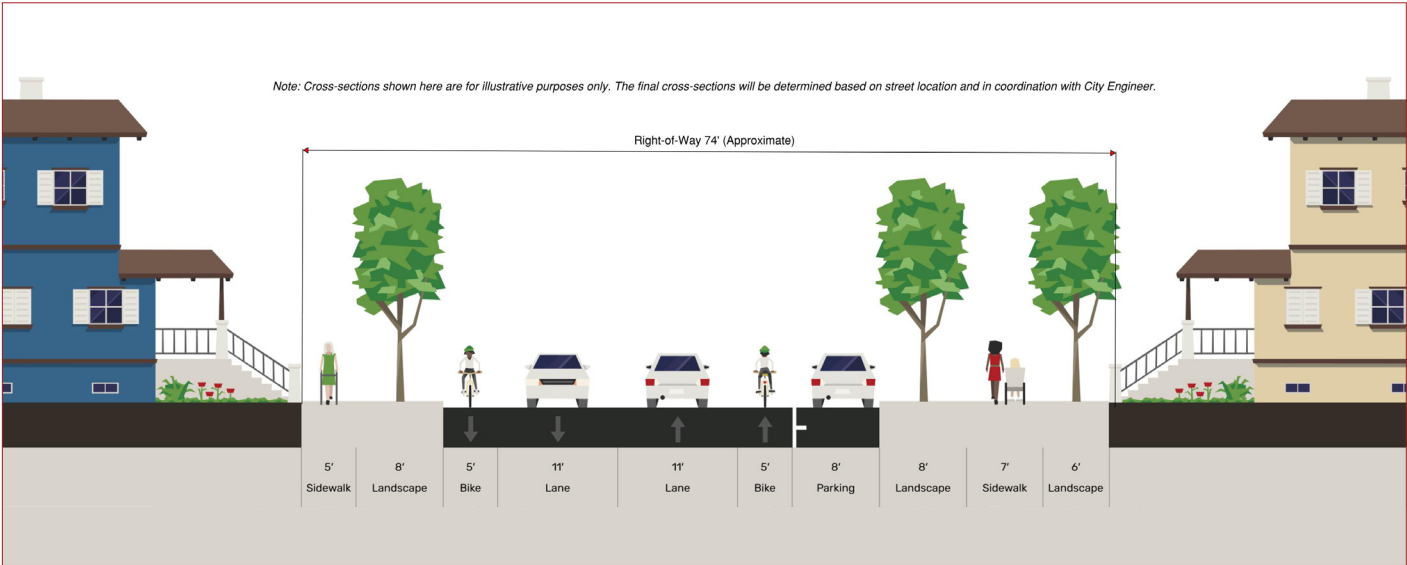


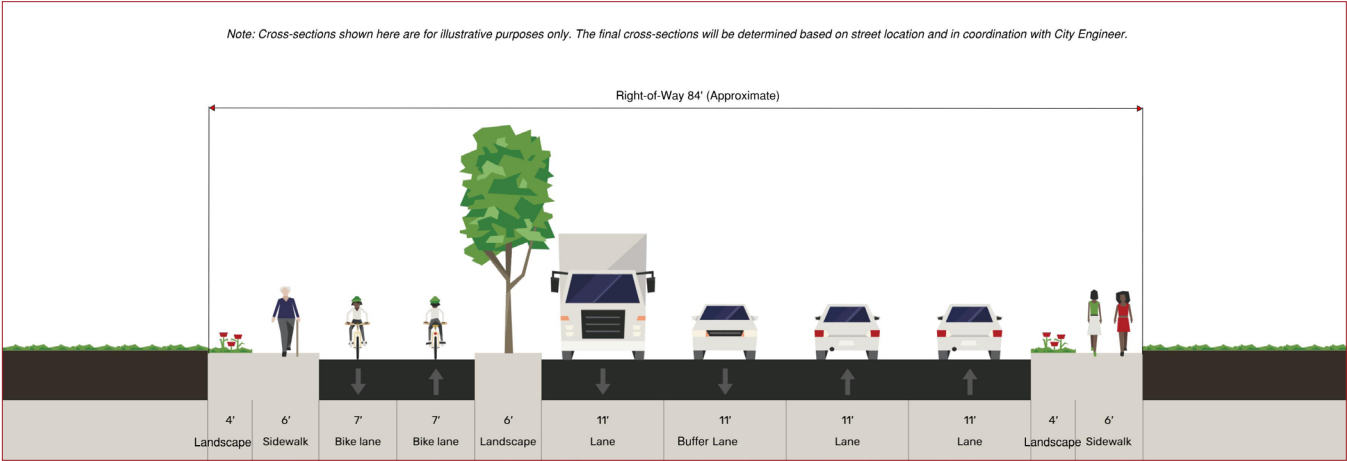
Figure C-10: Complete Street - Residential Throughways



Industrial Streets

Industrial Streets are defined by large-scale production, distribution, and repair facilities that have an assortment of challenging impacts on streetscape character. These streets typically have less active street frontage punctuated by large driveways, loading docks, and other auto-serving facilities, and front on wide streets that accommodate large trucks. Sidewalks and streetscape amenities are often minimal. While these streets must serve heavy trucks and loading functions, they should also consider the pedestrian realm for workers and others passing through. Industrial street cross-section is shown in Figure C-11.

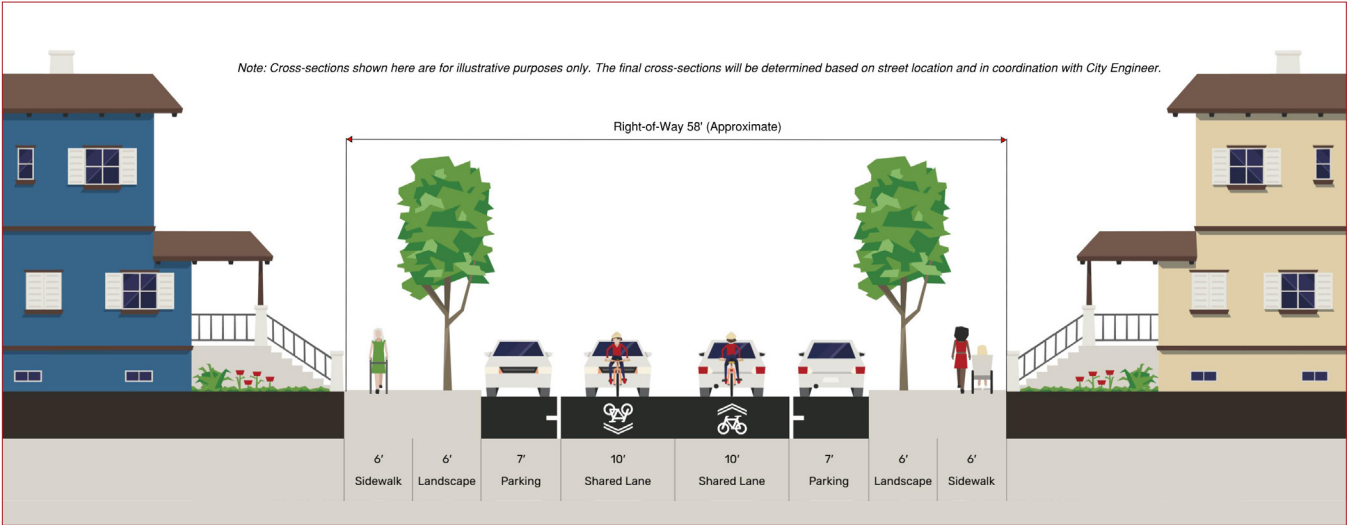
Figure C-11: Complete Street - Industrial Streets



Local - Residential Streets

Local residential streets have relatively low traffic volumes and speeds. Though they have low levels of activity relative to other street types, they play a key role to support the social life of a neighborhood. Residential streets should feel safe, comfortable, and cared for. Residents may think of the street outside their home as an extension of their home or a neighborhood-commons. Traffic calming features should be integrated into the design of all new streets and designs should focus on slowing traffic, providing livable/usable space. Local Residential Street cross-section is shown in Figure C-12.

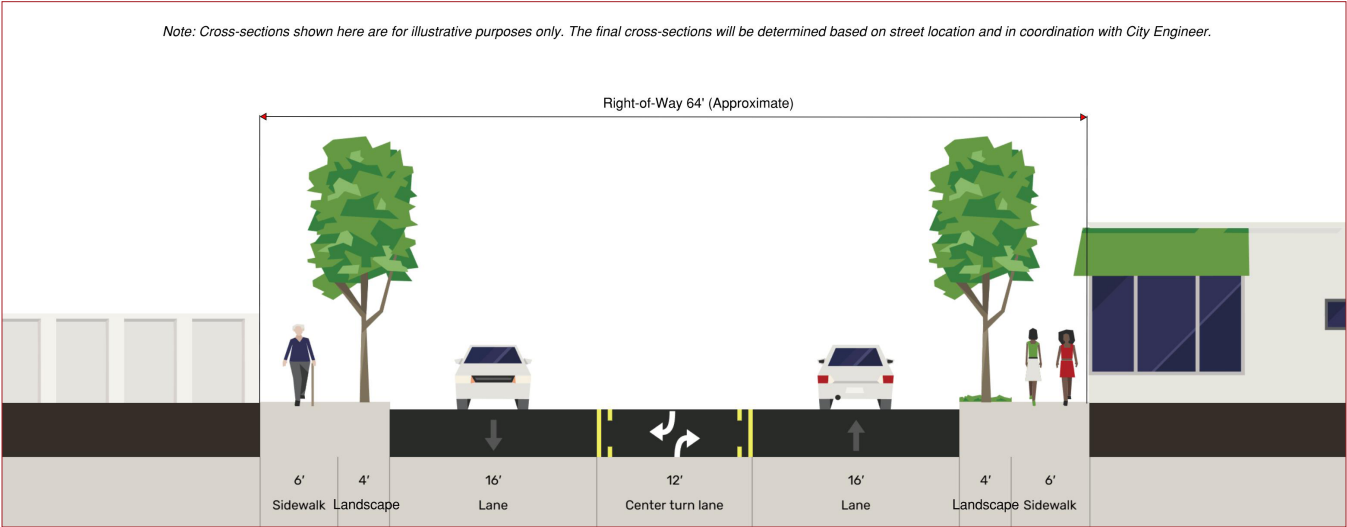
Figure C-12: Complete Streets - Residential Streets



Local – Commercial/Industrial Streets

Local commercial industrial streets have relatively low traffic volumes and speeds. Though they have low levels of activity relative to other street types, they play a key role providing access to commercial and industrial land uses. Local streets have little network connections and may have cul-de-sac or dead-end streets. Local commercial industrial street cross-section is shown in Figure C-13.

Figure C-13: Complete Street - Local Commercial/Industrial



Multi-use Path and Promenades

Multi-use paths and promenades are pedestrian and bike only rights-of-way. These facilities should be designed to a pedestrian scale with various amenities and pedestrian-oriented spaces. As each is unique to its context, recommended improvements reflect broad categories of improvements that can be specifically tailored to a particular context. Multi-use path and promenade cross-section are shown in Figure C-14.

Figure C-14: Complete Street - Multi-use Path and Promenade

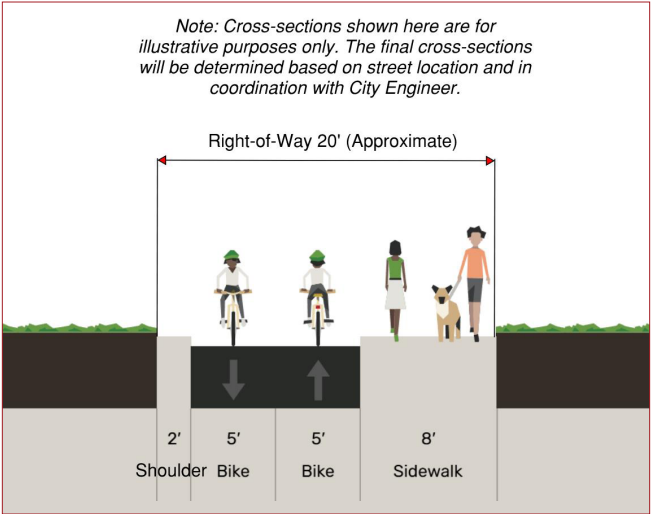


Table C-1 shows a more detailed summary of governing design characteristics of Complete Street Types. It also cross references Complete Street Types with compatible land use Place Types. Combining appropriate Complete Street Types and Place Types is critical for creating public spaces that people want to enjoy, providing transportation options to places people need to go, and serving local business and industry.

Table C-1: Characteristics of Complete Street Types

Key E = Encouraged A = Allowed D = Discouraged P = Prohibited -- = Not Applicable	Downtown Commercial	Commercial Throughways	Residential Throughways	Industrial Streets	Multi-use Path and Promenades	Mixed-Use Streets / Mobility Corridor	Parkways	Local Residential Streets	Local Commercial / Industrial Streets
Compatible FHWA Classification	Collector	Arterial	Collector	Collector/ Arterial	Local	Arterial	Freeway	Local / Collector	Local
Compatible Old GP Classification	Minor Arterial, Collector	Major Arterial	Minor Arterial, Collector	Arterial, Collector	Trails and Paths	Major Arterial, Minor	Express-ways	Traditional Res Type I	Local
Classification Focus and Priority									
Accessibility	High	Med	High	Med	High	High	Low	High	High
Throughput	Low	Med	Med	High	Low	Med	High	Low	Low
Transit	Low	High	Med	Low	--	Med	Med	--	
Pedestrian Facilities									
Maximum Sidewalk Width (ft)	10	8	6	6	10-15	8	8	5	0, 5
Driveways Between Intersections	D	D	D	A	P	D	D	A	A
Street Furniture	E	A	D	D	A	P	D	D	D
Street Trees	E	E	E	E	E	E	E	E	E
Parklets	A	P	P	P	--	A	--	--	--
Bicycle Facilities									
Shared Use Facility (Class I)	E	E	E	D	A	E	E	P	P
On-Street Bike Lanes (Class II)	A	A	A	A	--	A	A	A	A
Designated Bike Route "Sharrows" (Class III)	E	A	A	A	A	D	D	E	E
Protected Bike Lanes (Class IV)	--	E	A	E	--	E	E	P	P
Transit Facilities									
Target Bus Lane Width	12	12	12	12	--	12	12	--	12
Vehicle Facilities									
On Street Parking	E	D	E	D/P	--	A	P	E	D
Diagonal On Street Parking	A	P	A	P	--	E	P	A	P
Minimum Intersection Spacing (ft)	200	600	600	600	--	300	600	600	600
Minimum Crosswalk Spacing (ft)	200	600	600	600	--	300	600	600	600
Minimum Driveway Spacing (ft)	--	300	--	300	--	100	100	--	--
Medians	P	A	E	E	--	A	E	P	P
Target Speed (MPH)	15	30	25	30	10-25	25	45	20	25
Maximum Average Daily Traffic Per Lane	9,000	8,000	5,250	8,000	--	8,000	8,000	1,000	8,000
Maximum Number of Vehicle Thru Lanes (bi-directional)	2	4	2	6	0	4	4	2	2
Target Lane Width (ft)	10	10	10-12	11.5-12	--	10-12	11-12	10	12

Table C-1: Characteristics of Complete Street Types (Continued)

Key E = Encouraged A = Allowed D = Discouraged P = Prohibited -- = Not Applicable	Downtown Commercial	Commercial Throughways	Residential Throughways	Industrial Streets	Multi-use Path and Promenades	Mixed-Use Streets / Mobility Corridor	Parkways	Local Residential Streets	Local Commercial / Industrial Streets
Bulb-outs	A	P	A	P	--	D	P	E	P
Traffic Circles	E	D	A	P	--	A	P	E	P
Truck Route	A	E	P	E	--	D	A	P	E
Heavy Vehicles	P	A	A	E	--	A	A	P	E
Other Features									
Bioretention Planters	E	E	E	E	E	E	E	E	E
Bioretention Swales/trenches	D	E	E	E	E	E	E	E	E
Permeable Pavement	D	D	A	A	E	A	D	A	A
Target Lighting (lux/ft)	20/2.0	17/1.7	9/0.9	6/0.6	10/1.0	13/1.3	9/0.9	4/0.4	--
Traffic Index	8	9.5	8-9	9.5-12	4	9-12	9.5-12	6	8
Place Types Cross Reference									
Natural Preservation and Open Space					•			•	
Parks and Recreation			•		•			•	
Civic and Institutional			•		•	•		•	
Hillside Neighborhood		•	•			•		•	
Traditional Neighborhood			•					•	
Blended Residential Neighborhood			•					•	
Multifamily Neighborhood			•			•			
Neighborhood Center		•				•			
Mixed Use Corridor		•				•			
Mixed Use Village		•					•		
Commercial Retail		•					•		
Employment Center		•							•
Flex Corridor		•							•
Medium Industrial				•					•
Heavy Industry and Production				•					•
City Center	•					•			
Alisal Marketplace		•	•			•		•	•
Other Development Areas within Specific Plans	Varies, Refer to Specific Plan								

Future Growth Area Roadways

Future Growth area roadways were defined in the previous 2002 General Plan Circulation Element. The West Area (797-acre) and Central Area (760-acre) Specific Plans, approved in 2019 and 2020 respectively are in the Future Growth Area, north of Boronda Road and are entitled for over 8,200 housing units, new parks and schools, and mixed-use/commercial space. As part of these specific plans, specific road classifications and street design characteristics to accommodate other modes of travel were identified for new roadways that will be constructed as part of the city's expansion in the future growth areas. These future growth area road classifications are as per the West Area Specific Plan (WASP) and Central Area Specific Plan (CASP) and are shown in **Appendix A** of the Circulation Element.

Vision Zero

The City of Salinas Vision Zero Safety Action Plan is a strategic document that identifies the most critical road safety issues and proposes effective solutions to address them. The City analyzed existing roadway safety data, conducted stakeholder consultation, and developed best practices for improving the roadways for all road users. The Salinas Vision Zero Action Plan was completed in 2022 with a clear goal of eliminating traffic fatalities and severe injuries with clear measurable strategies. The Vision Zero strategy is a multidisciplinary approach that brings together a diverse set of stakeholders to address the complex problem of traffic safety and to achieve the shared goal of zero fatalities and severe injuries. The following elements are included in the safety action plan:

- A safety vision for Salinas
- Targets for road safety improvement
- A diagnosis of the current road safety situation and trends
- A prioritization of the key risk factors and locations

- A selection of the most suitable countermeasures and interventions
- An implementation plan with roles, responsibilities, timelines, and budgets
- A monitoring and evaluation framework with indicators and feedback mechanisms

The Vision Zero Safety Action Plan is a dynamic and flexible document that can be updated and revised as new data, challenges, and opportunities emerge. The process includes a strong collaborative and participatory process that involves various stakeholders, such as city engineering and planning departments, TAMC, law enforcement, health services, community groups, and road users.

The Vision Zero Safety Action Plan identified the following High Collision Corridors:



1. East Market Street from Sherwood Drive to North Sanborn Road
2. William Road from East Alisal Street to East Boronda Road
3. East Laurel Drive from Natividad Road and North Sanborn Road
4. East Boronda Road from US 101 to Natividad Road
5. East Alisal Street from Front Street to North Sanborn Road

6. North Main Street (SR-183) from Market Street and Casentini Street
7. West Laurel Drive from North Davis Road and North Main Street
8. North Sanborn Road from Del Monte Ave to East Boronda Road
9. East Laurel Drive from North Main Street to Natividad Road
10. Sanborn Road from US 101 to East Laurel Drive

Countermeasures recommendations typically included lane reductions, installing a raised median, two-way left turn lane, bicycle lanes, protected left turn phasing, pedestrian hybrid beacon, radar speed feedback signs and traffic enforcement.

In addition, countermeasures were identified at the following intersections:

- East Market Street / Kern Street
- North Sanborn Road / Garner Avenue
- East Alisal Street / Griffin Street
- North Main Street / Lamar Street

Goal C-2: Create and support sustainable and healthy transportation options that encourage a reduction in single-occupancy vehicle commuting and overall Vehicle Miles Traveled (VMT).

Creating and supporting sustainable and healthy transportation options is essential for fostering a greener and more livable environment. By encouraging a reduction in single-occupancy vehicle commuting and overall vehicle miles traveled (VMT), the City of Salinas community can significantly decrease greenhouse gas emissions, reduce traffic congestion, and promote healthier lifestyles. Sustainable transportation options such as public transit, cycling, walking, and carpooling not only benefit the environment but also enhance the quality of life for individuals and communities. By investing in infrastructure, policies, and programs that support these alternatives, we can create a more sustainable future and ensure that our transportation systems are resilient, efficient, and accessible to all.

Performance Criteria

The performance criteria in the 2002 General Plan were based on Level of Service (LOS). Since the adoption of the previous General Plan, the Senate Bill (SB) 743 as part of updates to the California Environmental Quality Act (CEQA), has shifted the focus to Vehicle Miles Traveled (VMT) instead of LOS as a metric to assess transportation-related environmental impacts. As a result, the identification of transportation-related environmental impacts in CEQA documents is now based on the VMT associated with a project instead of the project's impact on traffic congestion. Local jurisdictions are still permitted to use LOS for other planning purposes outside of the scope of CEQA. While the City of Salinas



- North Sanborn Road / Freedom Parkway
- North Sanborn Road / Garner Avenue
- Boronda Road / North Main Street
- North Main Street / Bernal Drive
- East Laurel Drive / Granada Avenue
- Williams Road / Del Monte Avenue
- East Alisal Street / Griffin Street
- East Market Street / North Madeira Avenue
- East Laurel Drive / Constitution Boulevard

will use VMT as its main performance criteria for transportation projects, this General Plan includes LOS-related standards and policies, discussed under Goal C-3.

Vehicles Miles Traveled (VMT)

The City of Salinas adopted its SB 743 Implementation Policy in 2020 in response to new guidelines from the State regarding transportation analysis under CEQA which went into effect in July 2020. The implementation policy discusses the background of SB 743 which promotes the state goals of reducing greenhouse gas emissions, promoting the development of infill land use projects and multimodal transportation networks, and promoting a diversity of land uses within developments. Achieving these goals will increase community health, improve air quality, and strengthen the environmental and fiscal sustainability of Salinas. Reducing VMT is also directly tied to the efforts of Salinas' Climate Action Plan (CAP), as vehicle emissions are Salinas' largest local source of harmful greenhouse gas emissions.

In accordance with guidelines published by the Office of Planning and Research, the City of Salinas has established vehicle miles traveled as the primary metric for determination of environmentally significant transportation impacts. Land use projects within the City of Salinas are required to demonstrate that they are meeting City VMT requirements and threshold as detailed in the City's implementation policy and summarized below:

- Residential land uses proposed within Salinas must demonstrate a VMT per capita that is 15% below existing county-wide average VMT.
- Office land uses proposed within Salinas must demonstrate a work-based VMT per employee 15% below the existing countywide average.
- Retail land uses proposed within Salinas must demonstrate a net reduction in regional VMT using the county geographical area as the basis.

- Other land uses proposed within Salinas must demonstrate similar metrics as specified in the policy document.

For future land use development that shows potential VMT impacts after analysis, the policy outlines potential mitigation measures that can be implemented at project, city, county, or regional level to help reduce VMT generation to meet state standards.

Policy C-2.1: Use Transportation Demand and System Management (TDM and TSM) strategies, coordinated land use planning, and interagency collaboration to reduce VMT.

Transportation demand management (TDM) refers to strategies that improve transportation system efficiency and reduce congestion by shifting trips from single-occupant vehicles to collective and active forms, including mass transit, carpools, private shuttles, biking and walking. TDM is a critical component of a comprehensive strategy to reduce VMT, traffic congestion, single-occupancy vehicles, and parking demand. TDM programs are typically incorporated in new development and can include a range of infrastructure investments and incentives for the use of alternatives to the automobile, as well as parking management strategies and marketing.

Policy C-2.2: Provide and maintain safe pedestrian routes to school, work, shopping, and recreation.

Pedestrian Facilities

The City of Salinas encourages pedestrian activity and recognizes that city streets are not just for motorized transport. The City of Salinas passionately believes that a more walkable community will provide convenient and affordable travel alternatives, which minimize pollution, reduce vehicle travel, and improve overall health of residents.

Under existing conditions, majority of the sidewalks in Salinas are fully connected (meaning that continuous blocks have sidewalks on one or both sides of the streets), providing uninterrupted pedestrian access. However, there are a couple locations that could use sidewalk improvements. The existing gaps in the pedestrian network are shown in **Figure C-15**.

All major intersections in Salinas have marked crosswalks and countdown pedestrian-crossing signals that can be activated by pedestrians. The City of Salinas continues to require all new developments and redevelopment/revitalization projects to provide pedestrian facilities within the project, such as sidewalks.

The City of Salinas adopted the Active Transportation Plan (ATP) in 2024 which provided a framework for overcoming barriers to active transportation. The ATP identified transportation needs and priority projects that will make walking and biking reliable, comfortable, convenient, and more connected for all users. The ATP identified the following enhancements to pedestrian realm:

- Sidewalk widening to ensure comfortable and accessible pedestrian spaces for all users, including those with mobility devices.
- Increasing lighting to improve safety for all modes of transportation.
- Installing landscape buffers for a more enjoyable pedestrians experience.
- Providing shade by planting trees.
- Placemaking by adding objects such as benches or public art.

The ATP also recommended the following pedestrian facility improvements throughout the city at mid-blocks and intersection crossings:

Mid-Block

- Mid-block pedestrian crossings with Rectangular Rapid Flashing Beacon (RRFB) or Pedestrian Hybrid Beacon (PHB)
- High-visibility crosswalks
- Advance yield lines
- LED-enhanced flashing signs
- Median refuge islands.

Intersection Crossings

- Curb Extensions (Bulb-outs)
- Pedestrian Scramble Phase
- Lead Pedestrian Interval (LPI)
- Pedestrian Countdown timers
- Audible Signals for visually impaired pedestrians
- Accessible Pedestrian Signals (APS)

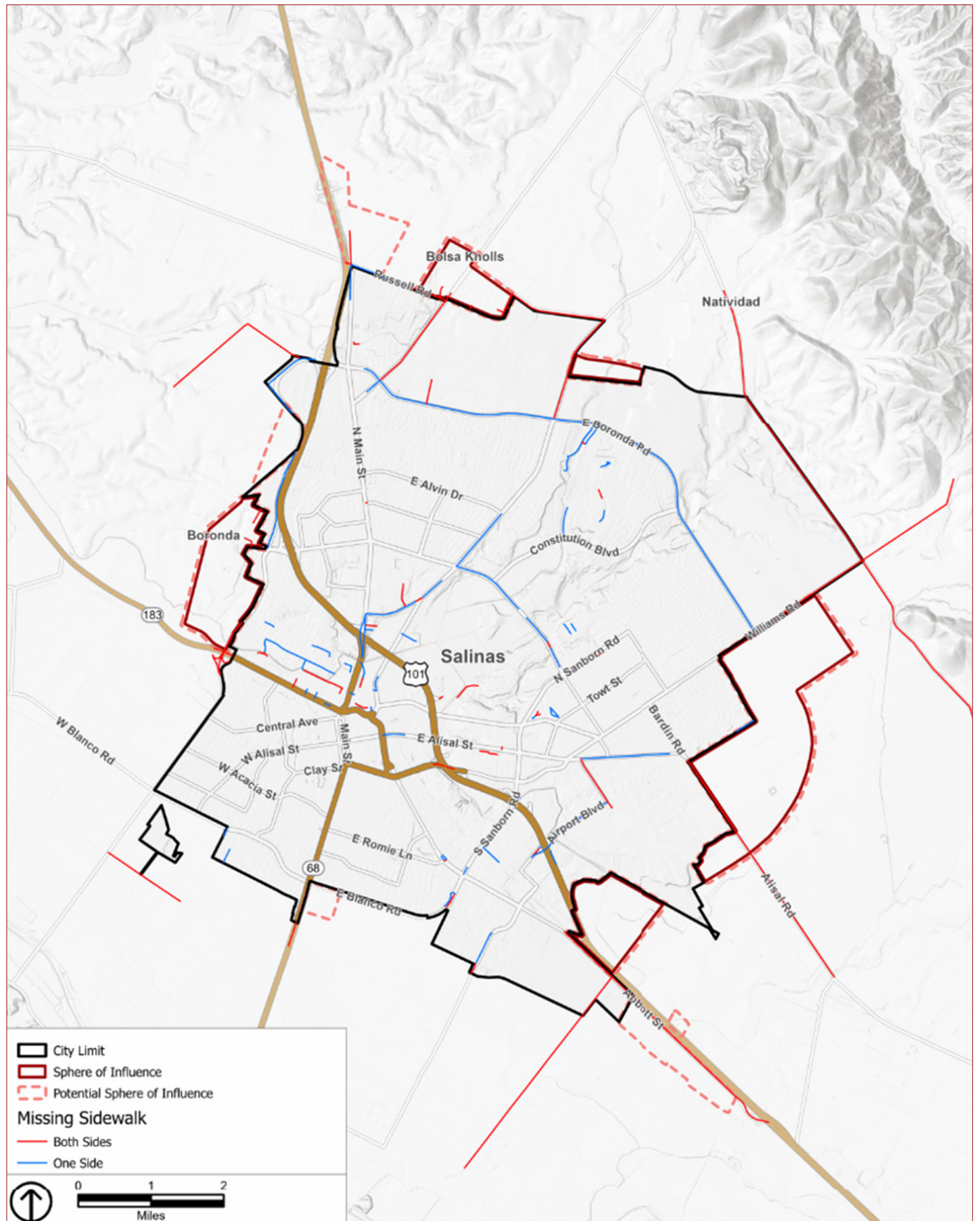
The City of Salinas continues to identify areas within the existing community that would benefit from improved pedestrian facilities, as well as identify funding opportunities to enhance safety.

Policy C-2.3: Provide and maintain an extensive public bicycle network with safe and equitable on-street and off-street facilities.

Bicycle Facilities

A comprehensive bicycle system is an important factor in creating a pedestrian friendly community. The existing bicycle network in Salinas consists of approximately 90 miles of various bike facilities that provide bicyclists with distinct levels of comfort and separation from vehicles. The City's existing bicycle facilities includes the following:

Figure C-15: Existing Gaps in Pedestrian Network



Data Source: City of Salinas.

Class I – Shared Use Paths

Shared Use Paths are designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian crossflow minimized. They provide a separate right-of-way physically separated from vehicular traffic and intended for exclusive use by non-motorized users.



Class II – Bike Lanes

Bike lanes are marked lanes for bicyclists adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. These bike facilities may include a buffer providing greater horizontal separation between bicyclists and vehicles and when used are classified as Class II - Buffered Bike Lanes.



Class III – Bike Routes

Bike routes are designated by signs or pavement markings for shared use between bicyclists and motor vehicles. Bike routes serve either to provide continuity to the bicycle facilities or designate preferred routes for cyclists through high-demand

corridors. Bike routes are indicated by bike route signs and shared roadway striping along the route. These facilities can incorporate traffic-calming elements that prioritize bicycle traffic to allow for a more comfortable cycling and when used are classified as Class III - Bike Boulevards.



Class IV – Separate Bike Ways

Separated bike ways provide a right-of-way designated exclusively for bicycle travel within the roadway and which are protected from other vehicle traffic with devices, including, but not limited to, grade separation, flexible posts, inflexible physical barrier, or parked cars. These facilities could be one-way or two-way and provide greater awareness and safety for cyclists.

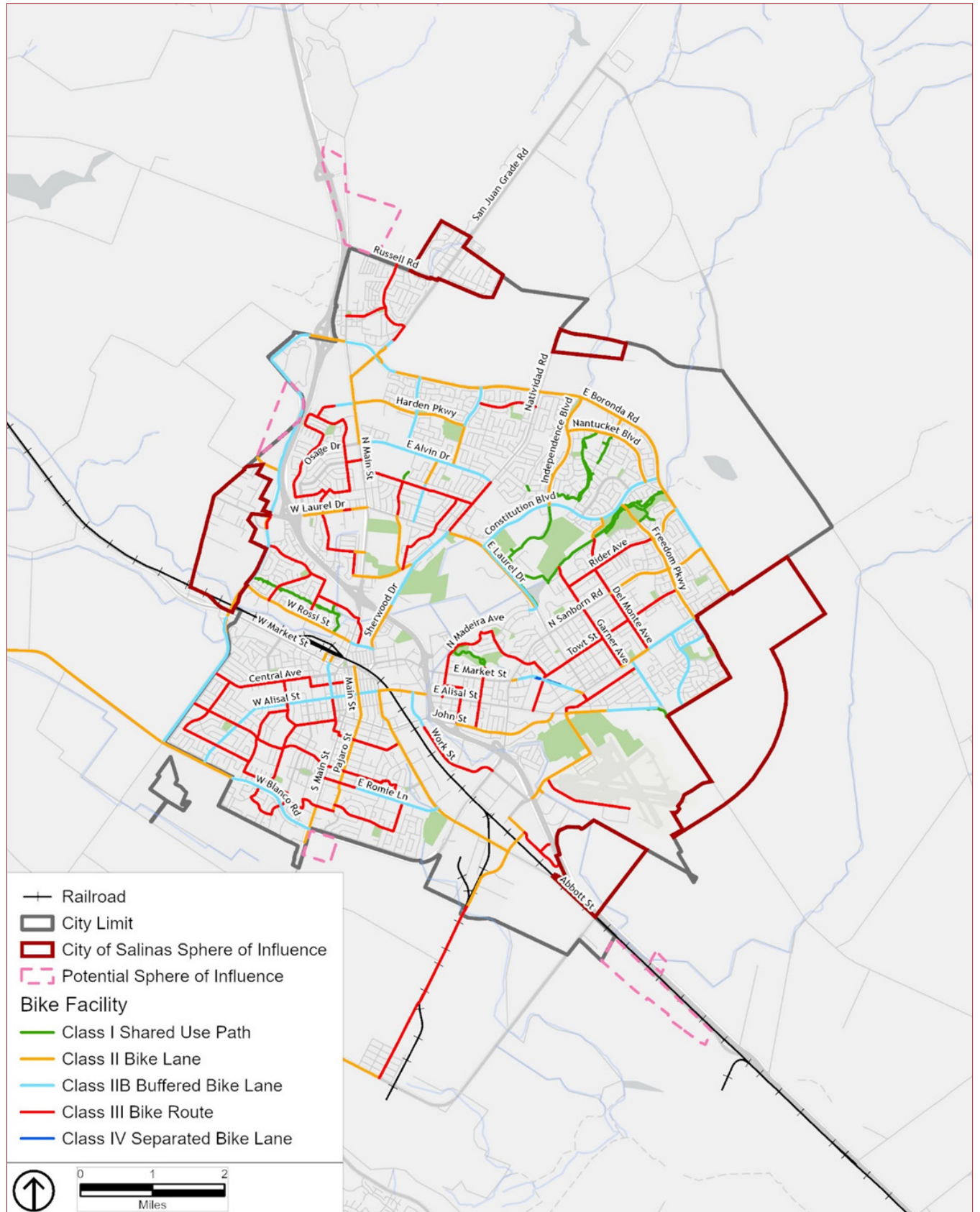


The existing bicycle network within the City of Salinas is shown in **Figure C-16**.

Proposed Bike Recommendations

The City of Salinas has recently completed their 'Active Transportation Plan (ATP)' which provided a framework for overcoming barriers to active transportation and replaces the 2002 Bikeways Plan and 2004 Pedestrian Plan. The ATP identified transportation needs and priority projects that will make walking and biking reliable, comfortable, convenient, and more connected for all users. The ATP identified the following enhancements to bicycle facilities:

Figure C-16: Existing Bicycle Network



Data Source: City of Salinas.

- Bike Box
- A two-stage left turn
- Diverters
- Bicycle Signal
- Bicycle Detection
- Automatically Activated Pedestrian Signal Intervals
- Protected Intersection
- Dedicated Intersection
- Mixing Zones

For trail network improvements, please refer to the final ATP report. The ATP also recommends the following bike improvements to be implemented within the City of Salinas to close the existing gaps within the bicycle and trail network. The proposed

bicycle and trail network map is shown in Figure C-17.

Trail Facilities

The City of Salinas trail network consists of roughly 9 miles of Class I Shared Use Paths. Shared use paths exist within Rossi Rico Parkway, Cesar Chavez Community Park, along and adjacent to Gabilan Creek, and along Natividad Creek. Small segments of Class I Shared Use Paths also exist along portions of E. Laurel Drive, E. Alisal Street, and Alisal Road. Additional unpaved trails used by residents and visitors include trails and walking loops inside City parks.

Table C-2: Proposed Bicycle Improvements

Draft Rank	Corridor Name	Lane Classification	From	To
1	E Alisal St	Class I	Skyway Blvd	Margaret St
		Class IIB	Abbott St	Work St
		Class IV	Work St	Skyway Blvd
2	Williams Rd	Class IIB	Del Monte Ave	Bardin Rd
		Class IV	E Alisal St	Bardin Rd
3	E Laurel Dr	Class I	Natividad Rd	N Sanborn Rd
		Bike Boulevard	N Sanborn Rd	Williams Rd
		Class III	N Sanborn Rd	Williams Rd
4	N Main St	Class IV	San Juan Grade Rd	E Market St
5	S Main St	Class IV	Central Ave	Valero gas station
6	W Alvin Dr	Class I	Cherokee Dr	Veterans Memorial Hwy
		Class IIB	N Main St	Cherokee Dr
		Class IV	N Main St	Natividad Rd
7	N Sanborn Rd	Class IIB	E Alisal St	Oregon St or N Madeira Ave
		Class IV	Del Monte Ave	E Boronda Rd
		Class II	Oregon St or N Madeira Ave	Del Monte Ave

Table C-2: Proposed Bicycle Improvements (Continued)

Draft Rank	Corridor Name	Lane Classification	From	To
8	E Boronda Rd	Class I	Dartmouth Way	Williams Rd
		Class IIB	San Juan Grade Rd	N Main St
9	Natividad Rd	Class IV	E Boronda Rd	Sherwood Dr and E Bernal Dr
		Class II	E Boronda Rd	Rogge Rd
10	Santa Rita Multi-use Path	Class I	Santa Rita St	Russell Rd
11	John St	Class I	S Wood St	Griffin St
		Class IIB	S Wood St	E Alisal St
12	Harden Pkwy	Class I	El Dorado Dr	N Main St
13	W Romie Ln	Class IIB	S Main St	Riker St
14	Freedom Pkwy	Class IV	Constitution Blvd	Williams Rd
15	Natividad Creek Trail	Class I	E Laurel Dr	Sherwood Dr
16	Garner Ave	Bike Boulevard	Alamo Way	Williams Rd
17	Sherwood Dr	Class I	Natividad Rd	E Rossi St or Calle Cebu
		Class IIB	Calle Cebu	E Front St
18	S Madeira Ave	Bike Boulevard	Santa Maria St	St Edwards Ave
19	Towt St	Class IIB	E Laurel Dr	Garner Ave
		Class III	Garner Ave	Mae Ave
			E Market St	E Laurel Dr
		Class IV	Mae Ave	Freedom Pkwy
		Class IV (two-way)	E Alisal St	E Market St
20	Main Canal Path	Class I	N Madeira Ave	Alisal Creek
21	San Juan Grade Rd	Class IV	N Main St	Boronda Rd
		Class II	E Boronda Rd	Rogge Rd
22	N Davis Rd	Class I	Boronda Rd	W Laurel Dr or Calle Del Adobe
		Class IV	W Laurel Dr or Calle Del Adobe	Blanco Rd
23	Skyway Blvd	Class I	Airport Blvd	E Alisal St
24	Iris Dr	Class IIB	Lupin Dr	N Main St
25	Homestead Ave	Bike Boulevard	Iverson St	Wilson St

Table C-2: Proposed Bicycle Improvements (Continued)

Draft Rank	Corridor Name	Lane Classification	From	To
26	Riker St	Bike Boulevard	W Acacia St	Clay St
27	Capitol St	Bike Boulevard	Clay St	W Market St
28	Airport Blvd	Class I	Skyway Blvd	Moffett St
		Class IV	Moffett St	Terven Ave
29	Tembladero Slough Trail	Class I (off-street)	N Davis Rd	Victor St
30	N Hebbbron Ave	Bike Boulevard	John St	Elton Pl
31	Lincoln Ave	Class IIB	Avenue B	Clay St
			W San Luis St	W Market St
		Bike Boulevard	Clay St	W San Luis St
32	Eucalyptus Dr	Bike Boulevard	E Alisal St	N Sanborn Rd
33	W Rossi St	Class IV	N Davis Rd	Sherwood Drive
34	Alisal Creek Trail	Class I	Airport Blvd	Elvee Drive
35	Bardin Rd	Class IIB	Sconberg Pkwy	E Alisal St
36	California St	Bike Boulevard	E Romie Ln	E Gabilan St
37	Abbott St	Class IIB	Harris Rd	E Romie Ln
38	W Blanco Rd	Class IV	Abbott St	S Davis Rd
39	Carr Lake West Trail	Class I	Lakeview Apartments	La Posada Way
40	Griffin St	Class I	John St	E Alisal St
		Bike Boulevard	E Alisal St	E Market Street
41	Independence Blvd	Class IIB	Constitution Blvd	E Boronda Rd
42	Lamar St Path	Class I	Santa Rita St	N Main St
43	Constitution Blvd	Class IV	E Boronda Rd	E Laurel Dr
44	Buckhorn Dr	Bike Boulevard	Falcon Dr	Rider Ave
45	Pajaro St	Class IIB	E San Joaquin St	E Market St
		Class III	E Blanco Rd	E San Joaquin St
46	Front St	Class IIB	Summer St	E Alisal St
47	E Bolivar St	Class I	Van Buren Ave	Santa Rita St
		Bike Boulevard	Santa Rita St	N Main St
48	Roosevelt St	Bike Boulevard	N Madeira Ave	N Wood St or Ragsdale Ct

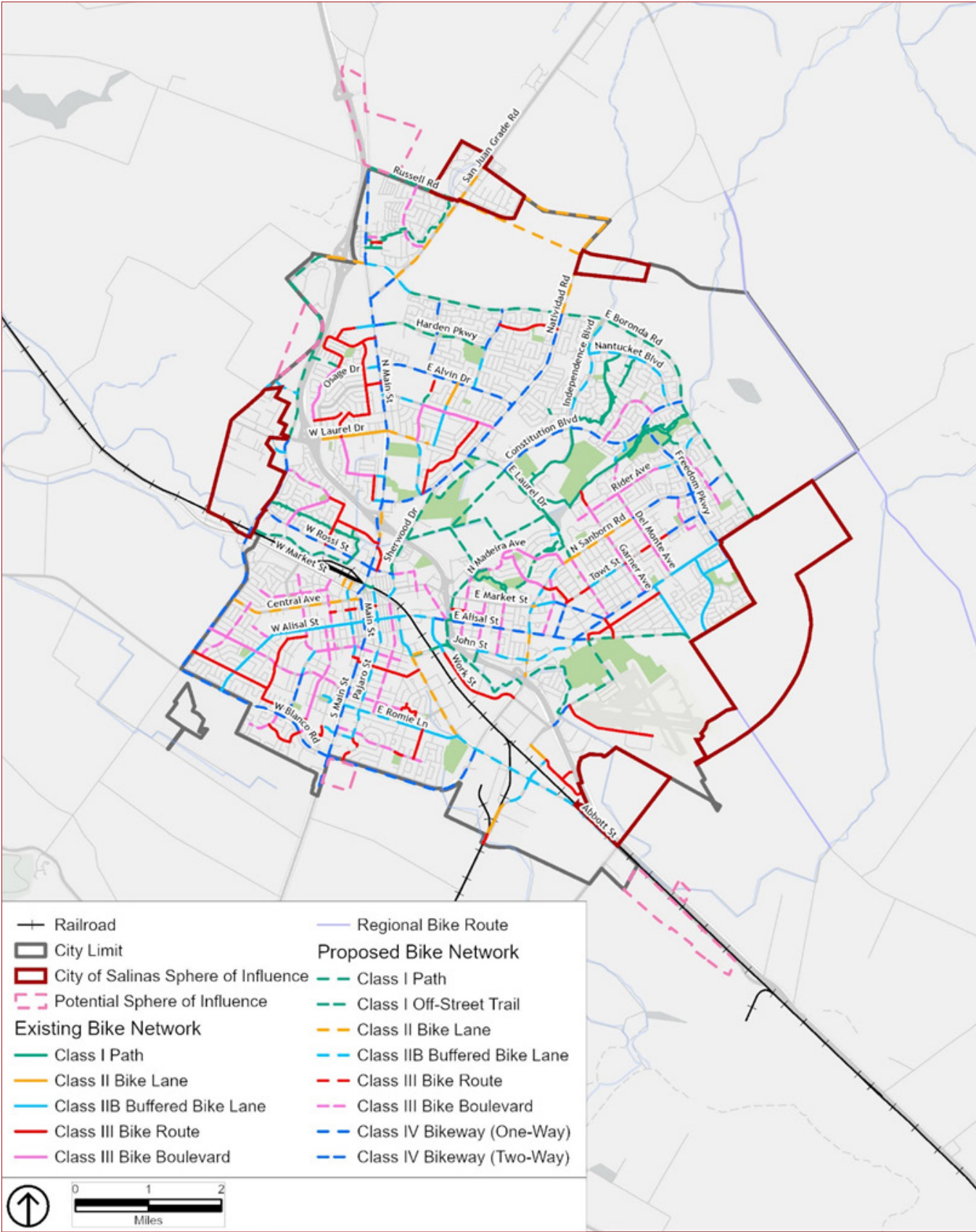
Table C-2: Proposed Bicycle Improvements (Continued)

Draft Rank	Corridor Name	Lane Classification	From	To
49	S Wood St	Bike Boulevard	John St	Roosevelt St
50	Post Dr	Class IIB	N Davis Rd	Calle Del Adobe
51	China Town Crossing Path	Class I	Bridge St	N. Main St
52	Rider Ave	Class IIB	Mazatlan Way	E Boronda Rd
		Bike Boulevard	Gee St	Mazatlan Way
53	School Cluster Multi-use Path	Class I	Kilbreth Ave	Williams Rd
54	McKinnon St	Class IV	E Boronda Rd	E Alvin Dr
55	San Joaquin St	Class IIB	Padre Dr	S Main St
56	Russell Rd Path	Class I	Harrison Rd	San Juan Grade Rd
57	Beacon Hill Dr	Bike Boulevard	Constitution Blvd	Constitution Blvd
58	Calle Cebu	Bike Boulevard	Sherwood Dr	Sun St
59	W Bernal Dr	Class IIB	Gardenia Dr	N Main St
		Class IV	N Main St	Natividad Rd
60	Clay St	Bike Boulevard	Homestead Ave	S Main St
61	W Acacia St	Bike Boulevard	W Alisal St	Alameda Ave
62	Larkin St	Bike Boulevard	N Davis Rd	Victor St
63	Van Buren Ave	Bike Boulevard	San Juan Grade Rd	Russell Rd
64	Constitution Blvd Multi-use Path	Class I	E Laurel Dr	Sherwood Dr
65	Westridge Pkwy	Class IIB	Boronda Rd	N Davis Rd
66	W Gabilan St	Class III	Capitol St	Pajaro St
67	Las Casitas Dr	Class IIB	Constitution Blvd	Ranchero Dr
		Bike Boulevard	Ranchero Dr	Rider Ave
68	Winham St.	Bike Boulevard	Front St	S Main St
69	Maryal Dr.	Class IIB	E Laurel Dr	E Bernal Dr
70	Airport Loop Trail	Class I	Airport Blvd	Airpot Blvd
71	Del Monte Ave.	Bike Boulevard	Rider Ave	Williams Rd
72	Chaparral St.	Class IIB	Maryal Dr	N Main St
73	Ragsdale Ct.	Bike Boulevard	Roosevelt St	E Market St
74	Sun St.	Bike Boulevard	Calle Cebu	Commission St

Table C-2: Proposed Bicycle Improvements (Continued)

Draft Rank	Corridor Name	Lane Classification	From	To
75	Paseo Grande	Bike Boulevard	N Sanborn Rd	Gaviota Dr
76	Hemingway Dr.	Class IIB	E Boronda Rd	Nantucket Blvd
77	Iverson St.	Class IIB	Homstead Ave or Clay St	W Acacia St
		Class IV	W Acacia St	W Blanco Rd
78	Moffett St	Bike Boulevard	Aiport Blvd	Vandenberg St
79	Sucre Ct Path	Class I	E Lamar St	Sucre Ct
		Class III	Sucre Ct	Santa Rita St
80	E Market St.	Class IV	Williams Rd	Eucalyptus Dr
81	Kip Dr.	Class III	E Alvin Dr	Block Ave
82	El Dorado Dr.	Class IIB	E Alvin Dr	Harden Pkwy
		Class IV	Harden Pkwy	E Boronda Rd
83	Harkins Rd.	Class IIB	Growers St	Hansen St
84	Cesar Chavez East Trail	Class I	E Laurel Dr	Elton Pl
85	Park St.	Bike Boulevard	Santa Rosa Ave	Capitol St
86	San Miguel Ave.	Bike Boulevard	San Mateo Dr	S Main St
87	Los Olivos Dr.	Bike Boulevard	W Blanco Dr	San Blanco Dr
88	College Dr.	Bike Boulevard	W Alisal St	Hartnell St
89	Nantucket Blvd.	Class IIB	Constitution Blvd	Independence Blvd
90	University Ave.	Bike Boulevard	Archer St	Ambrose Dr

Figure C-17: Proposed Bicycle and Trail Improvements



Data Source: City of Salinas.

Policy C-2.4: Promote and maintain an efficient, reliable, and equitable public transportation network that provides a feasible alternative to driving.

Public Transit

One of the key components of the Circulation Element is to promote public transit and rail service. Providing adequate public transit systems reduces reliance on single-occupant vehicles, decreases the need for road capacity improvements by making more effective use of existing roadway network, improves air quality and improves mobility of residents/visitors. The City of Salinas promotes a well-balanced public transportation system catering to the needs of all residents and visitors.

Bus Service

Monterey-Salinas Transit (MST) provides bus services throughout the greater Monterey and Salinas areas. MST offers free rides to all students of Hartnell College, Monterey Peninsula College (MPC), and California State University Monterey Bay (CSUMB).

MST provides fixed-route bus services connecting the City of Salinas with adjacent cities including Monterey, King City, Watsonville and Gilroy. The Salinas Transit Center at the south-east corner of Lincoln Avenue and Central Avenue and the Salinas Intermodal Transit Center acts as a central location for transfers.

Within the City of Salinas, MST operates the following fixed-route bus services with 15 minutes, 30 minutes, 60 minutes, and greater than 60 minutes headways.

- **Line 20 (Salinas-Monterey):** Connects City of Salinas with City of Monterey via cities of Marina and Sand City.
- **Line 23/23X (Salinas – King City):** Connects City of Salinas with City of King City via cities of Chualar, Gonzales, Soledad, and Greenfield.

- **Line 25 (Salinas – CSUMB):** Connects City of Salinas to CSUMB via West Alisal Street, Blanco Road, Reservation Road, Imjin Parkway.
- **Line 28 (Watsonville – Salinas):** Connects City of Salinas with City of Watsonville via cities of Castroville, Moss Landing, and Pajaro.
- **Line 29 (Watsonville – Salinas):** Connects City of Salinas with City of Watsonville via cities of Prunedale, Las Lomas, and Pajaro.
- **Line 41/42 (Salinas – Alisal – Northridge):** Connects to Northridge Mall Via East Alisal Street, Del Monte Avenue, East Laurel Drive, Alvin Drive and Harden Parkway.
- **Line 43 (Salinas – South Main):** Connects Salinas Transit Center to Salinas Valley Health Center and South Main Plaza
- **Line 44 (Salinas – Westridge):** Connects Salinas Transit Center to Westridge Mall via Main Street, Rossi Road, Larkin Road, Davis Road, Westridge Parkway, Boronda Road
- **Line 45 (Salinas – East Marker/Creekbridge):** Connects Salinas Transit Center to Creekbridge area via East Market Street, Sanborn Road, Freedom Parkway, Constitution Boulevard, Independence Boulevard
- **Line 46 (Salinas – Natividad):** Connect Salinas Transit Center to Natividad Medical Center via Main Street, Rossi Road, Sherwood Drive, Natividad Road
- **Line 48 (Salinas – Northridge Mall):** Connects Salinas Transit Center to Northridge Mall via North Main Street
- **Line 49 (Salinas – Santa Rita):** Connects Salinas Transit Center to Santa Rita Union School District via North Main Street, Russell Road
- **Line 59 (Salinas – Gilroy):** Connects the City of Salinas with the City of Gilroy via the City of Prunedale.
- **Line 61 (Salinas – VA DOD Clinic):** Connects Salinas Transit Center to Veterans Affairs Department of Defense Clinic in the City of Marina. This MST service is also referred to as Veterans Shuttle.

- **Line 95 (Salinas – Williams Ranch – Northridge):** Connects the Northridge Mall with Natividad Medical Center
- **Line 96 (Salinas – Airport Business Center):** Connects Salinas Transit Center to the Salinas Airport Business Center.

MST also offers the MST RIDES ADA paratransit program for specialized transportation for people with disabilities when those disabilities prevent them from using the MST fixed-route services. This service is provided within a service corridor that extends three-quarters of a mile from any of the MST's regular bus routes. The existing MST routes are shown in **Figure C-18**.

In addition, new development and redevelopment/ revitalization projects will be required to be transit-oriented, as discussed in the Land Use Element, and provide transit facilities, as necessary, including providing bus stops within the residential and non-residential portions of the activity centers.

As additional growth occurs in the Future Growth Area, the City will work with MST to extend bus service into the newly developed areas, with the goal to provide adequate transit coverage so that all new development is within a quarter mile radius of a bus line. Detailed bus services are not planned until the development occurs. The city continues to work with MST to improve bus service within Salinas.

Transit Oriented Development (TOD) and SURF! Bus Rapid Transit

Transit-Oriented Development (TOD) is a planning and development strategy that advocates for compact mixed-use communities located near transit where people enjoy easy access to jobs and services. Potential TOD locations in Salinas include the downtown, and along major roads with frequent transit service. The Place Types from the Land Use Element reinforce the potential for TOD in these locations. The goals are decreasing greenhouse gas (GHG) emissions

and reducing vehicle miles travelled (VMT) from development by increasing access to transit and walkable neighborhoods.

Monterey-Salinas Transit (MST) developed a TOD Planning Study in 2024 to enhance the viability of TOD and increase the ridership potential in study areas surrounding key station areas along the planned SURF! Busway and Bus Rapid Transit (BRT) corridor. MST has received full funding for the SURF! BRT project from the Federal Transit Agency (FTA), California State Transportation Agency (Cal STA), Transportation Agency for Monterey County (TAMC), and other funding partners.

The SURF! BRT will travel a 19.5-mile corridor and connect the cities of Salinas, Marina, Seaside, Sand City, and Monterey. The SURF! BRT will include a six-mile busway segment largely on the inactive Monterey Branch Rail Line between Sand City and Marina owned by the TAMC. Five study areas were chosen based on proximity to SURF! BRT stations and input from cities in the study corridor. The study areas are Salinas, Marina, California State University Monterey Bay (CSUMB)/5th Street Station, Sand City/Seaside, and Monterey/Seaside.

The TOD study also identifies improvements at over 20 intersections along the SURF! BRT corridor and on adjacent and intersecting streets. These improvements include implementing high visibility crosswalks, curb ramps, bulb outs to reduce crossing distances, bike lanes, signal improvements, and other pedestrian and bicycle enhancements. Cities are encouraged to prioritize these intersection improvements to improve access to the SURF! BRT and also improve local connectivity and safety.

Rail Service

The Monterey County region is currently served by Amtrak. The Coast Starlight service, which connects Los Angeles to Seattle, stops at Salinas Amtrak rail station on Railroad Avenue and

Figure C-18: Existing Transit Routes



Data Source: Monterey-Salinas Transit Service Map.

Lincoln Avenue. This service operates one daily train in each direction and Amtrak plans to expand service by offering Coast Starlight stops at new stations in the City of Soledad and City of King City. Amtrak rail passengers to Salinas can ride the Amtrak bus to connect to the Capital Corridor Route, which runs daily trains between San Jose and Sacramento.

TAMC recently completed the 2021 Monterey Bay Area Rail Network Integration Study. The purpose for the study was to lay the groundwork for implementing the 2018 California State Rail Plan in the Monterey Bay Area by determining the options for rail connectivity, operations, equipment needs, governance, and community benefits for service between Monterey County and Santa Clara County, Monterey and Santa Cruz, and the Coast Rail Corridor.

Intermodal Transportation Center

The Salinas Station is also known as Intermodal Transportation Center (ITC), located in downtown Salinas along Market Street (SR-183). The ITC operates as a transit hub for passenger rail with a stop for the Amtrak's Coast Starlight from Los Angeles to Seattle, Washington and is located a block away from MST's Salinas Transit Center. Recent improvements by TAMC to the ITC include new direct access to downtown Salinas with the extension of Lincoln Avenue across Market Street, a five-bay bus transfer area, bike lanes, bike lockers, pedestrian crossings, sidewalks, and commuter parking.

Potential Commuter Service Enhancements

As per the 2045 Metropolitan Transportation Plan/ Sustainable Communities Strategy (Monterey Bay 2045 Moving Forward), the following potential commuter service enhancements for City of Salinas are identified:

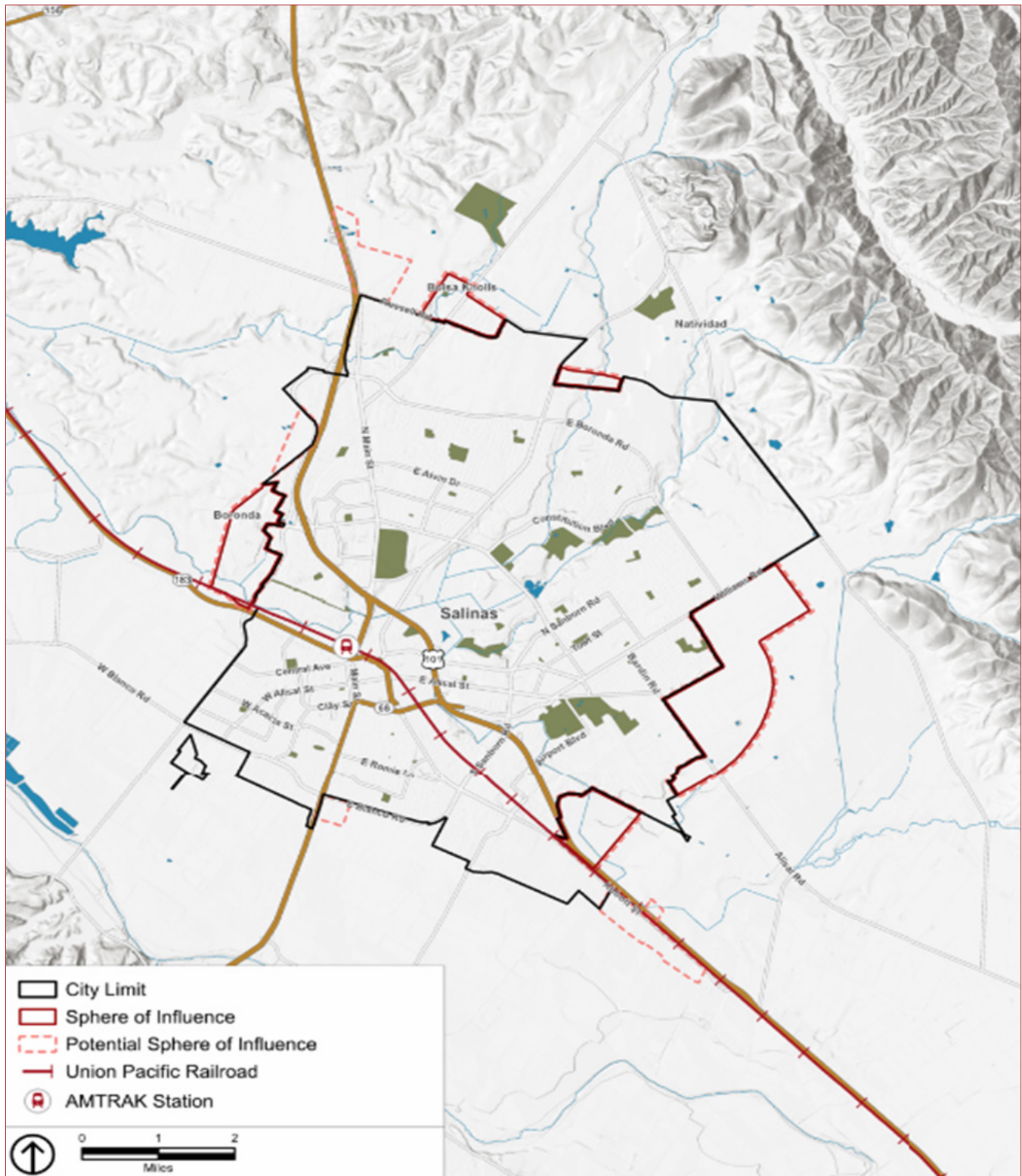
Bus Rapid Transit (BRT) and Express Routes are planned along the following regional corridors:

- Marina – Salinas Multimodal Corridor: Construct multimodal Bus Rapid Transit improvements between Salinas and Marina, including a multimodal transit corridor through the former Fort Ord in Marina.
- Salinas BRT: Construct Bus Rapid Transit improvements along East Alisal Street.
- Hollister to Salinas and Watsonville

Rail services planned for Monterey County include the following:

- Capitol Corridor Extension to Salinas: An extension of Amtrak Commuter rail service from Santa Clara County to Salinas.
- TAMC's Monterey County Rail Extension Project will revitalize the downtown Salinas train station and create new multimodal transportation hubs for the disadvantaged communities of Pajaro and Castroville. The project will be completed in the following three phases:
 - » Extending existing rail service from Gilroy to Salinas and construct station improvements and track improvements in Gilroy and Salinas.
 - » The Pajaro/Watsonville Multimodal Transit Hub is Phase 2 and is in the Monterey County unincorporated community of Pajaro. The station will connect the Santa Cruz County to new passenger rail service on the Coast mainline tracks between Salinas and the San Francisco Bay Area.
 - » The Castroville Multimodal Station is Phase 3 and will be in the southeastern part of Monterey County. TAMC's envisions this station to be the link to the future Monterey Branch Line Light Rail Transit service.

Figure C-19: Salinas Rail Facilities



Data Source: City of Salinas.

Goal C-3: Support the local economy through a circulation system that moves Goods, services, and people efficiently.

Supporting the local economy through an efficient circulation system is crucial for fostering economic growth and community well-being. By ensuring that goods, services, and people can move seamlessly and efficiently, we can enhance productivity, reduce costs, and create a more vibrant and resilient local economy. An effective circulation system not only facilitates commerce and trade but also improves access to essential services and opportunities for residents. By investing in infrastructure, technology, and policies that promote efficient transportation and logistics, we can create a dynamic environment where businesses thrive, and communities prosper. Also see the Land Use Element and Economic Development Element for additional policies on improving infrastructure.

Policy C-3.1: Improve transportation infrastructure necessary for efficient freight logistics.

Truck Routes

The Salinas Valley is commonly referred to as “the Salad Bowl of the World” due to the sheer amount of produce grown and exported. An efficient and effective goods movement system is essential to the economic livelihood of an urban area like Salinas.

Agriculture is one of the most important industries in California and Salinas is an agriculture processing and shipping center located along the US 101 corridor. The agricultural industry relies heavily on connectivity via local roads, major state routes and US-101 to connect crop production with buyers’ market.

Industrial land use is concentrated in the south and central portions of the city. Under existing conditions, the City experiences above-average truck traffic. The existing city-designated truck routes are shown in Figure C-19. The designated

truck routes currently form a ring around the city, except for Laurel Drive, which bisects the city.

Generally, Highway 101 and the city-designated truck routes serve the primary industrial areas of the community, except for smaller pockets of light and general industrial development, such as the western end of West Market Street. The City’s current truck routes avoid the primary residential areas and minimize the potential for conflicts associated with heavy truck traffic moving through the city. Many of the existing US 101 overpasses do not have adequate vertical clearance to accommodate taller/higher truck loads. Thus, they are routed around the City via City and County roads to avoid conflicts.

Truck facilities have been developed at the Terven-Vertin intersection, Sanborn-Terven intersection, and a third at the Work-Sanborn intersection. These facilities provide services for truckers (restrooms, showers, food service, phones, and parking), which have provided some improvement.

In case of future annexation of Future Growth Areas (FGA), the City will continue to work with the trucking industry to designate appropriate truck routes, locate additional truck facilities within the planning area, and work with other governmental agencies.

The 2024 California Central Coast Sustainable Freight Study serves as a long-term blueprint for addressing the region’s challenges and for guiding freight investments. The study identifies US-101 NB from Spence Rd. to Kern St. On-Ramp as one of the freight bottlenecks within California. The priority projects are programmed in either Regional Transportation Improvement Programs (RTIP’s) or Federal Transportation Improvement Programs (FTIP’s).

The 2016 US 101 Central Coast California Freight Strategy report conducted a detailed assessment of issues faced by freight industry such as congestion, safety issues, lack of modal alternatives, truck parking shortages, and limited east-west connectivity. The study identified the following 5 projects along US-101 near Salinas:

- US-101@ Sanborn Rd Operational Improvements at intersections and modifications of SB off-ramps to address truck congestion.
- US-101 from Harris Rd to Russell Rd/Espinosa Rd (north Salinas) to modify interchanges and ramp metering.
- Construct a new interchange at US-101 and Harris Road
- Off-Ramp and intersection improvements at Sanborn/Elvee
- Conversion of US-101 highway to freeway from Soledad to Harris Rd/ Abbott St (South Salinas) and addition of new frontage roads.

Policy C-3.2: Improve communication infrastructure and access.

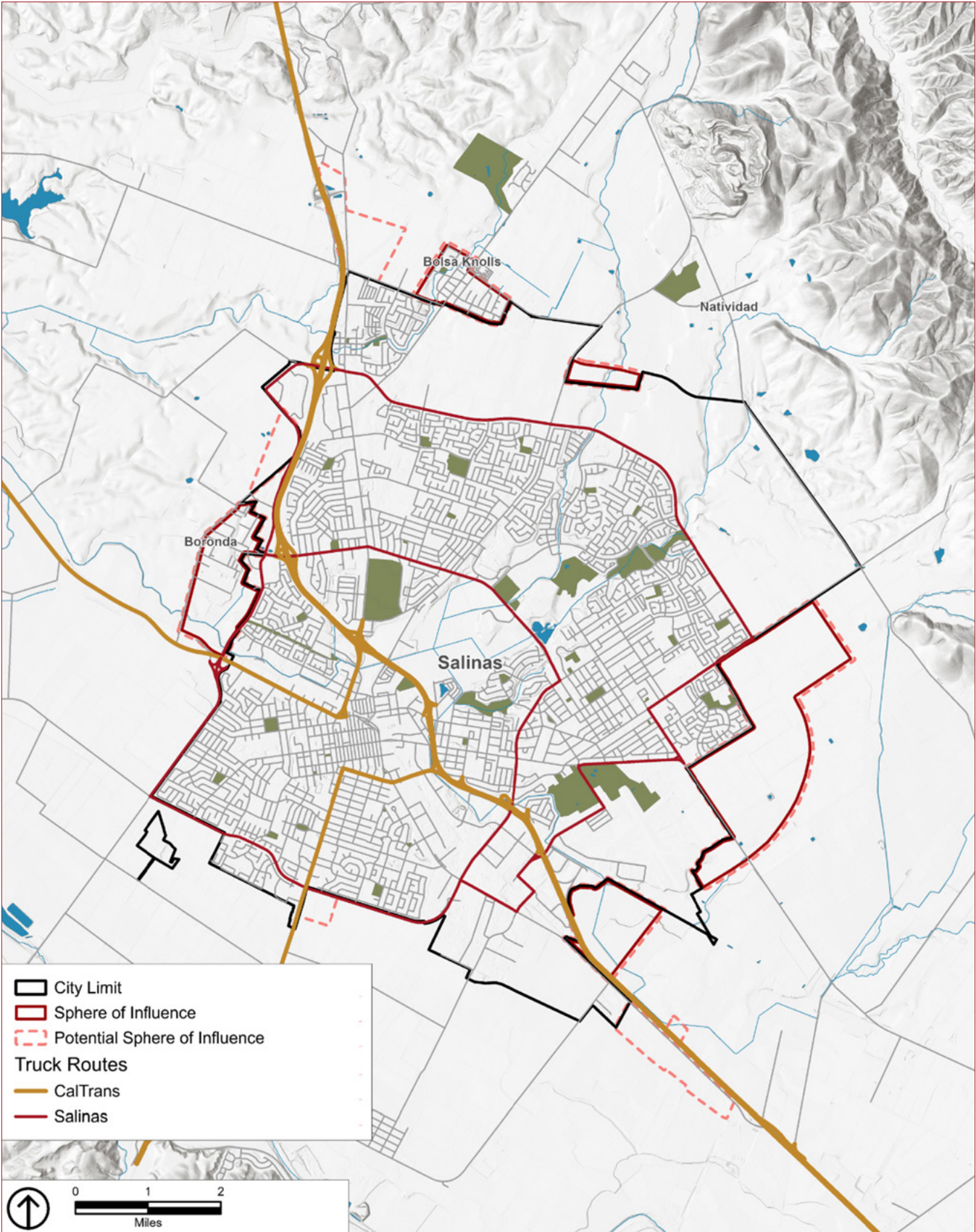
Internet access and infrastructure are essential to providing information circulation and supporting a modern economy, education system, and community. The COVID-19 pandemic exposed inequities in digital access across Salinas. The City adopted a Broadband Master Plan in 2024 to create an actionable strategy to achieve universal broadband access through a city-wide fiber network. The proposed Citywide fiber network is a total of 55.1 miles long. Due to the size and high cost of implementation of the overall network, it was divided into smaller segments. Dividing the network into smaller segments allows the network to be built out through smaller projects that are within the typical limits of available local, regional, state, and federal funding resources for broadband infrastructure. Multiple new funding sources are now available for broadband projects, especially those that benefit underserved and

unserved communities. Considering the typical funding limits of these available resources, the following criteria were used to make funding and construction of the City-wide fiber network more feasible:

- Network segments are between zero to five miles long
- Each segment reaches as many Multiple Dwelling Units (MDUs) as possible
- Each segment connects to as many City facilities and traffic signals as possible

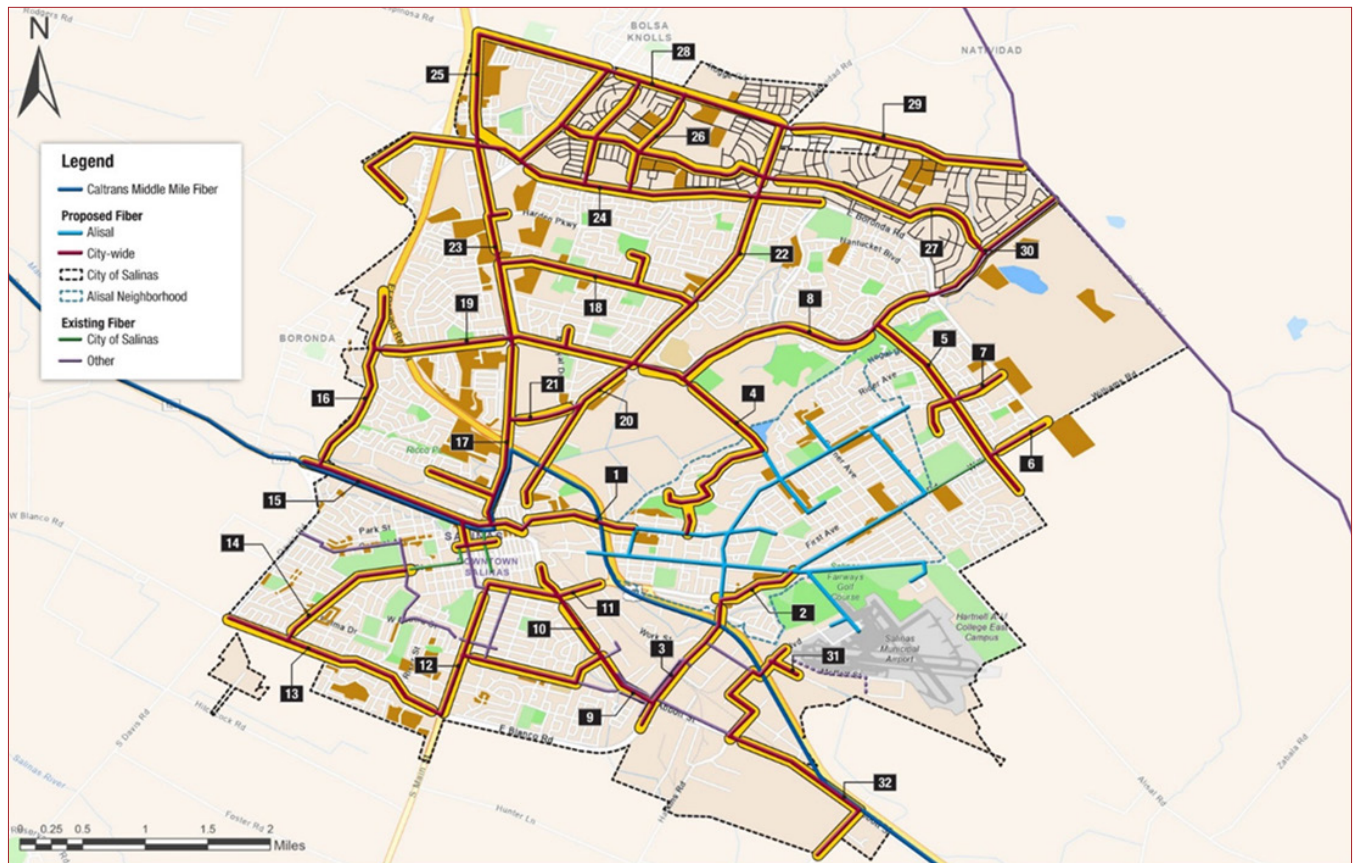
By applying these criteria to the fiber network, a total of 32 segments were developed. Each segment can be treated as a standalone project that will gradually comprise the overall City-wide network. Each of these projects can be funded separately or in phases by any available funding source. The existing and the proposed fiber segments are shown in Figure C-21.

Figure C-20: Truck Routes



Data Source: City of Salinas.

Figure C-21: Existing and Proposed Fiber Segments



Data Source: From Broadband Masterplan.

Policy C-3.3: Promote appropriate capacity and traffic flow on city streets.

Level of Service (LOS)

SB 743 does not prevent using LOS for local traffic operation analysis and the City of Salinas plans to make use of LOS where it is more appropriate for evaluating the operations conditions of roadway segments and intersections.

Evaluating the ability of the circulation system to serve the desired future land uses requires establishing suitable performance criteria. These are how future traffic volumes are compared to future circulation system capacity, and the adequacy of that circulation system assessed.

Performance criteria have a policy component that establishes a desired LOS and a technical component that specifies how traffic forecast data can be used to measure the achievement of the criteria. LOS is a qualitative description of traffic operating conditions ranging from LOS A,

or free-flow conditions with little or no delay, to LOS F, or stop-and-go conditions with excessive delays. The concept of maintaining no worse than a tolerable level of congestion is important, not only to provide a reasonable LOS for motorists, but also to protect neighborhoods from the impact of excessive through traffic. The city observes traffic congestion during peak periods, especially near Downtown Area and along key corridor sections, including parts of Boronda Road, Davis Road, Laurel Drive, and North and South Main Street.

The City of Salinas will strive to maintain a traffic LOS D or better for all intersections and roadways segments within their jurisdiction. However, the City recognizes vehicle delay and LOS associated with vehicle delay as only a partial measure of the overall effectiveness of a transportation facility as it pertains to other modes of travel. Therefore, in locations where non-vehicular modes of travel are prioritized such as along a transit corridor or within the walkable downtown, a vehicular LOS measure of E or F may be acceptable. Intersection

Table C-3: Intersection Level of Service Definitions

LOS	Signalized	Unsignalized	Description
	Control Delay Per Vehicle (seconds/vehicle)	Control Delay Per Vehicle (seconds/vehicle)	
A	Less than 10	Less than 10	Free flow, with no delays. Users are virtually unaffected by others in the traffic stream.
B	Less than or equal to 10 to 20	Less than or equal to 10 to 15	Stable traffic, traffic flows smoothly with few delays.
C	Less than or equal to 20 to 35	Less than or equal to 15 to 25	Stable flow, but the operation of individual users becomes affected by other vehicles. Modest delays.
D	Less than or equal to 35 to 55	Less than or equal to 25 to 35	Approaching unstable flow, operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.
E	Less than or equal to 55 to 80	Less than or equal to 35 to 50	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.
F	Greater than or equal to 80	Greater than or equal to 50	Forced or breakdown flow that causes reduced capacity. Stop-and-go traffic conditions. Excessively long delays and vehicle queuing.

Source: Transportation Research Board, *Highway Capacity Manual 6th Edition*, National Research Council.

LOS will be determined by the vehicle delay calculations in accordance with the latest version of the Highway Capacity Manual, Transportation Research Board. Table C-3 describes traffic flow quality for different levels of service. Such criteria are applied consistently for evaluating land use and circulation system changes and impacts.

LOS will continue to be analyzed at select intersections as part of future development activity to help the City quantify potential traffic congestion from cumulative development activity. Intersection LOS is not used to measure “impacts” from new development but is used as a tool to identify off-site operations improvements that will better help a new project to integrate into the existing roadway network. The City of Salinas has a roundabout-first policy which requires evaluation before considering other traffic controls at intersections.

Forecasts of future traffic demand on City’s transportation system were estimated using the AMBAG travel-demand model. This model uses widely accepted transportation planning formulas to convert forecasts of future land use into the number and distribution of future vehicle trips on the roadway network. The forecast volumes are compared to the roadway design capacities to identify transportation corridors, roadway segments, or intersections where a prescribed LOS will be exceeded.

These projections were then allocated to the traffic analysis zones used by the City’s traffic forecasting model. The traffic forecasting model was then used to develop projections of future traffic demand on the area’s roadway system.

Several transportation improvement projects are currently in the planning stages within the City of Salinas. These planned improvements expand network capacity, improve safety, and/or increase the number of connections for users. These planned improvements shown in Table C-4 and were considered when analyzing the future roadway segment and proposed intersection improvements are shown in Table C-5. These improvements will maintain or improve current LOS for roadway segments and intersections and meet the General Plan's LOS standards within Salinas.

Table C-4: Planned Roadway and Intersection Improvements

S. No	Project Name	Project Description
1	Russell Road Extension	Extend as four-lane arterial from San Juan Grade Rd to Old Stage Rd
2	Natividad Road Widening	Widen from two to four lanes between Boronda Rd and Rogge Rd
3	Russell Road Widening	Widen from two- to four-lane arterial between US 101 and San Juan Grade Road
4	San Juan Grade Road Widening	Widen from two- to four-lane arterial between Boronda Road and Rogge Road
5	Constitution Boulevard Extension	Extend as a four-lane arterial from Boronda Road to Old Stage Road
6	Old Stage Road Upgrade	Upgrade from a 2-lane rural highway to a 4-lane Expressway between Williams Road and Natividad Road.
7	East Boronda Road Widening	Widen to six lanes between San Juan Grade Road and Williams Road
8	North Sanborn Road Extension	Extend as a 2-lane arterial (with Left Turns) from East Boronda Road to Old Stage Road
9	Williams Road Widening	Widen from two to four-lane arterial between East Boronda Road and Old Stage Road
10	East Alisal Street Extension	Extend as two-lane collector between Skyway Blvd. and Bardin Road Roundabout
11	Laurel/US 101 Interchange Widening	Six-lane widening and ramp modification (Adams to Davis)
12	West Laurel Drive Improvements	Add left turn lanes between Adams Street and North Main Street
13	US 101 Widening	Widen US 101 to a six-lane freeway and/or auxiliary lanes within limits of City of Salinas where feasible.
14	Bernal Drive Widening	Construct sidewalk and retaining wall on north side between Main St. and Rosarita Drive
15	Williams Road Widening	Implement the Complete Streets Plan
16	Alisal Street Widening	Widen from two to four lane arterial between Williams Rd and Alisal Rd.
17	Sanborn Road Widening	Widen to six lanes and reconstruct from John St to Abbott St.

Table C-4 Planned Roadway and Intersection Improvements (Continued)

S. No	Project Name	Project Description
18	Abbott Street Widening - John Street to Romie Lane	Add left turn channelization & eliminate parking on both sides of the street (John St to Romie Ln).
19	John Street Improvements	Add left turn channelization and eliminate street parking (Abbott St. to Alisal St.). Widen to 4 lanes or add pedestrian bridge between Work to Wood Streets
20	Laurel Drive Widening	Widen to six lanes. Between Natividad and Constitution and its' approaches. Add left turn channelization east of Constitution.
21	Main Street Widening	Widen to 6 lanes by eliminating on street parking & widening UP Structure north of Market Street (Market St to Bernal St).
22	Rossi Street Widening	Widen to install median and bike lanes
23	McKinnon Street Extension	Extend as a two-lane collector from Boronda Road to Rogge Road
24	El Dorado Drive Extension	Extend as two-lane collector from Boronda Road to Rogge Road
25	Davis Road	Widen to 4 lanes between SR-183 and Blanco Road
Intersection Improvements		
1	Natividad Road @ Russell Road (Future Extension Improvement)	Install Traffic Signal
2	Sherwood Drive @ Sherwood Place	Install Traffic Signal
3	Market Street @ Merced	Install Traffic Signal (Caltrans funded project)
4	Williams Road @ Garner	Install Traffic Signal
5	Constitution Boulevard @ Las Casitas	Install Traffic Signal
6	Old State Road @ Williams Road	Install Traffic Signal
7	Natividad Road @ Rogge Road	Install Traffic Signal
8	Sherwood Drive @ Natividad Road @ East Bernal Dr @ La Posada Way	Install eastbound left turn lane, northbound through lane and southbound through lanes or a Roundabout
9	Airport Boulevard @ Terven Avenue @SB US 101 On/Off Ramp Intersection	Signal modifications or roundabout
10	Airport Boulevard @ Hansen Street	Install a second northbound right-turn lane on Hansen Street

Table C-4 Planned Roadway and Intersection Improvements (Continued)

S. No	Project Name	Project Description
11	Roy Diaz Street @ US 101 Northbound Ramps	Install Traffic Signal or Roundabout
12	Skyway Boulevard @ Airport Boulevard	Install Traffic Signal or Roundabout
13	Constitution Boulevard @ Medical Center Driveway	Install Traffic Signal (to be designed and implemented by the County of Monterey)

Source: '2045 Metropolitan Transportation Plan/Sustainable Communities Strategies, Appendix C (dated June 2022)' and in 'Transportation Agency for Monterey County (TAMC) – Regional Development Impact Fee Program – Nexus Study Update 2018'.

Note: At all intersections, the City has an option to evaluate and recommend roundabout as per City's roundabout first policy.

Table C-5: Proposed Intersection Improvements

#	Intersection	Proposed Improvement
1	Abbott Street @ John Street	Install Right-turn Overlap Phase for Eastbound Right Turns, Northbound Right Turns, and Southbound Right Turns.
2	Constitution Boulevard @ Laurel Drive	Modify intersection lane geometry to provide the following: All Approaches (2 left turn lanes, 2 thru lanes, 1 right turn lane). Add Rectangular Rapid Flashing Beacon across Free Right Turn vehicle movements.
3	Constitution Boulevard @ Boronda Road	Modify intersection lane geometry to provide the following: Constitution Road Northbound and Southbound Approaches (1 left turn lane, 1 thru lane, 1 right turn lane) Boronda Road Eastbound and Westbound Approaches (1 left turn lane, 2 thru lanes, 1 right turn lane)
4	Davis Road @ Blanco Road	Modify intersection lane geometry to provide the following: Blanco Road Northbound Approach (1 left turn lane, 2 thru lanes, 1 right turn lane) Blanco Road Southbound Approach (2 left turn lanes, 2 thru lanes, 1 right turn lane) Davis Road Eastbound Approach (2 left turn lanes, 2 thru lanes, 1 right turn lane) Davis Westbound Approach (1 left turn lane, 2 thru lanes, 1 right turn lane)
5	Davis Road @ Laurel Drive	Install Right-turn Overlap Phase for W Laurel Dr WB Right Turn and N Davis Rd NB Right Turn. Use Dynamic "No Right Turn" signs on all approaches for Pedestrian Safety during Early Pedestrian Release Interval.
6	Davis Road @ Rossi Street	As per Harvest Moon Draft Traffic Study, the following intersection improvements to lane geometry were identified: Davis Road Northbound and Southbound Approaches (1 left turn lane, 2 thru lanes, 1 right turn lane) Rossi Street Eastbound and Westbound Approaches (2 left turn lanes, 1 thru lane, 1 right turn lane) Right-turn Overlap Phase for all approaches.
7	Harkins Road @ Abbott Street	Modify intersection lane geometry to provide the following: All Approaches (1 left-turn lane, 2 thru lanes, 1 right-turn lane) Right-turn Overlap Phase for all approaches.

Table C-5 Proposed Intersection Improvements (Continued)

#	Intersection	Proposed Improvement
8	Main Street @ Boronda Road	Restripe Westbound Approach to include 1 left-turn, 2 thru-lanes, 1 right-turn and Right-turn Overlap phases for all approaches.
9	Main Street @ Bernal Drive	Install Right-turn Overlap Phase for Northbound, Westbound, and Eastbound Approaches
10	Main Street @ Bernal Drive	Install Right-turn Overlap Phase for Northbound and Eastbound Approaches
11	Main Street @ Russell Road	Install Right-turn Overlap Phase for Eastbound and Westbound Approaches
12	Natividad Road @ Boronda Road	Install Roundabout or; Modify intersection lane geometry to provide the following: Natividad Road Northbound and Southbound Approaches (2 left-turn lanes, 2 thru lanes, 1 right-turn lane) Boronda Road Eastbound and Westbound Approaches (2 left-turn lanes, 3 thru lanes, 1 right-turn lane) Right-turn Overlap Phase for Northbound and Southbound Approaches.
13	San Juan Grade Road @ Russell Road	Modify intersection lane geometry to provide the following: San Juan Grade Road Northbound and Russell Road Eastbound Approaches (2 left-turn lanes, 2 thru lanes, 1 right-turn lane) San Juan Grade Road Southbound and Russell Road Westbound Approaches (1 left-turn, 2 thru lanes, 1 right-turn lane)
14	Sanborn Road @ Abbott Street	Modify intersection lane geometry to provide the following: Eastbound and Westbound Approaches (2 left-turn lanes, 2 thru lanes, 1 right-turn lane)
15	Sanborn Road @ Alisal Street	Modify intersection lane geometry to provide the following: Eastbound Approach (1 left-turn lane, 2 thru lanes, 1 right-turn lane)
16	Sanborn Road @ Boronda Road	Install a roundabout
17	Williams Road @ Boronda Road	Signalize the intersection and modify intersection lane geometry to provide the following: Westbound Approach (1 left-turn, 1 thru-right-turn lane)
18	Williams Road @ Alisal Street	Modify intersection lane geometry to provide the following: Williams Road Northbound and Southbound Approaches (1 left-turn lane, 2 thru lanes, 1 right-turn lane) Install Northbound Right-turn Overlap Phase
19	Harden Parkway @ McKinnon Street	Install a Roundabout
20	Williams Road @ Freedom Parkway	Install a Roundabout
21	Williams Road @ East Market Street	Install a Roundabout
22	Williams Road @ East Alisal Street	Install a Roundabout
23	East Boronda Road @ El Dorado Drive	Install a Roundabout
24	East Boronda Road @ Independence Boulevard	Install a Roundabout

Note: At all intersections, the City has an option to evaluate and recommend roundabout as per City's roundabout first policy.

Roadway segment and intersection LOS at key locations under Existing (2019) and Future (2040) Conditions are shown in **Appendix A**.

Policy C-3.4: Effectively manage parking resources.

Parking is a resource that needs effective management to balance demand and associated costs with supply. While many policies in this Circulation Element and the General Plan overall strive to create opportunities for alternative means of transportation and prioritize places for people, most people do rely on personal or family vehicles for their primary means of transportation. Efforts to promote alternative transportation and create shorter distances between destinations (see Land Use Element) can reduce parking demand and free up parking spaces by decreasing the number of individual car trips. Some alternative methods of transportation, including bicycles, scooters, etc., will still have their needs for parking or storage space, and need for charging electrified versions. Even with promoting mode shifts for transportation, there will be many people who continue to drive because of either preference or necessity. Parking challenges are frequently noted in areas of residential overcrowding (see the Housing Element for details and more related policies), which can often spill over into nearby commercial areas and vice versa. At the same time, excessive requirements for off-street parking for cars, including surface lots and garages, can significantly raise housing and business costs. On-street parking should also be balanced with potential other uses for that space in commercial and residential areas, such as parklets, green space, and bike or bus lanes. Additional actions to address parking challenges include exploring residential parking programs, continuing to require or encourage parking in new developments where appropriate through the Zoning Code, and maintaining and enforcing time limits for on-street parking on public streets.

Circulation Implementation

The Action Matrix implements Element Goals and Policies through multiple tools, including ordinance changes, recommended studies, specific programs and projects, and further guidance for development. Under each Policy, there is at least one Action, which also indicates the likely responsible City department (or departments) and estimated timeframe. The estimated timeframes include four high-level categories:

- Ongoing: Actions the City is already doing and will continue
- Short: 0-5 years to complete
- Medium: 5-10 years to complete
- Long: 10 years or more to complete

Because the General Plan is a high-level and long-range planning document, funding for implementation activities will vary greatly depending on what is described in each action and the availability of specific funding sources over time. Some Actions do not have a direct cost, while some describe projects that will need millions to fund. At the local level, development impact fees and assessment districts are some of the tools the City can use for transportation infrastructure related to new building projects and maintenance in neighborhoods. State and federal grants are a large source of funding for major transportation projects. Examples include the Caltrans Active Transportation Program, California State Transportation Improvement Program, and grants from the United States Department of Transportation.

Circulation Element Action Matrix

Goal C-1: Provide and maintain a safe and integrated circulation system that meets the current and future needs of the community for all modes of travel.

Policy C-1.1: Design and maintain safe streets.

Action	Department	Timeframe
Action C-1.1.1: Use traffic calming methods within residential areas where necessary to create a pedestrian friendly circulation system.	Public Works	Ongoing
Action C-1.1.2: Continue to enforce traffic laws, including those addressing bicycle and pedestrian traffic, to ensure a circulation system that is safe for motorized, bicycle, and pedestrian traffic.	Public Works Police Department	Ongoing
Action C-1.1.3: Implement Vision Zero Safety Action Plan recommendations and invest in safer transportation infrastructure for pedestrians, cyclists, and other modes of travel.	Public Works	Ongoing
Action C-1.1.4: Minimize potential safety conflict between trucks and freight transportation and other transportation network users.	Public Works	Ongoing
Action C-1.1.5: Improve regional and intra city road, rail, and air logistics and connections.	Public Works Transportation Agency for Monterey County (TAMC) Salinas Airport	Ongoing
Action C-1.1.6: Work with other local jurisdictions and regional agencies to develop, implement, and improve regional transit projects and transportation systems.	Public Works Monterey-Salinas Transit (MST) TAMC	Ongoing
Action C-1.1.7: Improve connectivity and access within the city through efforts to implement the Downtown Vibrancy Plan and improve broader access to downtown with the rail station, Chinatown, Alisal Market Place, and Carr Lake.	Community Development Public Works	Ongoing
Action C-1.1.8: Promote proper capacity and traffic flow on City streets where feasible.	Public Works	Ongoing
Action C-1.1.9: 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.	Public Works	Ongoing
Action C-1.1.10: Encourage removal of "back out" parking on major roads from non-residential uses.	Public Works	Ongoing
Action C-1.1.11: Utilize AB43 Traffic Safety to classify Safety Corridors in the City that can benefit from reduced posted vehicle speed limits.	Public Works	Ongoing
Action C-1.1.12: Continue to explore the use of technology-based solutions to improve the efficiency and safety of the roadway network for all users and expand data-sharing with developing markets including Smart City and Connected-Autonomous Vehicle platforms.	Public Works	Ongoing
Goal C-2: Create and support sustainable and healthy transportation options that encourage a reduction in single-occupancy vehicle commuting and overall Vehicle Miles Traveled (VMT).		
Policy C-2.1: Use Transportation Demand and System Management (TDM and TSM) strategies, coordinated land use planning, and interagency collaboration to reduce VMT.		

Action	Department	Timeframe
Action C-2.1.1: Require preferential parking for electric vehicles, carpools, and vanpools through development standards.	Community Development Public Works	Ongoing
Action C-2.1.2: Encourage ridesharing facilities such as Uber and Lyft to reduce the number of vehicles on City's road network.	Public Works	Ongoing
Action C-2.1.3: Create requirements for public transit passes and other TDM management as part of VMT mitigation measures for non-discretionary projects that exceed VMT thresholds.	Community Development Public Works	Short
Policy C-2.2: Provide and maintain safe pedestrian routes to school, work, shopping, and recreation.		
Action	Department	Timeframe
Action C-2.2.1: Improve the walking environment by increasing the availability of safe, attractive, and well-maintained sidewalks, cut-throughs, landscaping, use of traffic-calming devices on local streets, adequate pedestrian separation from automobile traffic and the inclusion of pedestrian-scaled amenities such as lighted crosswalks and increased lighting along sidewalks in all areas of the City.	Public Works	Ongoing
Action C-2.2.2: Ensure that all pedestrian route improvements meet with ADA standards for accessibility.	Public Works	Ongoing
Action C-2.2.3: Find additional funding to complete sidewalk repair backlog list as it exists in 2025.	Public Works	Ongoing
Action C-2.2.4: Require pedestrian safety features such as crosswalks and walking paths in large commercial parking lots.	Community Development Public Works	Ongoing
Action C-2.2.5: Create objective design standards to ensure new development in Residential, Mixed Use, Unique, and Commercial land use Place Types encourages a walkable built environment.	Community Development Public Works	Medium
Action C-2.2.6: Use features such as street trees and other green infrastructure, curb extensions, mid-block crossings, high visibility/unique crosswalk markings, pedestrian signals, four-way stops, whenever possible when repairing or building new streets and intersections.	Public Works	Ongoing
Policy C-2.3: Provide and maintain an extensive public bicycle network with safe and equitable on-street and off-street facilities.		
Action	Department	Timeframe
Action C-2.3.1: Continue to develop a safe and attractive network of on- and off-street bicycle routes to encourage and facilitate the use of bicycles for commuting, recreation, and other trips. Eliminate gaps and provide connections between existing bicycle routes.	Public Works	Ongoing
Action C-2.3.2: Ensure that all pedestrian and bicycle route improvements meet the Americans with Disabilities Act (ADA) standards for accessibility, and Caltrans standards for design.	Public Works	Ongoing
Action C-2.3.3: Increase availability of facilities by encouraging existing businesses and requiring new construction to provide on-premise facilities, such as safe short-term and long-term bicycle parking.	Community Development	Ongoing
Action C-2.3.4: Create an interconnected active transportation network by developing off-street trails throughout Salinas along creeks/waterways and through parks that integrate with on-street bicycle and pedestrian infrastructure.	Public Works	Ongoing

Action C-2.3.5: Explore extending a trail network outside of Salinas that connects with regional recreation opportunities.	Public Works TAMC	Ongoing
Action C-2.3.6: Implement Active Transportation Plan recommendations.	Public Works	Long
Policy C-2.4: Promote and maintain an efficient, reliable, and equitable public transportation network that provides a feasible alternative to driving.		
Action	Department	Timeframe
Action C-2.4.1: Support expanded services and continued maintenance and expanded use of the Intermodal Transportation Center.	Public Works TAMC MST	Ongoing
Action C-2.4.2: Support Monterey-Salinas Transit initiatives to provide adequate and improved (e.g., more frequent availability and use of Intelligent Transportation System measures where appropriate) public transportation service.	Public Works MST	Ongoing
Action C-2.4.3: Promote public transportation that is bike- and pedestrian-friendly by encouraging buses with bicycle racks at public transportation stations and for all new or modified bus stops to take pedestrian access into consideration.	Public Works MST	Ongoing
Action C-2.4.4: Design development and reuse/revitalization projects to be transit-oriented to promote the use of alternative modes of transit and support higher levels of transit service.	Community Development Public Works MST	Ongoing
Action C-2.4.5: Continue providing support to TAMC to provide commuter rail service to Silicon Valley and other major destinations to provide alternatives to automobile use.	Community Development Public Works TAMC	Ongoing
Action C-2.4.6: Promote alternative fuel vehicles such as electric scooters, electric bikes, and car sharing to reduce car dependency.	Community Development Public Works	Ongoing
Action C-2.4.7: Support electric vehicle charging stations throughout Salinas and City electric vehicles fleet conversion.	Community Development Public Works	Ongoing
Goal C-3: Support the local economy through a circulation system that moves products safely and efficiently		
Policy C-3.1: Improve transportation infrastructure necessary for efficient freight logistics.		
Action	Department	Timeframe
Action C-3.1.1: Coordinate with state and regional partners on improving truck access to U.S. 101 in Salinas and at the Abbott Street interchange southeast of the City's boundary.	Public Works	Ongoing
Action C-3.1.2: Improve street maintenance of designated truck routes.	Public Works	Ongoing
Action C-3.1.3: Support freight movement via rail and other alternatives if feasible.	Public Works	Ongoing
Action C-3.1.4: Minimize the need for freight loading and unloading on public streets when designing new industrial or commercial developments or road configurations.	Community Development Public Works	Ongoing
Policy C-3.2: Improve communication infrastructure and access.		
Action	Department	Timeframe
Action C-3.2.1: Update Citywide policies to support Broadband and implement Broadband Masterplan recommendations.	Public Works Information Technology	Ongoing

Action C-3.2.2: Identify a champion for Broadband development.	Public Works Information Technology	Ongoing
Action C-3.2.3: Identify available funding opportunities to expand Broadband to underserved areas.	Public Works Information Technology	Ongoing
Policy C-3.3: Promote appropriate capacity and traffic flow on City Streets.		
Action	Department	Timeframe
Action C-3.3.1: Strive to maintain traffic Level of Service (LOS) D or better for all intersections and roadways.	Public Works	Ongoing
Action C-3.3.2: Design roadway capacities to adequately serve planned land uses. Discourage diversion of traffic to local streets by providing capacity on arterial streets and locating high traffic-generating uses on or near arterial frontages.	Community Development Public Works	Ongoing
Action C-3.3.3: Utilize roundabouts, where feasible, to promote improved traffic operations and to enrich the driving experience. Utilize the center of the roundabouts for public art and landscaping.	Public Works	Ongoing
Action C-3.3.4: Reduce the number of existing driveways on arterial streets whenever possible for reuse/revitalization projects to improve traffic flow.	Public Works	Ongoing
Policy C-3.4: Effectively manage parking resources.		
Action	Department	Timeframe
Action C-3.4.1: Consider a Residential Parking Permit (RPP) Program. Work with local community groups to identify unique RPP registration needs and number of permits per household. When implementing the program, include a significant grace period and education program. Consider warning tickets for first-time offenders.	Public Works	Medium-Long
Action C-3.4.2: Allow for flexible conversion of residential yard space while maintaining required permeable space for stormwater management and balancing neighborhood aesthetics.	Community Development Public Works	Short
Action C-3.4.3: Ensure Zoning Code parking requirements include bicycles, carpooling spaces, facilities for electric vehicle charging, and provide spaces for motorcycles. Site planning for industrial areas should consider heavy vehicle holding space on city streets.	Community Development Public Works	Medium
Action C-3.4.4: Encourage use of unbundled parking off-street parking to separate the sale/rental price of parking spaces from sale/rental price of a residential unit or non-residential building square footage.	Community Development Public Works	Medium
Action C-3.4.5: Update the Zoning Code to recalibrate parking requirements for new development. Consider eliminating minimum parking requirements (when not already eliminated through State law) for transit-oriented, mixed-use, and adaptive reuse development.	Community Development Public Works	Medium
Action C-3.4.6: Continue time-limited parking in commercial areas and invest in enforcement. Consider meters or other payment systems in areas with high demand and the need for parking space turnover.	Public Works Police Department	Ongoing

Technical Details (Appendix A)

Table A-1: Level of Service Threshold Volumes for Various Roadway Types Total Annual Daily Volumes in Both Directions (AADT)

Average Annual Daily Traffic (AADT) Level of Service Volume Thresholds						
Functional Classification	# Lanes	Level of Service Thresholds (AADT)				
		A	B	C	D	E
Uninterrupted Flow Highway	2	2,100	6,900	12,900	18,200	24,900
	3	10,350	18,550	28,250	37,350	44,550
	4	18,600	30,200	43,600	56,500	64,200
	5	23,250	37,700	54,550	70,600	80,200
	6	27,900	45,200	45,200	84,700	96,200
Class I State Arterial	2	-	4,000	13,100	15,500	16,300
	3	2,300	15,950	22,950	24,850	25,251
	4	4,600	27,900	32,800	34,200	34,201
	5	5,750	35,350	41,050	42,800	42,801
	6	6,900	42,800	49,300	51,400	51,401
Class II State Arterial	2	-	-	10,500	14,500	15,300
	3	-	1,850	17,450	22,550	23,750
	4	-	3,700	24,400	30,600	32,200
	5	-	4,850	31,200	38,350	40,300
	6	-	6,000	38,000	46,100	48,400
Class III State Arterial	2	-	-	5,000	11,800	14,600
	3	-	-	8,350	19,500	22,700
	4	-	-	11,700	27,200	30,800
	5	-	-	15,050	34,650	38,550
	6	-	-	18,400	42,100	46,300
Major Roadway	2	-	-	7,000	13,600	14,600
	3	-	-	11,700	21,450	22,750
	4	-	-	16,400	29,300	30,900
	5	-	-	21,050	36,700	38,650
	6	-	-	25,700	44,100	46,400

Table A-1: Level of Service Threshold Volumes... (Continued)

Average Annual Daily Traffic (AADT) Level of Service Volume Thresholds						
Other Roadway	2	-	-	4,400	9,400	12,000
	3	-	-	7,350	14,800	18,000
	4	-	-	10,300	20,200	24,000
Freeway	4	23,500	38,700	52,500	62,200	69,100
	6	36,400	59,800	81,100	96,000	106,700
	8	49,100	80,900	109,600	129,800	144,400
	10	61,800	101,800	138,400	163,800	182,000

Notes:

1. All LOS thresholds were based on Florida Department of Transportation Level of Service Threshold Tables 4-1 through 4-3 from the Florida Department of Transportation Quality/Level of Service Handbook, dated February 22, 2002, which were derived using standard Highway Capacity Manual methodologies.
 2. A "Class I State Arterial" is defined as an arterial with 0 to 1.99 signalized intersections per mile.
 3. A "Class II State Arterial" is defined as an arterial with 2.00 to 4.50 signalized intersections per mile.
 4. A "Class III State Arterial" is defined as having more than 4.50 signalized intersections per mile.
- **LOS cannot be achieved for corresponding facility.

Expressways

Typically constructed within a right-of-way of 130 feet with a curb-to-curb pavement width of 110 feet.

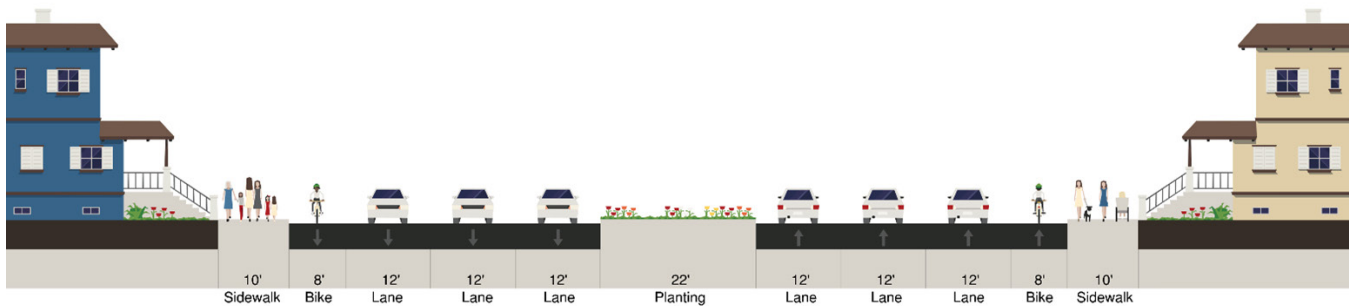


Figure A-1: Future Expressway Type I

Arterials

There is a range of arterial type and size, with the Major Arterial Type I corresponding to the expressway described above. Major Arterial Type II is typically constructed within a right-of-way of 106 feet and a curb-to-curb pavement width of 86 feet, including a bike lane. The Major Arterial Type III is typically constructed within a right-of-way of 100 feet and a curb-to-curb pavement width of 80 feet, including a bike lane. Minor arterials are typically constructed within a right-of-way of 90 feet and a curb-to-curb pavement width of 70 feet, including parking and bike lane.

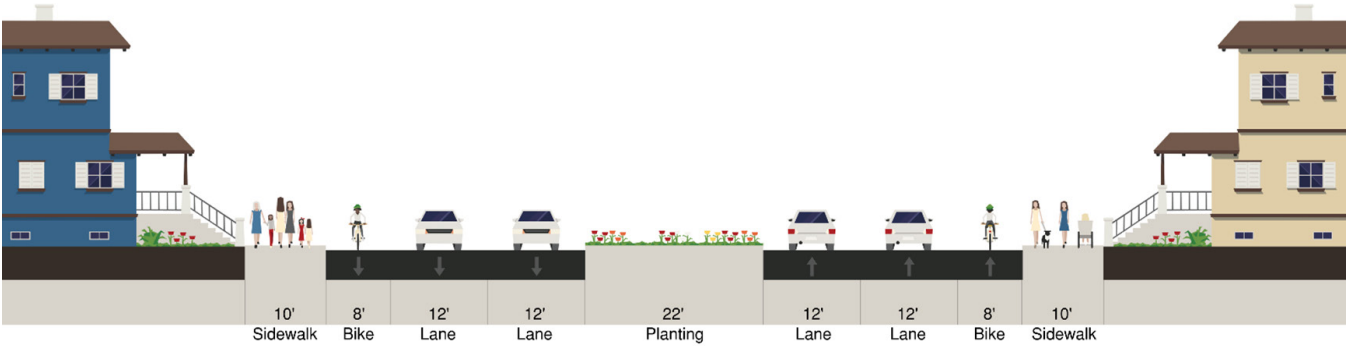


Figure A-2: Future Major Arterial Type II

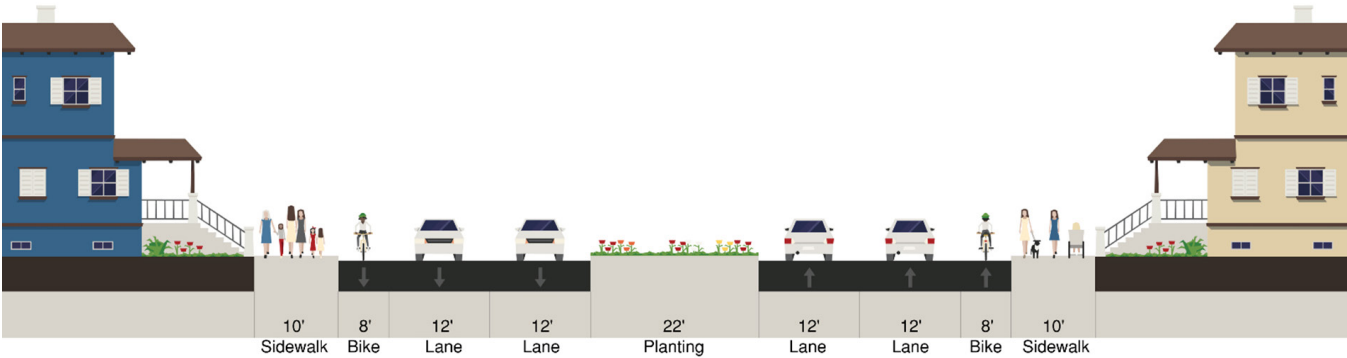


Figure A-3: Future Major Arterial Type III

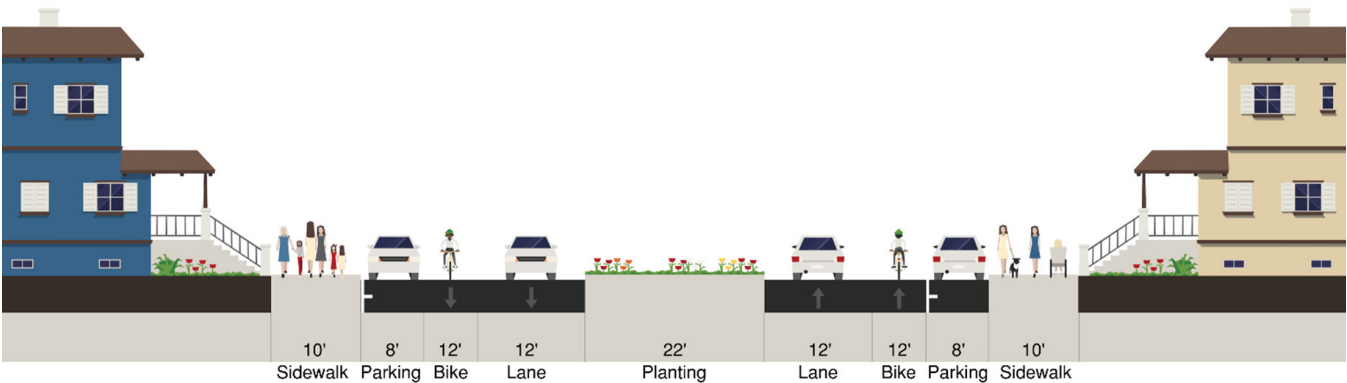


Figure A-4: Future Minor Arterial

Collectors

Typically constructed within a right-of-way of 66 feet and a curb-to-curb pavement width of 40 feet, including parking.

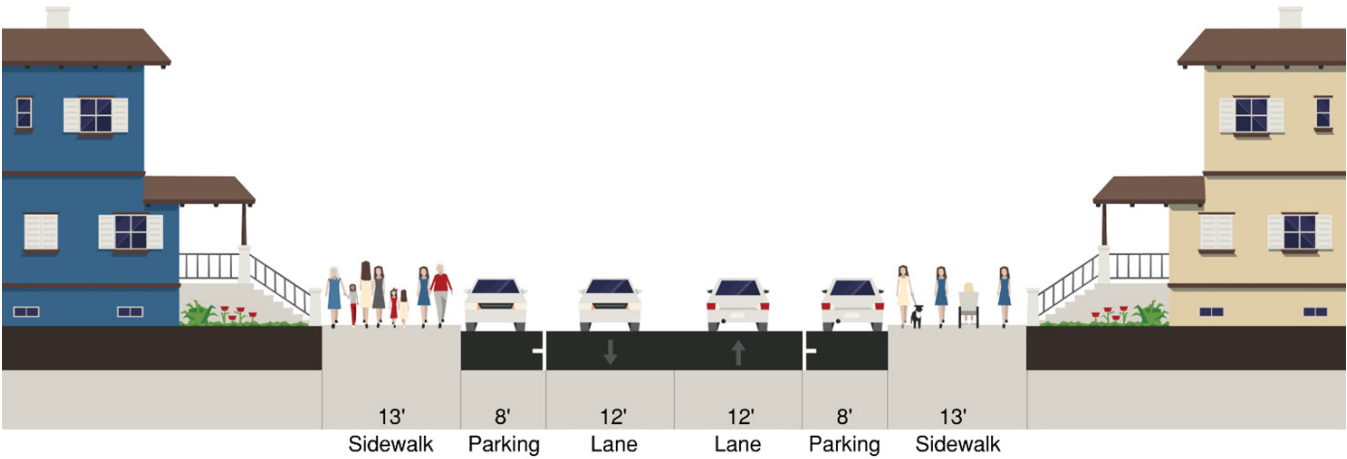


Figure A-5: Future Collector

Local Roads

Typically constructed within a right-of-way of 60 feet and a curb-to-curb pavement width of 34 feet, including parking.

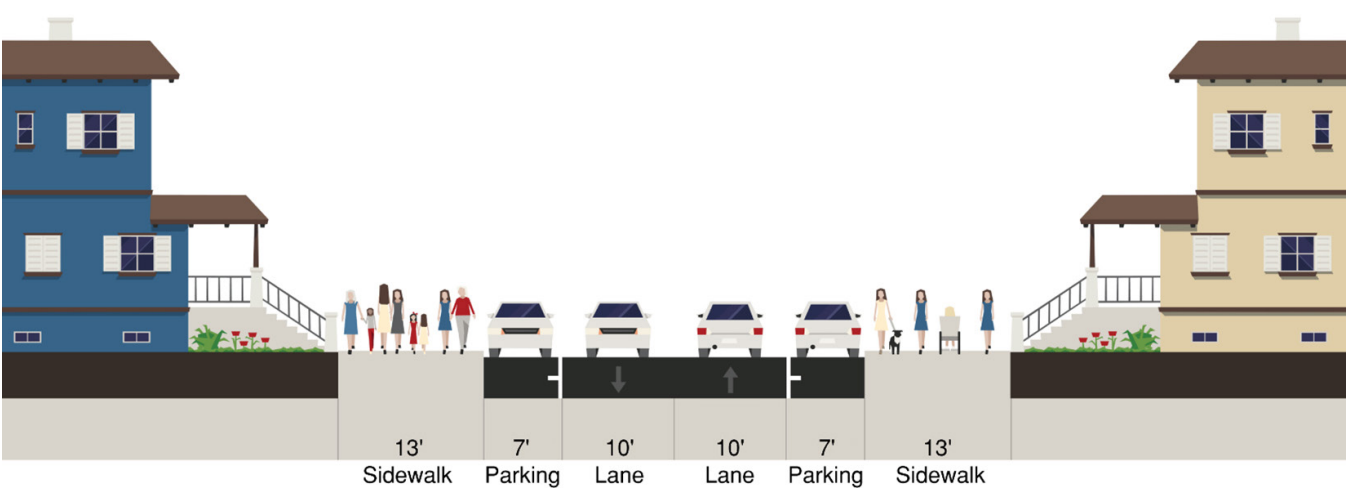


Figure A-6: Future Local

Roadway Segment Volumes and Level of Service - Existing (2019) Conditions

Table A-2 shows key roadway segments in the City of Salinas, number of lanes (in both directions), average daily traffic from AMBAG model for base year 2019 conditions, and volume to capacity ratio under existing conditions and Figure A-7 shows the roadway segment LOS under existing conditions.

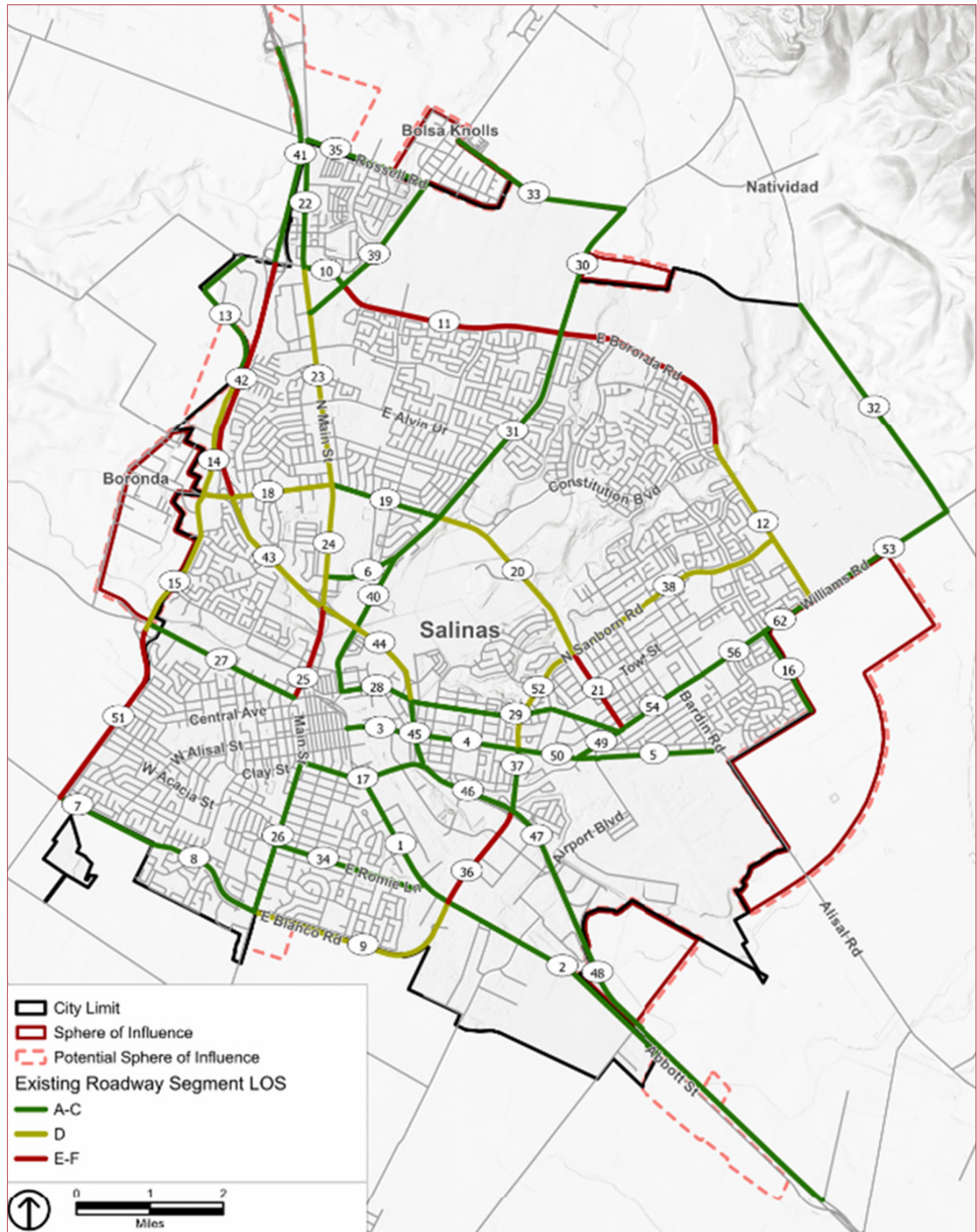
Table A-2: Roadway Segment Volumes and Level of Service – Base Year (2019) Conditions

ID	Roadway	Limits		No. Of Lanes	ADT Volumes (2019)	V/C	LOS
		From	To				
1	Abbot Street	John St	Sanborn Rd	4	9,642	0.31	C
2	Abbot Street	Sanborn Rd	City Limits	5	17,409	0.45	C
3	E Alisal Street	Front St	US 101	5	11,961	0.31	C
4	E Alisal Street	US 101	Sanborn Rd	4	11,520	0.37	C
5	E Alisal Street	Skyway Blvd	Bardin Rd	2	2,709	0.19	C
6	Bernal Drive	Main St	Sherwood Dr	4	3,126	0.10	C
7	W Blanco Rd.	Davis Rd	Alisal St	5	16,383	0.42	C
8	W Blanco Road	Alisal St	Main St	4	15,583	0.50	C
9	E Blanco Road	Main St	Abbott St	4	22,037	0.71	D
10	E Boronda Road	Main St	San Juan Grade Rd	5	14,972	0.39	C
11	E Boronda Road	San Juan Grade Rd	Constitution Blvd	2	19,132	1.31	F
12	E Boronda Road	Constitution Blvd	Williams Rd	2	9,574	0.66	D
13	N Davis Road	Boronda Rd	Westridge Dwy	4	7,168	0.23	C
14	N Davis Road	Westridge Dwy	Larkin St	4	27,936	0.90	D
15	Davis Road	Larkin St	SR-183	4	23,730	0.77	D
16	Freedom Parkway	Williams Rd	Sconberg Pkwy	4	1,496	0.05	C
17	John Street	Main St	US 101	5	8,425	0.22	C
18	W Laurel Avenue	Davis St	Main St	5	34,257	0.89	D
19	E Laurel Avenue	Main St	Natividad Rd	5	21,009	0.54	C
20	E Laurel Avenue	Natividad Rd	Sanborn Rd	4	21,803	0.71	D
21	E Laurel Avenue	Sanborn Rd	Williams Rd	2	15,794	1.08	F
22	N Main Street	Russell Rd	Boronda Rd	5	17,487	0.45	C
23	N Main Street	Boronda Rd	Laurel Dr	6	33,354	0.72	D
24	N Main Street	Laurel Dr	US 101	6	25,821	0.56	D
25	N Main Street	US 101	Market St	4	33,137	1.07	F
26	S Main Street	John St	Blanco Rd	5	19,741	0.51	C
27	W Market Street	Davis Rd	Main St	5	18,327	0.47	C

Table A-2 Roadway Segment Volumes and Level of Service... (Continued)

ID	Roadway	Limits		No. Of Lanes	ADT Volumes (2019)	V/C	LOS
		From	To				
28	E Market Street	Sherwood Dr	US 101	4	14,643	0.47	C
29	E Market Street	US 101	Williams Rd	4	15,312	0.50	C
30	Natividad Road	Rogge Rd	Boronda Rd	2	1,841	0.13	C
31	Natividad Road	Boronda Rd	Laurel Dr	6	17,791	0.38	C
32	Old Stage Road	Russell Rd	Williams Rd	2	1,665	0.11	C
33	Rogge Road	San Juan Grade Rd	Natividad Rd	2	2,611	0.18	C
34	Romie Lane	Main St	Abbott St	2	6,338	0.43	C
35	Russell Road	Main St	San Juan Grade Rd	3	5,636	0.25	C
36	S Sanborn Road	Abbott St	US 101	4	31,141	1.01	F
37	Sanborn Road	US 101	Alisal St	4	15,755	0.51	C
38	N Sanborn Road	Laurel Dr	Boronda Rd	4	21,660	0.70	D
39	San Juan Grade Road	Main St	Russel Rd	4	8,265	0.27	C
40	Sherwood Drive	Market St	Natividad Rd	5	17,164	0.37	C
41	US 101	Sala Rd	Boronda Rd	6	66,208	0.62	C
42	US 101	Boronda Rd	Laurel Dr	4	62,977	0.91	E
43	US 101	Laurel Dr	Main St	4	59,001	0.85	D
44	US 101	Main St	Market St	4	54,279	0.79	D
45	US 101	Market St	John St	4	49,830	0.72	C
46	US 101	John St	Sanborn Rd	4	42,927	0.62	C
47	US 101	Sanborn Rd	Airport Blvd	4	38,237	0.55	C
48	US 101	Airport Blvd	South of Salinas	4	34,117	0.49	C
49	Williams Rd	Alisal St	Market St	5	19,948	0.52	C
50	E Alisal Street	Sanborn Rd	Skyway Blvd	5	9,387	0.24	C
51	Davis Road	SR-183	Blanco Rd	2	21,145	1.45	F
52	Sanborn Road	Alisal St	Laurel Dr	5	32,012	0.83	D
53	William Road Widening	Boronda Rd	Old Stage Road	2	2,744	0.19	C
54	William Road Widening	Market St	Bardin Rd	5	19,350	0.50	C
55	William Road Widening	Bardin Rd	Del Monte Ave	5	16,550	0.43	C
56	William Road Widening	Del Monte Ave	Freedom Pkwy	5	6,528	0.17	C
57	William Road Widening	Freedom Parkway	Boronda Road	3	6,554	0.23	C

Figure A-7: Roadway Segment LOS – Existing (2019) Conditions



Data Source: City of Salinas.

Intersection Level of Service - Existing (2019) Conditions

Table A-3 shows key intersections in the City of Salinas and the corresponding level of service (LOS) under existing conditions.

Table A-3: Existing Intersection Level of Service

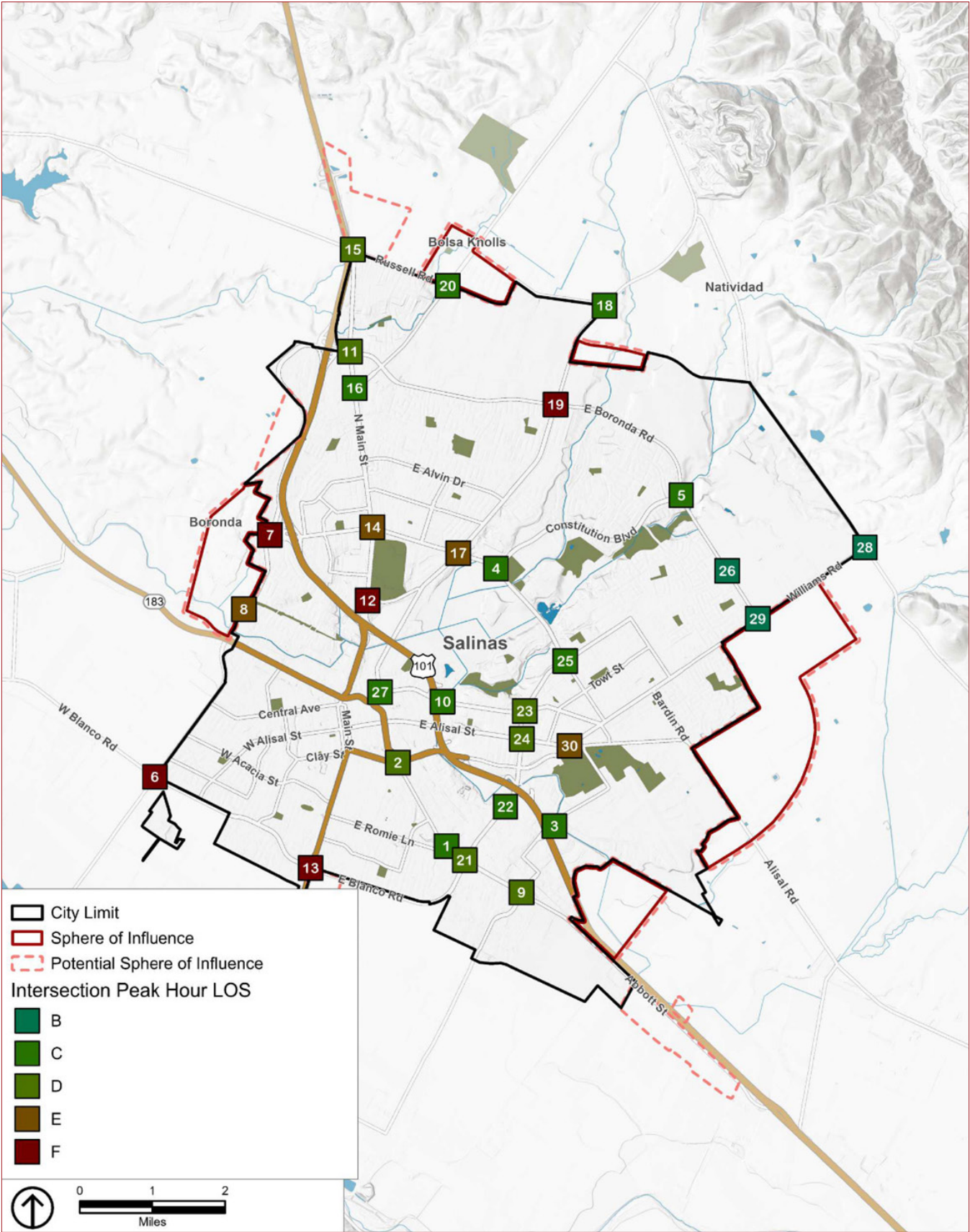
#	Intersection	Control ¹	Existing Conditions			
			AM Peak		PM Peak	
			LOS	Delay ² (Sec)	LOS	Delay ² (Sec)
1	Abbott Street @ Romie Lane	Signal	C	23.2	C	20.1
2	Abbott Street @ John Street	Signal	D	47.5	C	29.3
3	Airport boulevard @ Roy Diaz Street	Signal	B	17.7	C	30.0
4	Constitution Boulevard @ Laurel Drive	Signal	B	19.4	C	23.2
5	Constitution Boulevard @ Boronda Road	Signal	B	20	C	21.6
6	Davis Road @ Blanco Road	Signal	F	91.8	D	40.8
7	Davis Road @ Laurel Drive	Signal	C	28.6	C	31.3
8	Davis Road @ Rossi Street	Signal	E	74.5	B	19.0
9	Harkins Road @ Abbott Street	Signal	D	51.8	C	34.8
10	Kern Street @ Market Street	Signal	C	26.8	C	34.9
11	Main Street @ Boronda Road	Signal	D	44.6	D	49.5
12	Main Street @ Bernal Drive	Signal	F	88.5	E	71.7
13	Main Street @ Blanco Road	Signal	F	87	D	54.6
14	Main Street @ Laurel Drive	Signal	C	32.9	E	64.5
15	Main Street @ Russel Road	Signal	D	43.1	C	25.4
16	Main Street @ San Juan Grade Road	Signal	B	15.8	C	22.2
17	Natividad Road @ Laurel Drive	Signal	E	67.5	D	49.1
18	Natividad Road @ Rogge Road	SSSC	C	15.9	C	16.2
19	Natividad Road @ Boronda Road	Signal	F	115.1	E	59.7
20	San Juan Grade Road @ Russel Road	Signal	C	34.4	B	16.3
21	Sanborn Road @ Abbott Street	Signal	D	41.7	C	30.0
22	Sanborn Road @ Work Street	Signal	C	25.1	C	21.1
23	Sanborn Road @ Market Street	Signal	D	51.3	D	35.8
24	Sanborn Road @ Alisal Street	Signal	D	35.8	D	39.0
25	Sanborn Road @ Laurel Drive	Signal	C	33.9	C	25.2
26	Sanborn Road @ Boronda Road	Signal	B	15.4	B	13.5
27	Sherwood Drive @ Market Street	Signal	C	22.3	B	19.1
28	Williams Road @ Old Stage Road	SSSC	A	9.8	B	11.1
29	Williams Road @ Boronda Road	SSSC	B	11.3	B	14.6
30	Williams Road @ Alisal Street	Signal	E	75.4	D	53.3

Notes:

Intersections operating below the acceptable LOS are shown in BOLD.

1. SSSC – Side Street Stop Control
2. The average control delay is reported for the signalized intersection. For unsignalized intersections, delay for the worst movement is reported.

Figure A-8: Intersection LOS – Existing (2019) Conditions



Data Source: City of Salinas.

Roadway Segment Volumes and Level of Service - Future (2040) Conditions

Table A-4 and Figure A-9 shows key roadway segments in the City of Salinas, number of lanes (in both directions), average daily traffic from AMBAG model for base year 2019 conditions, and volume to capacity ratio under existing conditions.

Table A-4: Roadway Segments Volumes and Level of Service – Future 2040 Conditions

#	Roadway	Limits		No. Of Lanes	ADT Volumes (2040)	V/C	LOS
		From	To				
1	Abbot Street	John St	Sanborn Rd	4	14,380	0.47	C
2	Abbot Street	Sanborn Rd	City Limits	5	23,683	0.61	D
3	E Alisal Street	Front St	US 101	5	19,353	0.50	C
4	E Alisal Street	US 101	Sanborn Rd	4	17,529	0.57	D
5	E Alisal Street	Skyway Blvd	Bardin Rd	2	8,830	0.60	D
6	Bernal Drive	Main St	Sherwood Dr	4	4,566	0.15	C
7	W Blanco Rd	Davis Rd	Alisal St	5	26,472	0.68	D
8	W Blanco Road	Alisal St	Main St	4	23,490	0.76	D
9	E Blanco Road	Main St	Abbott St	4	29,731	0.96	E
10	E Boronda Road	Main St	San Juan Grade Rd	5	22,311	0.58	D
11	E Boronda Road	San Juan Grade Rd	Constitution Blvd	6	35,475	0.76	D
12	E Boronda Road	Constitution Blvd	Williams Rd	6	19,605	0.42	C
13	N Davis Road	Boronda Rd	Westridge Dwy	4	8,680	0.28	C
14	N Davis Road	Westridge Dwy	Larkin St	4	33,509	1.08	F
15	Davis Road	Larkin St	SR-183	4	28,684	0.93	D
16	Freedom Parkway	Williams Rd	Sconeberg Pkwy	4	2,803	0.09	C
17	John Street	Main St	US 101	5	12,647	0.33	C
18	W Laurel Drive	Davis St	Main St	5	41,539	1.07	F
19	E Laurel Drive	Main St	Natividad Rd	5	22,120	0.57	D
20	E Laurel Drive	Natividad Rd	Sanborn Rd	4	27,988	0.91	D
21	E Laurel Drive	Sanborn Rd	Williams Rd	2	18,790	1.29	F
22	N Main Street	Russell Rd	Boronda Rd	5	22,568	0.58	D
23	N Main Street	Boronda Rd	Laurel Dr	6	34,246	0.74	D

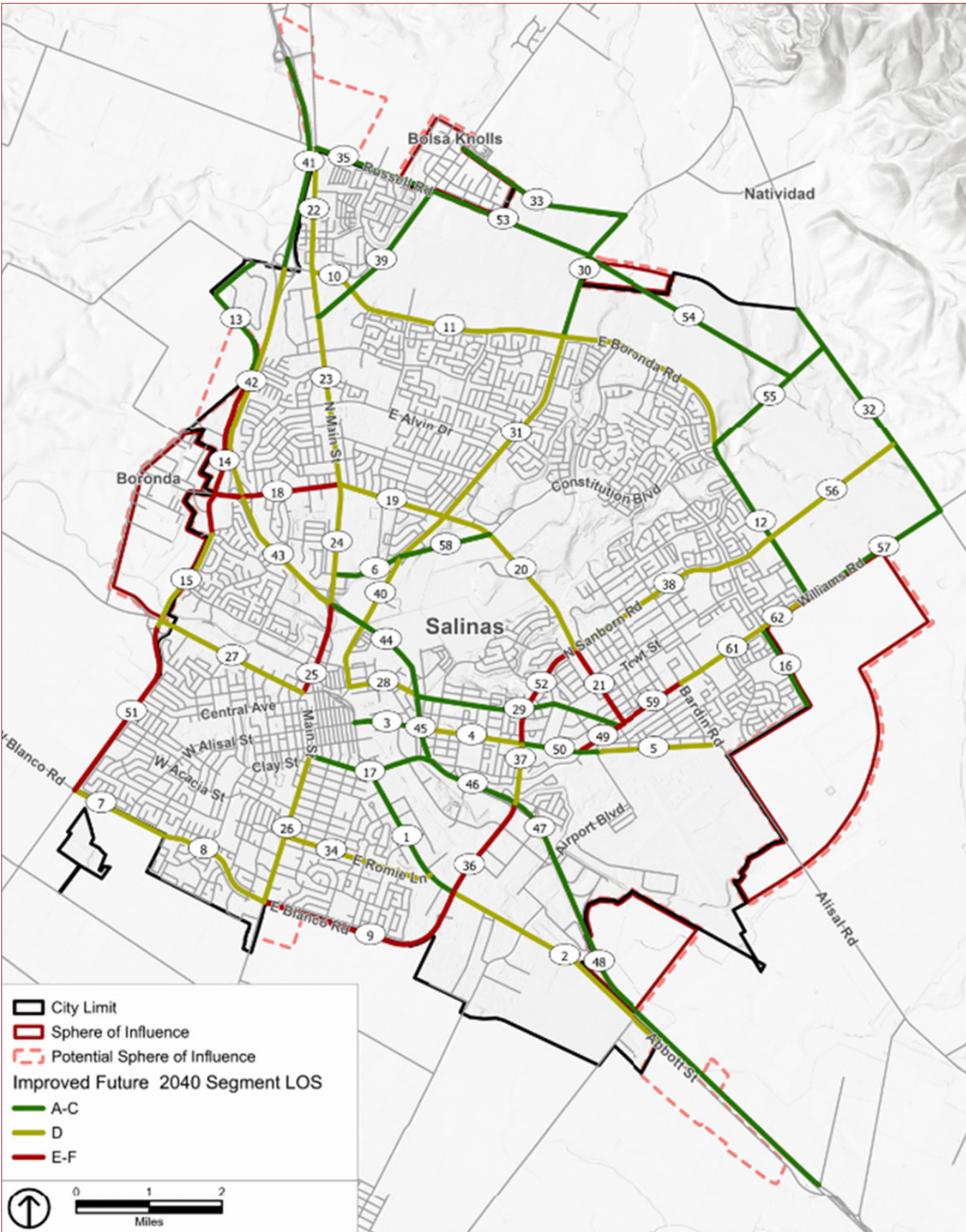
Table A-4: Roadway Segments Volumes... (Continued)

#	Roadway	Limits		No. Of Lanes	ADT Volumes (2040)	V/C	LOS
		From	To				
24	N Main Street	Laurel Dr	US 101	6	27,789	0.60	D
25	N Main Street	US 101	Market St	4	48,951	1.58	F
26	S Main Street	John St	Blanco Rd	5	27,368	0.71	D
27	W Market Street	Davis Rd	Main St	5	24,385	0.63	D
28	E Market Street	Sherwood Dr	US 101	4	17,504	0.57	D
29	E Market Street	US 101	Williams Rd	4	16,320	0.53	C
30	Natividad Road	Rogge Rd	Boronda Rd	4	7,919	0.26	C
31	Natividad Road	Boronda Rd	Laurel Dr	6	35,009	0.75	D
32	Old Stage Road	Russell Rd	Williams Rd	4	4,177	0.14	C
33	Rogge Road	San Juan Grade Rd	Natividad Rd	2	2,097	0.14	C
34	Romie Lane	Main St	Abbott St	2	8,291	0.57	D
35	Russell Road	Main St	San Juan Grade Rd	5	18,159	0.47	C
36	S Sanborn Road	Abbott St	US 101	4	41,625	1.35	F
37	Sanborn Road	US 101	Alisal St	4	28,684	0.93	D
38	N Sanborn Road	Laurel Dr	Boronda Rd	4	24,123	0.78	D
39	San Juan Grade Road	Main St	Russel Rd	4	13,431	0.43	C
40	Sherwood Drive	Market St	Natividad Rd	5	30,321	0.78	D
41	US 101	Sala Rd	Boronda Rd	6	80,700	0.76	C
42	US 101	Boronda Rd	Laurel Dr	6	86,383	0.81	D
43	US 101	Laurel Dr	Main St	6	81,104	0.76	D
44	US 101	Main St	Market St	6	69,771	0.65	C
45	US 101	Market St	John St	6	64,158	0.60	C
46	US 101	John St	Sanborn Rd	6	55,341	0.52	C
47	US 101	Sanborn Rd	Airport Blvd	6	49,327	0.46	C
48	US 101	Airport Blvd	South of Salinas	4	43,827	0.63	C
49	Williams Rd	Alisal St	Market St	2	24,999	1.71	F
50	E Alisal Street	Sanborn Rd	Skyway Blvd	5	13,849	0.36	C

Table A-4: Roadway Segments Volumes... (Continued)

#	Roadway	Limits		No. Of Lanes	ADT Volumes (2040)	V/C	LOS
		From	To				
51	Davis Road	SR-183	Blanco Rd	2	24,859	1.70	F
52	Sanborn Road	Alisal St	Laurel Dr	5	40,469	1.05	F
53	William Road	Boronda Rd	Old Stage Road	4	13,152	0.43	C
54	William Road	Market St	Bardin Rd	4	3,054	0.10	C
55	William Road	Bardin Rd	Del Monte Ave	4	3,051	0.10	C
56	William Road	Del Monte Ave	Freedom Pkwy	2	9,393	0.64	D
57	William Road	Freedom Parkway	Boronda Road	4	12,529	0.41	C
58	Constitution Boulevard	Laurel Dr	Bernal Drive	2	1,317	0.09	C
59	William Road	Market St	Bardin Road	2	24,720	1.69	F
60	William Road	Bardin Road	Del Monte Ave	5	24,936	0.65	D
61	William Road	Del Monte Ave	Freedom Pkwy	4	18,276	0.59	D
62	William Road	Freedom Pkwy	Boronda Rd	3	20,610	0.91	D

Figure A-9: Roadway Segment LOS – Future (2040) Conditions



Data Source: City of Salinas.

Future 2040 General Plan Conditions - Intersection Level of Service

Table A-5 and Figure A-10 shows key intersections in the City of Salinas and the corresponding level of service (LOS) for 2040 General Plan conditions.

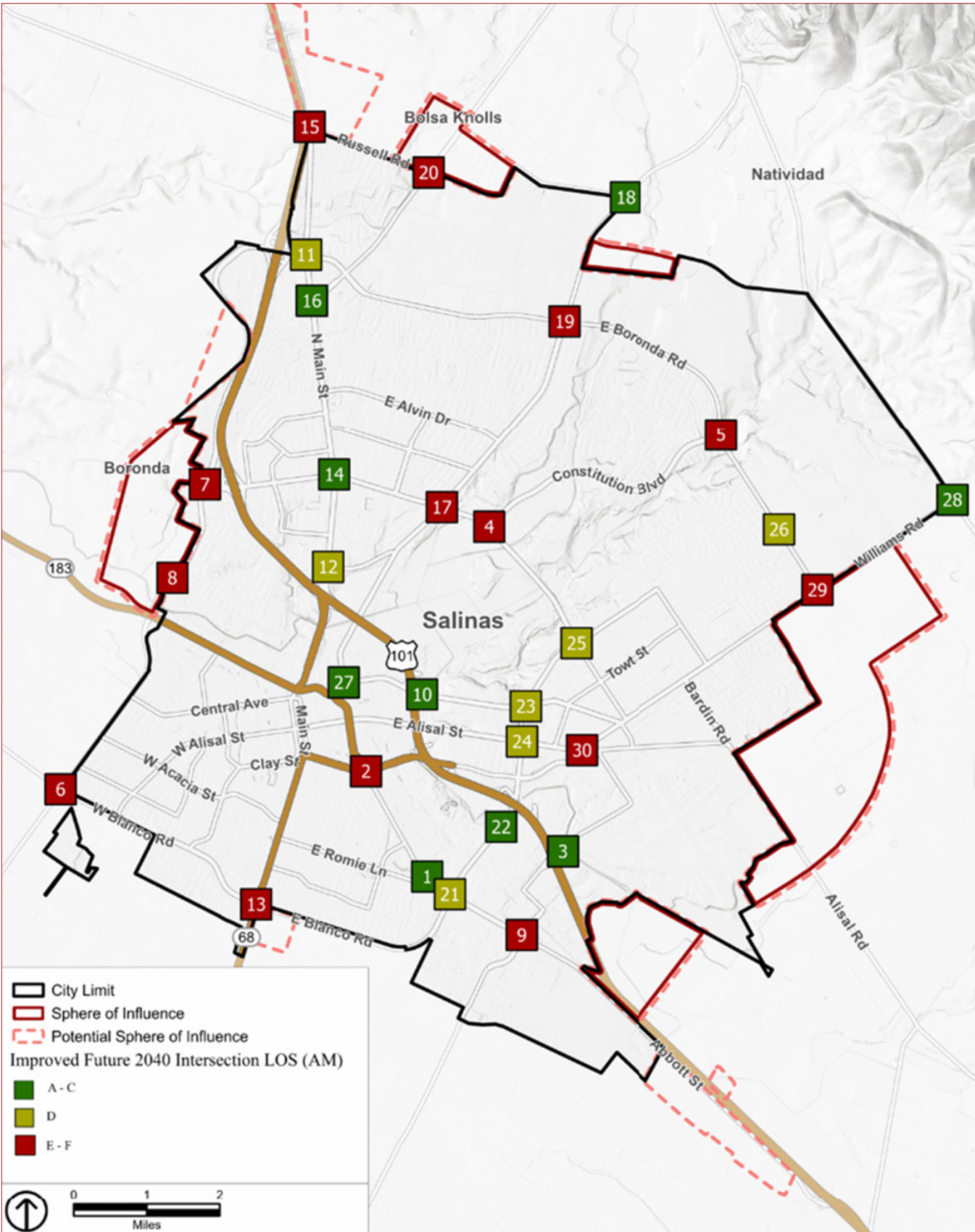
Table A-5: Future 2040 Conditions - Intersection Level of Service

#	Intersection	Control ¹	Future 2040 General Plan Conditions			
			AM Peak		PM Peak	
			LOS	Delay ² (Sec)	LOS	Delay ² (Sec)
1	Abbott Street @ Romie Lane	Signal	C	24.8	B	18.8
2	Abbott Street @ John Street	Signal	E	61.9	F	100.9
3	Airport boulevard @ Roy Diaz Street	Signal	B	17.4	D	44.5
4	Constitution Boulevard @ Laurel Drive	Signal	F	334	F	321.7
5	Constitution Boulevard @ Boronda Road	Signal	F	86.0	F	267.3
6	Davis Road @ Blanco Road	Signal	F	84.8	E	73.7
7	Davis Road @ Laurel Drive	Signal	F	131.9	F	141.4
8	Davis Road @ Rossi Street	Signal	F	151.1	F	103.1
9	Harkins Road @ Abbott Street	Signal	E	64.9	F	132.0
10	Kern Street @ Market Street	Signal	C	34.1	E	61.1
11	Main Street @ Boronda Road	Signal	D	47.2	E	67.4
12	Main Street @ Bernal Drive	Signal	D	48.9	F	90.6
13	Main Street @ Blanco Road	Signal	F	86.3	F	82.4
14	Main Street @ Laurel Drive	Signal	C	26.7	E	76.6
15	Main Street @ Russel Road	Signal	E	60.1	C	34.3
16	Main Street @ San Juan Grade Road	Signal	B	16.2	C	23.1
17	Natividad Road @ Laurel Drive	Signal	F	94.3	F	95.3
18	Natividad Road @ Rogge Road	SSSC	C	18.3	D	30.1

Table A-5: Future 2040 Conditions - Intersection Level of Service (Continued)

#	Intersection	Control ¹	Future 2040 General Plan Conditions			
			AM Peak		PM Peak	
			LOS	Delay ² (Sec)	LOS	Delay ² (Sec)
19	Natividad Road @ Boronda Road	Signal	F	283.2	F	317.3
20	San Juan Grade Road @ Russel Road	Signal	F	137.3	F	158.2
21	Sanborn Road @ Abbott Street	Signal	E	66.3	E	62.5
22	Sanborn Road @ Work Street	Signal	C	34.4	C	28.3
23	Sanborn Road @ Market Street	Signal	D	49.2	D	44.9
24	Sanborn Road @ Alisal Street	Signal	D	39.1	E	59.3
25	Sanborn Road @ Laurel Drive	Signal	D	38.0	C	28.5
26	Sanborn Road @ Boronda Road	Signal	D	40.5	C	32.3
27	Sherwood Drive @ Market Street	Signal	C	21.8	C	32.5
28	Williams Road @ Old Stage Road	SSSC	B	11.2	C	17.2
29	Williams Road @ Boronda Road	SSSC	F	144.8	F	612.6
30	Williams Road @ Alisal Street	Signal	E	61.8	F	88
Notes: Intersections operating below the acceptable LOS are shown in BOLD. 1. SSSC – Side Street Stop Control 2. The average control delay is reported for the signalized intersection. For unsignalized intersections, delay for the worst movement is reported.						

Figure A-10: Intersection LOS – Future (2040) Conditions



Data Source: City of Salinas.

9. Noise Element

Introduction

Noise levels within the community of Salinas affect the health and quality of life of people living and working in the city. The most significant noise levels within the community are associated with roadways, the Salinas Municipal Airport (airport), and the railroad. The Noise Element addresses the physiological, psychological, and economic effects of noise by providing policies and effective strategies to limit community exposure to excessive noise.

The purpose of the Noise Element is to identify and appraise existing noise issues in the community, and to provide guidance on ways to reduce existing and potential noise impacts and land use incompatibility problems. In particular, the Noise Element contains policies and programs to achieve and maintain noise levels compatible with various types of land uses. The policies and actions of this element emphasize the need to control noise through land use regulation, as well as enforcement of other City ordinances.

The State of California recognizes the relationship between noise and noise-sensitive land uses (i.e., sensitive receptors) and has adopted State Guidelines for Noise Elements. This Noise Element is a mandated component of the General Plan, as established by Government Code Section 65302(f). The element satisfies the requirements of State planning law and complies with California Health and Safety Code Section 46050.1 guidelines for Noise Elements. Future noise conditions from short- and long-term growth are quantified and identified as noise exposure contours. This information serves as the basis for developing guidelines for compatible land uses, identifying the proper distribution of land uses per the General Plan Place Type Map, and establishing proper land use development standards.

Goals:

Goal N-1: Minimize adverse effects of noise on the community.

The Noise, Land Use, Circulation, and Community Design Elements work together to protect sensitive receptors through appropriate development location, building design, transportation networks, and mitigation measures. The Noise Element is also closely related to the Health and Environmental Justice Element of the Socioeconomic Systems Pillar, as disadvantaged communities often suffer disproportionate noise burdens.

Assets and Challenges

Transportation related noise. The primary source of noise impacting Salinas is transportation-related noise. Highways 101, 68, and 183 and other major roadways such as East Alisal Street and North Main Street, the airport and the railroad create high levels of noise that affect the overall quality of life in the community. Managing transportation-related noise is necessary to deal with the detrimental effects attributable to excessive noise.

Non-transportation related noise. Noise sources that are not directly related to transportation include construction, manufacturing, agricultural or business operations, recreational activities, and property maintenance activities. Nuisance sources include loud animals, music, illegal activities, and among other activities that need to be addressed through the Municipal Code or by law enforcement.

Goals and Policies

Goal N-1: Minimize adverse effects of noise on the community.

Salinas, like most urbanized areas, experiences increased noise levels associated with transportation and other sources of noise. As noise levels in various parts of the community rise, the City must seek ways to safeguard its population from excessive noise levels. Noise levels are highest near the source and decrease with distance or buffers. Noise is problematic when noise-sensitive land uses are impacted. Noise-sensitive land uses (i.e., activities that are interrupted by noise) include residences, schools, hospitals, religious institutions, and recreational areas. Most noise impacts can be avoided when noise sources, sensitive land uses, and information about the future noise environment are considered in land use planning and development decisions.

Policy N-1.1: Promote proper land use planning to minimize adverse effects of noise.

To ensure that noise producers do not adversely affect sensitive receptors, the City uses land use compatibility standards when planning and making development decisions. Table N-1 summarizes the City’s noise standards for various types of land uses. The standards represent the maximum acceptable noise level as measured at the property boundary, which is used to determine noise impacts.

Table N-1: Exterior Noise Standards

Designation/ District of Property Receiving Noise	Maximum Noise Level, Ldn or CNEL, dBA
Agricultural	70
Residential	60
Commercial	65
Industrial	70
Public and Semipublic	60

These noise standards are the basis for the land use compatibility guidelines presented in Table N-2. If the noise level of a project falls within Zone A or Zone B, the project is compatible with the noise environment. Zone A implies that no mitigation will be needed. Zone B implies that minor mitigation may be required to meet the City’s noise standards and Title 24 of the Municipal Code. All development project proponents are required to demonstrate that the noise standards will be met prior to human occupation of a building.

If the noise level falls within Zone C, substantial mitigation is likely needed to meet City noise standards. Substantial mitigation may involve construction of noise barriers (e.g., soundwalls) and building sound insulation. Although projects in Zone C can be successfully mitigated, project proponents with a project in Zone C must demonstrate that the noise standards can be met prior to the issuance of a building permit.

If noise levels exceed Zones A through C, the noise levels of the project fall into Zone D and are considered incompatible with the noise environment and should not be approved.

Table N-2: Noise/Land Use Compatibility Matrix

Land Use	Community Noise Exposure (Ldn or CNEL)							
	50	55	60	65	70	75	80	85
Residential								
Transient Lodging – Motel, Hotel								
Schools, Libraries, Churches, Hospitals, Nursing Homes								
Auditoriums, Concert Halls, Amphitheaters								
Sports Arena, Outdoor Spectator Sports								
Playgrounds, Parks								
Golf Course, Riding Stables, Water Recreation, Cemeteries								
Office Buildings, Business Commercial, and Professional								
Industrial, Manufacturing, Utilities, Warehouse, Agriculture								

Source: Modified from California Office of Planning and Research, General Plan Guidelines (2107), Appendix D.

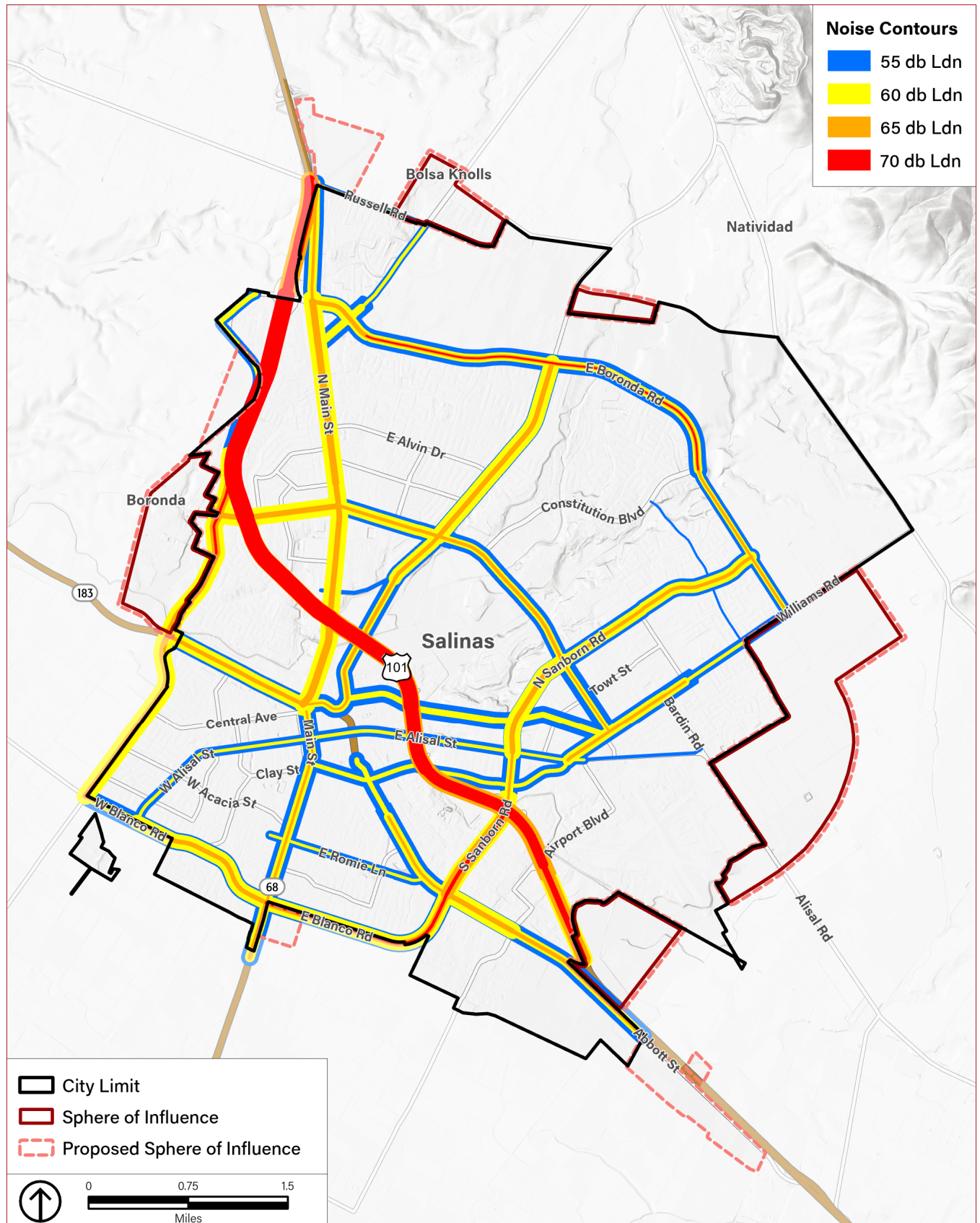
	ZONE A - Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved meet conventional Title 24 construction standards. No special noise insulation requirements.
	ZONE B - Conditionally Acceptable: New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design.
	Zone C - Normally Unacceptable: New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation features included in the design.
	ZONE D- Clearly Unacceptable: New construction or development clearly should not be undertaken.

The Director of Community Development acts as the noise control coordinator. This designation of responsibility allows consistent and continued enforcement of the established noise standards. When reviewing a proposed industrial, commercial, or public project, noise generation and potential impacts to surrounding development are considered in accordance with the California Environmental Quality Act (CEQA). An acoustical analysis is required for projects that will generate noise potentially affecting sensitive receptors. Where significant impacts are identified, mitigation measures are required. Common mitigation measures that could be applied when reviewing projects include acoustically-treated and quiet design of furnaces, fans, motors, compressors, or valves and pumps. Site and landscaping measures such as berms and soundwalls may also be appropriate mitigation tools depending on use, Place Type, and location context. The City may also require limited delivery hours and hours of operation to minimize impacts on adjacent residential users or other sensitive receptors.

The noise environment for the community can be described as noise contours based on the major noise sources. Noise contours define areas of equal noise exposure and can be used to set policies for proper distribution of land uses and the establishment of development standards. Future noise contours have been estimated with information about existing and projected land use development and transportation activity.

Figure N-1 shows the projected noise contours and associated Noise Impact Areas. Contours of 60 dBA or greater define noise impacted areas. When noise-sensitive land uses are proposed within these contours, an acoustical analysis must be prepared. For the project to be approved, the analysis must demonstrate that the project is designed to attenuate the noise to meet the City noise standards identified in Table N-1. If the project is not designed to meet the noise standards, the analysis must demonstrate that the noise standards can be met with implementation of mitigation measures. If the project is approved, the mitigation measures shall be required as conditions of project approval. If the analysis demonstrates that the noise standards cannot be met with the implementation of mitigation measures, the project is incompatible with the Noise Element and may not be approved unless by an exception process identified in the Zoning Code.

Figure N-1: Noise Contours



Source: City of Salinas, 2021; ECORP, 2024; PlaceWorks, 2024.

Policy N-1.2: Minimize transportation-related noise impacts.

The California Vehicle Code contains noise regulations pertaining to the operation of all vehicles on public roads. The noise standards for cars, trucks and motorcycles are enforced through coordination with the California Highway Patrol and the Salinas Police Department. The City also regulates traffic flow and coordinates with the California Highway Patrol to enforce speed limits to reduce traffic noise. In addition to traffic enforcement, the City should direct truck traffic routes away from sensitive receptors and provide sufficient annual funding to continue strategic improvement of roadway pavements.

During the planning stages of a development project, potential impacts from transportation noise will be identified and mitigation measures will be required as needed to meet City noise standards. Site planning, landscaping, topography, and the design and construction of noise barriers are the most common methods of alleviating vehicular traffic and train noise impacts. Building setbacks and buffers can also aid in noise reduction. Noise attenuating barriers are commonly incorporated into projects and can be extremely effective in reducing noise levels. The effectiveness of the barrier depends on the relative height and materials of the barrier, the noise source, the affected area, and the horizontal distance between the barrier and the affected area.

Noise barriers should be included in the design of future freeway, roadway, and rail improvements. The City supports efforts by Caltrans, the County of Monterey, and other transportation agencies to provide acoustical protection for noise-sensitive land uses along roadways they have jurisdiction over.

Although noise barriers can be extremely effective, the aesthetic impact of barriers on neighborhoods must be considered during the preliminary stages of the development process. Potentially significant aesthetic impacts associated with noise barriers must be addressed and mitigated through landscaping or other design measures in all new public and private projects. Noise barriers should be generally avoided within residential neighborhoods to keep neighborhoods visually connected and safe, in accordance with the Community Design and Public Safety Elements.

The Salinas Municipal Airport is another significant source of transportation noise impacts. Table N-3 identifies the noise/land use compatibility guidelines for areas potentially affected by operations at the airport. These guidelines help identify whether a project should be approved, conditionally approved with mitigation, or prohibited.

Table N-3: Salinas Municipal Airport Noise/Land Use Compatibility Guidelines

Land Use	Below CNEL 65	65-70 CNEL	70.1-75 CNEL	75.1-80 CNEL	80.1-85 CNEL	Over 85 CNEL
Residential						
Residential other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile homes	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking		Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail – general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing – general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and exaction	Y	Y	Y	Y	Y	Y

Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shell, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

Source: Salinas Municipal Airport Master Plan 1990-2010, August 1993.

CNEL = Community Noise Equivalent Level

Y (Yes) = Land use and related structures compatible without restrictions

N (No) = Land use and related structures are not compatible and should be prohibited

NLR = Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure

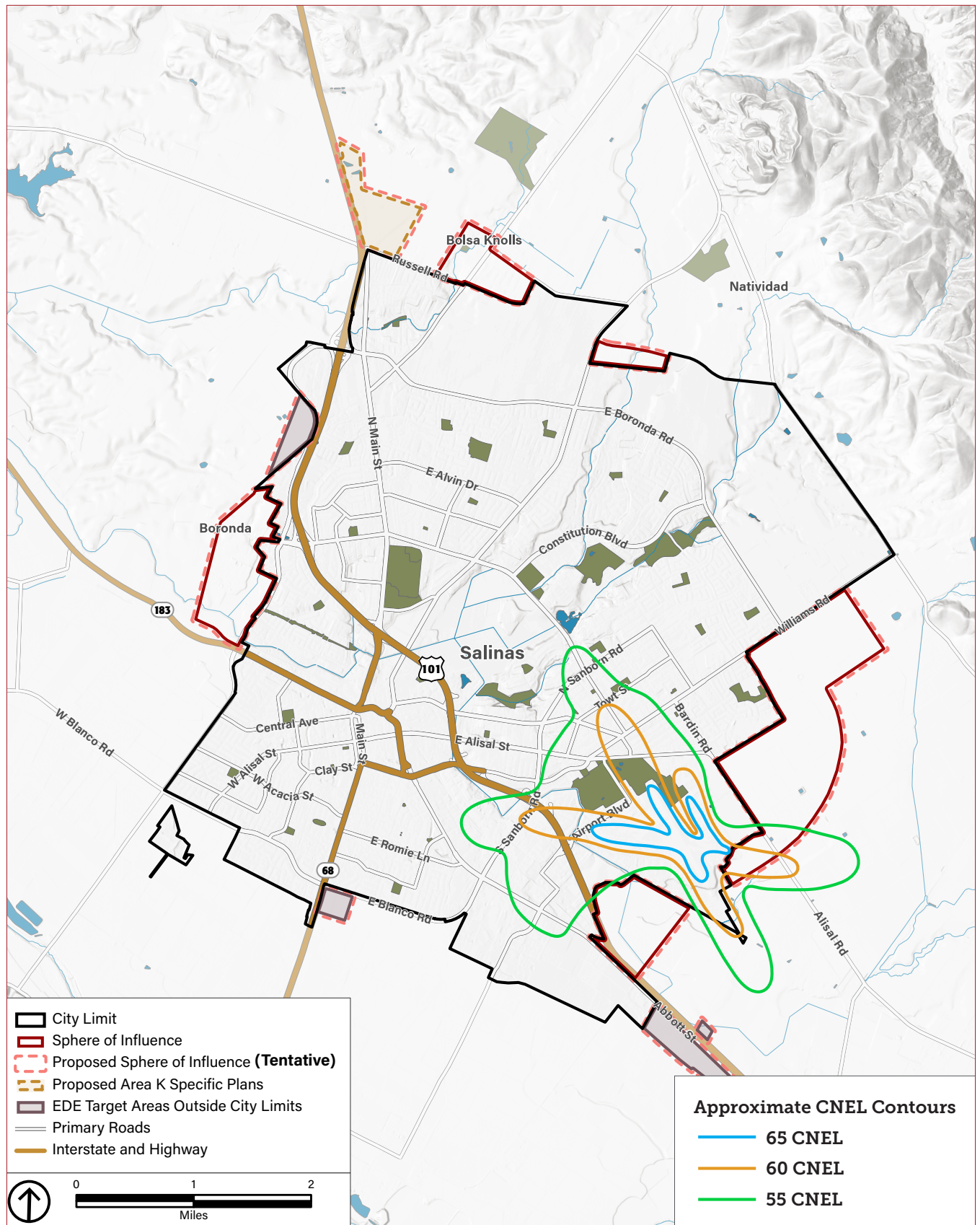
25, 30 or 35 = Land use and related structures generally compatible, measures to achieve NLR of 25, 30 or 35 must be incorporated into the design of the structure

Notes:

1. Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dBA and 30 dBA should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dBA, thus, the reduction requirements are often stated as 5, 10 or 15 dBA over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
2. Measures to achieve NLR of 25 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
3. Measures to achieve NLR of 30 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
4. Measures to achieve NLR of 35 dBA must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
5. Land use compatible provided special sound reinforcement systems are installed.
6. Residential buildings require a NLR of 25.
7. Residential buildings require a NLR of 30.
8. Residential buildings not permitted.

In addition to the citywide noise contours associated with planned land uses and automobile traffic as depicted in Figure N-1, Figure N-2 identifies the estimated community noise equivalent level (CNEL) noise contours associated with operation of the airport. Figure N-2 should be used with Table N-3 to determine land use compatibility and potential noise mitigation requirements for projects that fall within a noise contour area associated with the airport.

Figure N-2: Salinas Municipal Airport Noise Contours



Source: Salinas Municipal Airport Land Use Plan, March 1982.

https://www.cityofsalinas.org/sites/default/files/departments_files/public_works_files/airport_files/salinas_clup_reduced_size_adopted_05-17-1982_0.pdf

Policy N-1.3: Minimize non-transportation related noise impacts.

Several noise sources can contribute to the overall noise environment in the community, including animals, loud audio equipment, defective or modified auto and motorcycle mufflers, outdoor activities, and civic, community or religious institutions. Existing nuisance noises can be addressed through strict enforcement of the noise regulations in the Municipal Code. Potential noise impacts from future uses may be avoided or reduced through the site design review or event permit process, review of proposed developments per CEQA, and mitigation of potential nuisance noise impacts.

Salinas also enforces the provisions of the State Noise Insulation Standards (Title 24, Part 2, California Code of Regulations). Title 24 specifies that combined indoor noise for multi-family living spaces shall not exceed 45 dBA CNEL. This standard must be implemented when the outdoor noise level exceeds 60 dBA CNEL. Title 24 requires that the same standard be applied to all new hotels, motels, apartments and multi-family projects. The City also applies the same standard to new single-family development.

Noise Implementation

The Action Matrix implements Element Goals and Policies through multiple tools, including ordinance changes, recommended studies, specific programs and projects, and further guidance for development. Under each Policy, there is at least one Action, which also indicates the likely responsible City department (or departments) and estimated timeframe. The estimated timeframes include four high-level categories:

- Ongoing: Actions the City is already doing and will continue
- Short: 0-5 years to complete
- Medium: 5-10 years to complete
- Long: 10 years or more to complete

Because the General Plan is a high-level and long-range planning document, funding for implementation activities will vary greatly depending on what is described in each action and the availability of specific funding sources over time. Some Actions do not have a direct cost, while some describe projects that will need millions to fund. Actions in the Noise Element that are part of project requirements will be the responsibility of the developer. Maintenance of public streets and ongoing enforcement activities will typically be funded through the City's operating budget or Capital Improvements budget for major projects.

Noise Element Action Matrix

Goal N-1: Minimize adverse effects of noise on the community.

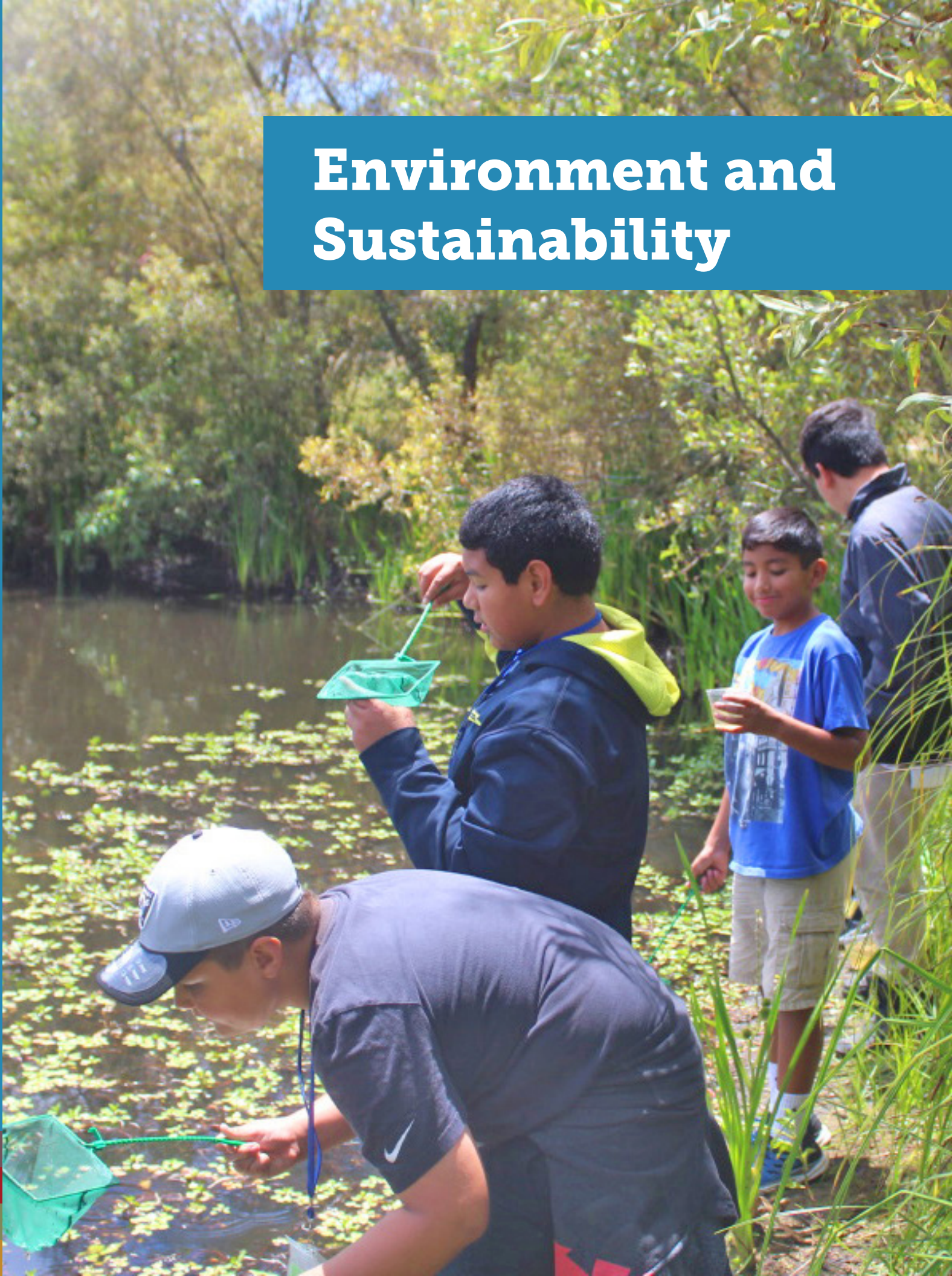
Policy N-1.1: Promote proper land use planning to minimize adverse effects of noise.

Action	Department	Timeframe
Action N-1.1.1: Require noise-reducing design features in the Zoning Code for new development and reuse/revitalization projects to address the impact of noise on residential development. Use noise/land use compatibility standards and the Noise Contours Map as a guide for future planning and development decisions to ensure that new development can be made compatible with the noise environment.	Community Development	Short
Action N-1.1.2: Ensure proposed development meets Title 24 Noise Insulation Standards for construction.	Community Development	Ongoing
Action N-1.1.3: Support continuation and improvement of the Airport's noise abatement program. Ensure that new development within the Salinas Municipal Airport "area of influence" does not result in a land use/noise compatibility conflict or hazard, is compatible with the airport noise environment, and meets the guidelines of the Caltrans handbook.	Community Development Public Works	Ongoing
Action N-1.1.4: Protect Sensitive Receptors land uses listed in Table N-1 from adverse impacts caused by the noise generated by new developments. Incorporate necessary mitigation measures into development design to minimize short-term noise impacts. Prohibit long-term operational noise increases at the sensitive receptor property line, or new uses that generate noise levels at the sensitive receptor property line, as follows: <ul style="list-style-type: none"> Greater than 3 dBA Ldn increase for ambient noise environments of higher than 60 dBA Ldn; and Greater than 5 dBA Ldn increase for ambient noise environments of less than or equal to 60 dBA Ldn. 	Community Development	Ongoing
Policy N-1.2: Minimize transportation-related noise impacts.		
Action	Department	Timeframe
Action N-1.2.1: Ensure noise impacts generated by vehicular sources are minimized through the use of noise control measures (e.g., earthen berms, landscaped walls, lowered streets).	Community Development	Ongoing
Action N-1.2.2: Control truck traffic routing to reduce transportation-related noise impacts on sensitive land uses.	Public Works	Ongoing
Action N-1.2.3: Enforce the City of Salinas Noise Ordinance as it relates to vehicles and traffic-related sources.	Police	Ongoing
Action N-1.2.4: Provide sufficient annual funding to continue strategic improvement of roadway pavements.	Public Works	Ongoing

Policy N-1.3: Minimize non-transportation related noise impacts, including excessive construction noise and vibration.

Action	Department	Timeframe
Action N-1.3.1: Enforce the City of Salinas regulations to ensure stationary noise sources and noise or vibration emanating from construction activities, private development/ residences, and special events are minimized.	Police Community Development	Ongoing
Action N-1.3.2: Update the Municipal Code to limit any construction, alteration, or repair activities that require the issuance of a permit from the City of Salinas to the following hours: <ul style="list-style-type: none"> • 7:00 a.m. to 10:00 p.m. Monday through Friday; and • 8:00 a.m. to 8:00 p.m. Saturday, Sunday, and Observed Holidays. 	Community Development	Short
Action N-1.3.3: Update the Municipal Code to require that construction, alteration, or repair activities that require the issuance of a permit from the City of Salinas shall not result in groundborne vibration over 0.3 peak particle velocity (in/sec), measured at the nearest receiving off-site structure.	Community Development	Short

Environment and Sustainability



10. Introduction

Overview

The Environment and Sustainability Pillar is comprised of the Conservation and Environmental Safety Element and the Open Space Element. Both elements focus on the connection between humans and the natural environment and seek to support populations that are most vulnerable to natural hazards such as drought, high heat, flooding, severe weather, sea level rise, landslides, and wildfires. These elements work in collaboration to enhance the quality of and access to environmental benefits, as well as protection from potential environmental hazards.

The Conservation and Environmental Safety Element identifies potential natural and human-caused hazards and addresses practices to increase community resilience, and to improve emergency preparedness and response. The element addresses climate adaptation, water and energy conservation, the protection of natural resources, and natural disaster risks and protections.

The Open Space Element contains community goals to protect and enhance parks and recreational spaces to ensure a high-quality living environment in Salinas. The Open Space Element provides a vision for an innovative, inclusive, and interconnected system of parks and open spaces that promotes outdoor recreation, healthy living, and sustainability as integral elements of a thriving and livable Salinas.

Equity Connection

The City's policies and practices related to conservation, environmental safety, and open space are rooted in the principles of social equity and resilience so that the fundamental needs of all people are met regardless of their race, color, ethnicity, language, age, marital status, gender identity, sexual orientation, religion, beliefs, income, where they live, citizenship status, health, or disability. This overarching core value is reflected in the goals, policies, and actions of the Environment and Sustainability Pillar.

Populations that are potentially most vulnerable to climate change-related hazards are identified in the related Vulnerability Assessment and are evaluated using two criteria:

1. Impact - The potential for harm
2. Adaptive capacity - The ability to resist or recover from harm given existing resources

Populations and community assets with high impact and low adaptive capacity are the most vulnerable to climate change-related hazards, while those with low impact and high adaptive capacity are least vulnerable, although not immune.

Populations found to be the most vulnerable include outdoor workers, seniors living alone, incarcerated and formerly incarcerated individuals, persons experiencing homelessness, low-resourced people of color, and financially constrained households. Members of vulnerable populations and communities may historically or currently lack access to the resources and support needed to prepare for or recover from future hazards and therefore can be more susceptible to negative impacts than other populations.

Guiding Principles Connection

- **Economic Prosperity, Equity, and Diversity:**

Policies and regulations to reduce the community's risk of potential natural and human-caused hazards, or to improve the community's ability to resist and recover from these hazards, can improve the health and safety of Salinas residents and businesses. Community resilience can help position the City for future investment and economic growth as well as improve residents' mobility and access to employment and educational opportunities.

- **Housing Opportunities for All:** Healthy, affordable, and safe housing strengthens every neighborhood by engaging methods to adapt to and mitigate risk of environmental hazards such as fire, flooding, earthquakes, and drought.

- **Healthy and Safe Community:** Salinas prioritizes the health and wellbeing of the most vulnerable members of the population. Community health and safety can be improved through policies and regulations to mitigate the risk of natural hazards and promote a safe and equitable supply of resources for the community's current and future needs. Ensuring that community facilities are clean, safe, and accessible supports quality of life by encouraging residents to socialize and participate in healthy physical, educational, and enrichment activities.

- **Youth are the Future:** Access to recreation facilities, libraries, and parks are crucial to the healthy development of the community's youth. Support for policies that promote the development of these facilities is vital to increasing access to education, recreation, employment, and a healthy environment.

- **Collaborative, Inclusive, and Engaged**

Decision-Making: Successful implementation of the General Plan requires intentional and ongoing community collaboration and engagement. Efforts to reduce energy and water use, prepare for disasters, and improve resilience also require an educational component for residents and businesses in the city.

- **Livable and Sustainable Community:**

Salinas' parks, open space, and recreational facilities support a diversity of programs and opportunities that help create a livable and sustainable community. Policies and programs that encourage responsible use and conservation of resources will help ensure that all residents can continue to thrive during times of environmental stress and resource scarcity.

- **Connectivity, Access, and Mobility:** New and modified transit networks throughout Salinas should support improved accessibility and connectivity for residents and visitors to neighborhoods, employment centers, key services, and recreational facilities.

- **A Community to Celebrate:** The physical setting and natural resources of Salinas contribute to the community's unique identity. Parks, open space, public spaces, and recreational facilities should be designed in a manner that supports public health and is accessible and relevant to the community that they serve. Encouraging new facilities and open space will create new gathering places for festivals, performances, and other community celebrations.

Related Plans Connection

The General Plan update builds on extensive community planning efforts occurring since the 2002 General Plan, particularly those in recent years. In the past decade, Salinas completed over a dozen citywide and district plans and community engagement projects, as well as participated in regional planning efforts in the Monterey County area. Plans related to the Environment and Sustainability Pillar include:

- **Economic Development Element (2017):** The Economic Development Element (EDE) was first incorporated into the General Plan in 2017. The EDE was intended to align strategies and actions to focus on quality of life and address its core themes of safety, jobs, and health. It also examined long-term land availability for economic development and identified Economic Opportunity Areas throughout the city. 2017 EDE policies related to parks and recreation are incorporated into the Open Space Element.
- **Visión Salinas Guiding Principles (2018):** Visión Salinas was launched in 2017 as a collaborative effort to coordinate engagement for concurrent community plans and to create Guiding Principles for this General Plan update. The eight General Plan Guiding Principles are the result of engagement efforts with more than 1,000 people through meetings, surveys, and pop-ups.
- **Parks, Recreation, and Libraries Master Plan (2019):** This plan inventories the physical and programmatic needs of Salinas' parks, recreation facilities, and libraries. Community engagement showed that renovating and upgrading existing facilities was resident's top concern, with creating new parks also a top priority. This Master Plan forms the basis much of the Open Space Element.
- **Alisal Vibrancy Plan (2019):** The Alisal Vibrancy Plan (AVP) is the first resident-led community plan for the east side of Salinas, commonly known as the Alisal. The AVP aims to alleviate and reverse the underinvestment that the community has faced for decades both pre- and post-annexation into the city. Many AVP recommendations are incorporated into the Open Space Element.
- **Monterey-Salinas Transit Comprehensive Operational Analysis (2021):** Monterey-Salinas Transit (MST) is the agency responsible for public transit in Salinas and Monterey County. The MST Comprehensive Operational Analysis outlines recommendations for transit routes and increased ridership. The Open Space Element encourages public transit use to access Salinas' parks and natural areas.
- **Monterey County Multi-Jurisdictional Hazard Mitigation Plan (2022):** Salinas is one of the 12 incorporated municipalities and five special districts that are parties to the Monterey County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). The MJHMP meets Federal Emergency Management Agency (FEMA), Code of Federal Regulations (44 CFR §201.6), and federal Disaster Mitigation Act requirements for hazard mitigation planning. The Conservation and Environmental Safety Element supports many MJHMP policies at the local level.
- **180/400-Foot Aquifer Subbasin Groundwater Sustainability Plan (2022):** This plan was developed by the Salinas Valley Basin Groundwater Sustainability Agency (SVBGSA) for the long-term sustainability of the 89,700-acre subbasin, which stretches under the southwest boundary of Salinas. The Conservation and Environmental Safety Element contains related policies to reduce water usage, including working with the SVBGSA.

- **Eastside Aquifer Subbasin Groundwater Sustainability Plan (2022):** This plan was developed by the SVBGSA for the long-term sustainability of the 57,500-acre subbasin that sits east of U.S. 101 and stretches from Prunedale to Gonzales. The Conservation and Environmental Safety Element incorporates policies and actions to enhance water conservation efforts.
- **Housing Element Update (2023):** The 2023-2031 Housing Element fulfills the statutory requirements and deadline for the State's 6th Cycle Housing Element Update process, including planning for the local Regional Housing Needs Allocation (RHNA) and a range of programs to increase housing production and access for all residents. The Housing Element also contains policies related to residential energy efficiency and calls for additional investment of parks and open spaces in under resourced areas of Salinas.
- **Stormwater Master Plan (2024):** This plan details the existing conditions of the stormwater sewer systems and identifies needs for future grey and green infrastructure to manage stormwater and flooding in Salinas. The Conservation and Environmental Safety Element includes policies on water quality, conservation, and flood prevention.
- **Active Transportation Plan (2024):** The Salinas Active Transportation Plan (ATP) is a roadmap for future walking and biking facilities around the city, including sidewalks, intersection improvements, bicycle facilities, and trails. The ATP replaces the 2002 Bikeways Plan, the 2004 Pedestrian Plan, and positions projects for future grant funding opportunities. The ATP's trail plan relies extensively on the City's parks and open space network and is closely related to the Open Space Element. The Open Space Element also calls for increased access to parks via active transportation.
- **Urban Forest Management Plan (2024):** The Urban Forest Management Plan (UFMP) addresses tree canopy cover, protection policies, and adjusting tree planting and maintenance programs to reflect current challenges such as pests and climate change. It recommends regularly updating the City Tree Inventory (last completed in 2014), preparing for threats to the urban forest, investing in equitably increasing tree plantings, and educating the public on the value of City trees. Protecting the urban forest is related to Conservation and Environmental Safety Element Goals on increasing resiliency and enhancing ecological resources.

11. Conservation and Environmental Safety Element

Introduction

The physical setting and natural resources of Salinas contribute to the community's unique identity. The purpose of the Conservation and Environmental Safety Element is to identify and address natural and human-caused hazards in or near Salinas that represent a potential risk to the community's residents, structures, public facilities, and infrastructure. This element satisfies state statutory requirements for Conservation and Safety Elements, as well as Open Space in part, specifically related to open space for resource management and public safety. Resources addressed in this element include:

- Ecological
- Biological
- Cultural
- Agricultural
- Energy
- Water availability and quality

Salinas' geography and land uses can make it susceptible to environmental hazards, including those created or made worse by climate change. Hazards can include wildfire and associated smoke, earthquake damage from nearby faults, flooding, drought, and extreme heat that can threaten the community and the local agricultural industry. The Land Use and Open Space Elements work in coordination with this element to guide conservation and development by balancing community needs with environmental preservation and mitigating the effects of climate change.

Goals:

Goal COES-1: Increase the adaptability and resiliency of Salinas to the effects of climate change.

Goal COES-2: Ensure a safe and adequate water supply for the community.

Goal COES-3: Encourage energy conservation and use of carbon-free energy sources.

Goal COES-4: Protect and enhance significant ecological, biological, and archeological resources in the planning area.

Goal COES-5: Reduce the risk to the community from flooding, wildfire, seismic activity, geologic conditions, and other natural hazards.

The goals, policies, and actions in this element aim to describe the area's natural resources to guide the City's response to natural hazards and minimize danger to residents, workers, and visitors. This element also focuses on vulnerable populations or communities who may lack access to the resources and support needed to prepare for, or recover from, the effects of these hazards, and therefore can be more susceptible to harm.

Assets and Challenges

Surrounding farmland and agricultural

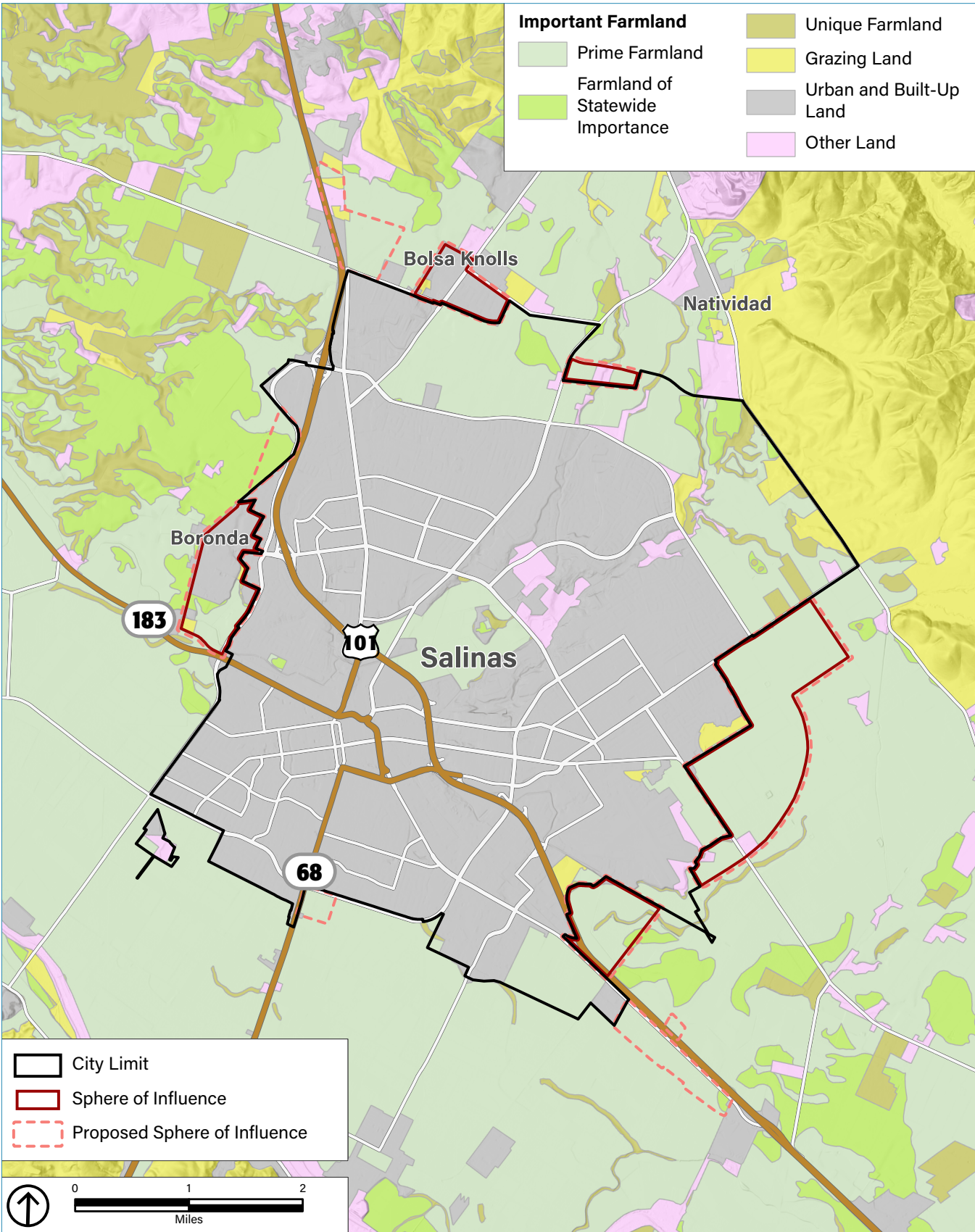
heritage. Situated in the Salinas Valley, the city has historically been an agricultural community and is surrounded by lands that meet the physical and chemical criteria for Prime Farmland or Farmland of Statewide Importance as determined by the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (Figure COES-1). Top-valued crops grown in the region include leaf lettuce, head lettuce, broccoli, wine grapes, spinach, cauliflower, and celery. Farming activities inside Salinas' boundaries have contracted as the city develops and are currently focused within three areas: (1) Carr Lake in central Salinas, (2) the Future Growth Area (FGA) north of Boronda Road, (3) the future Salinas Agricultural Industrial Center (SAIC).

Salinas is one of many cities across the state taking ambitious action to reduce greenhouse gas (GHG) emissions to reduce the impacts of climate change. As part of *Visión Salinas 2040*, the City produced its first Climate Action Plan (CAP) to serve as a foundation for the City's comprehensive strategy to reduce GHG emissions and address climate change hazards with an equity focus. A key feature of the Salinas CAP is an inventory of existing and predicted future GHG emissions, along with a plan to reduce GHG emissions to help the City meet the State's ambitious reduction targets, with the goal of carbon neutrality by 2045. While the CAP focuses on overall GHG reductions, this element addresses energy use and the resiliency and adaptation aspects of climate change. The CAP is also closely related to the Land Use and Circulation Elements, both of which include policies related to GHG reduction, such as creating more mixed-use areas and increasing alternative transportation options. The Housing Element also contains strategies for making Salinas' current and future housing more sustainable.

Since the 1988 General Plan, each of these areas has been designated for future development. Seventy-three acres of Carr Lake has been designated as future parkland and was purchased in 2017 by the Big Sur Land Trust for the creation of a neighborhood park and seasonal wetland restoration area. The neighborhood park, named Ensen Community Park, opened in 2025. Construction of the wetlands is underway. Although the majority of Carr Lake has a General Plan Land Use Designation of Parks and Recreation, the 2017 Economic Development Element included an amendment to the General Plan Land Use map to designate some portions of Carr Lake for mixed-use development. Carr Lake is also the only area within city boundaries with a Williamson Act contract (see Figure COES-2). The City has already adopted three specific plans (Gateway, West Area, and Central Area specific plans) for the referenced FGA and is working on a fourth (the East Area Specific Plan) for the remaining portion. The City also adopted a specific plan for the SAIC in 2010 for the expansion of industrial uses in that area. See the Land Use Element Assets and Challenges section for more discussion of these specific plans.

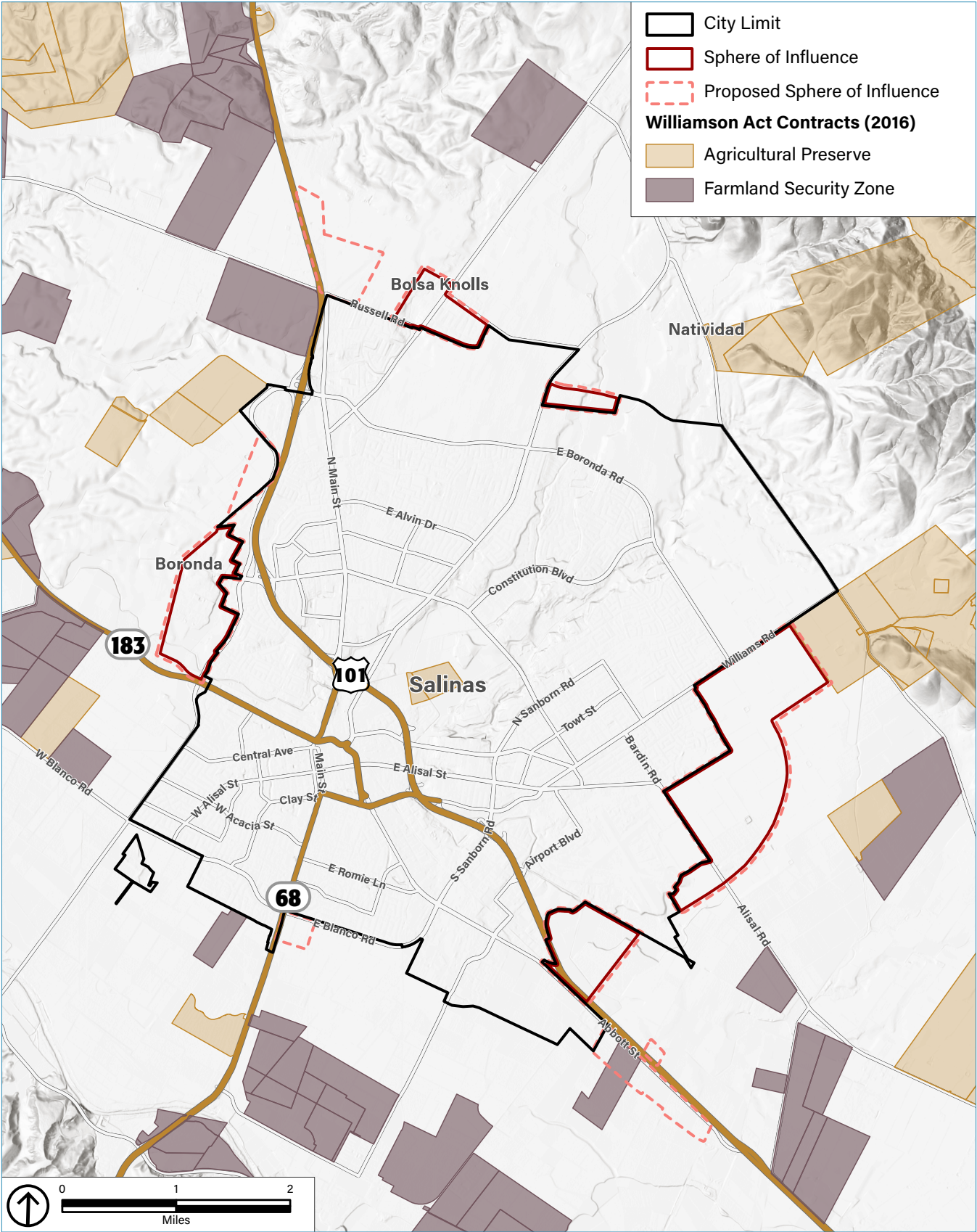
By prioritizing development in these areas within city limits and selectively considering future growth, the City seeks to maintain its compact form and avoid unmitigated sprawl and leapfrog development. City expansion beyond its current limits is also currently limited by the 2006 Greater Salinas Area Memorandum of Understanding (GSA-MOU) between the City and the County of Monterey. The GSA-MOU directs future city growth to the north and east of city limits to protect prime farmland to the south and west. The City worked with the Local Agency Formation Commission (LAFCO) of Monterey County on its 2024 addition of agricultural mitigation policy implementation guidelines for city annexations of farmland. The City also worked with the County of Monterey during the development of the County's 2024 Agricultural Land Conservation Ordinance. LAFCO's policy implementation guidelines and

Figure COES-1: Inventory of Important Farmland



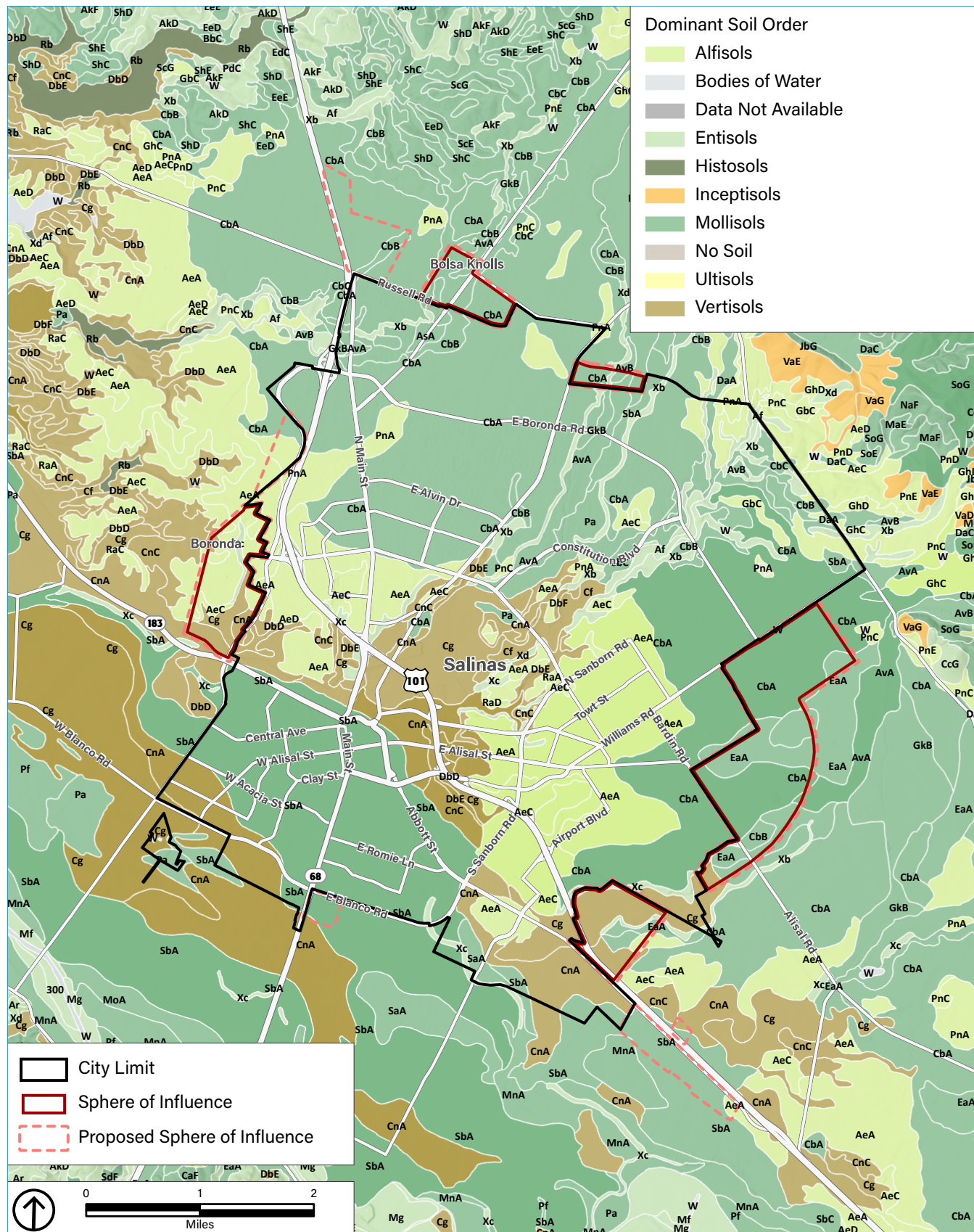
Source: California Department of Conservation, 2018; PlaceWorks, 2021.

Figure COES-2: Inventory of Williamson Act Lands



Source: Monterey County Assessor's Office, 2016; City of Salinas, 2021.

Figure COES-3: Inventory of Local Soils



Source: Web Soil Survey, United States Department of Agriculture (USDA) and Natural Resources Conservation Services (NRCS), 2020.

the County's ordinance establish standards for protection, including mitigation ratios for conversion projects, of the highest-quality farmland and other farmland in unincorporate areas of Monterey County, including areas surrounding Salinas.

Native Plants, Animals, and Wildlife Habitat.

Vegetation, fish, and wildlife habitat are essential to the community of Salinas. As pressure for development grows, the preservation of valuable and diverse species becomes increasingly important. Salinas has many sensitive habitats, including riparian areas (i.e., areas along major water courses) like Gabilan Creek, Natividad Creek, and Alisal Creek. In-stream wetlands and seasonal wetlands along the bottom of channelized watercourses, such as the lower portions of Gabilan Creek and portions of the Alisal Slough, can also be found in the city. Riparian and wetland habitats are home to woodland vegetation and provide important foraging and breeding areas for a variety of wildlife species. These areas also provide valuable assets for recreation and flood-control. Figure COES-4 shows the location of creeks and other wetlands in the Salinas area based on mapping from the National Wetland Inventory. Sensitive habitat along Gabilan, Santa Rita, Alisal, and Natividad Creeks, and in the Carr Lake area, is protected from development by being designated as parks or open space.

The City also recognizes the importance of protecting occurrences of special-status species and sensitive natural communities. Sensitive natural communities, such as native grasslands and riparian woodlands, are considered rare by the California Department of Fish and Game because of limited distribution and threats from development pressure. Special-status species are plants and animals that are legally protected under the State and/or federal Endangered Species Acts or other regulations, as well as other species that are considered rare enough by the scientific community and agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or

denning locations, communal roosts, and other essential habitats. Species with legal protection under the federal and State Endangered Species Acts often represent major constraints to development, particularly when they are wide-ranging or highly sensitive to habitat disturbance, and where proposed development would result in a "take"¹ of these species.

The Salinas area supports a high number of special-status species with varying legal protective status. Based on the records maintained by the California Natural Diversity Database (CNDDB) of the California Department of Fish and Wildlife, 19 special-status plant species (see Figure COES-5) and 16 special-status animal species (see Figure COES-6) have been reported within several miles of Salinas. This includes designated critical habitat for Yadon's piperia or rein-orchid (*Platanthera yadonii*) plant, which is located along the east side of Highway 101 about three miles north of the city limit. Other special-status species of particular concern in the Salinas vicinity include Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*), which has been reported from multiple occurrences within the city limit, and the California tiger salamander (*Ambystoma californiense*), California red-legged frog (*Rana draytonii*), western pond turtle (*Actinemys marmorata*), and western burrowing owl (*Athene cunicularia*), among other species. Protection of special-status species and other sensitive resources requires an understanding of current distribution, necessary development setbacks to secure essential habitat, and appropriate mitigation where potential impacts are unavoidable, in compliance with State and federal laws.

1 The 1973 federal Endangered Species Act defines the term "take" as, "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct."

Figure COES-4: Inventory of Open Space and Waterways

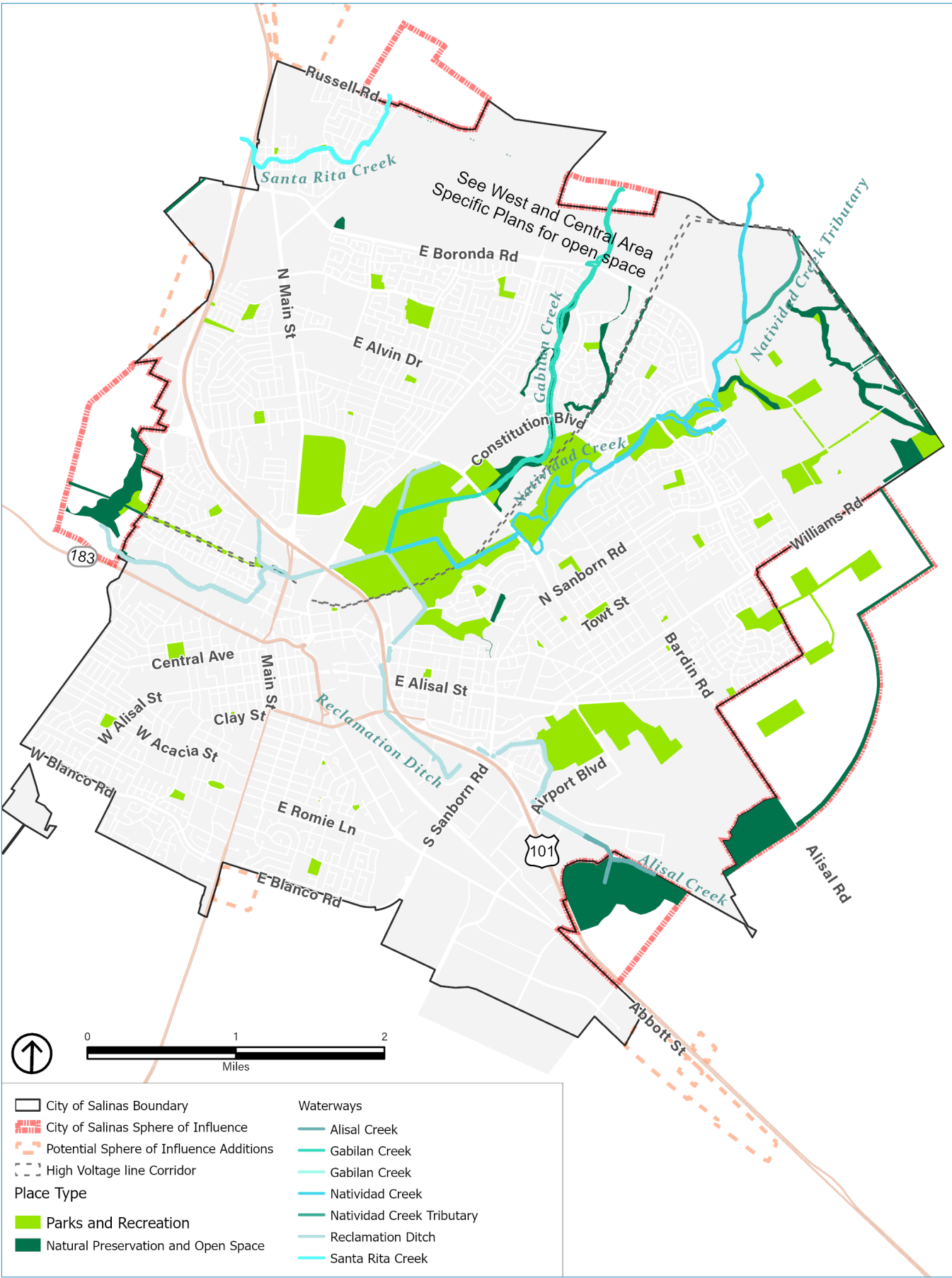
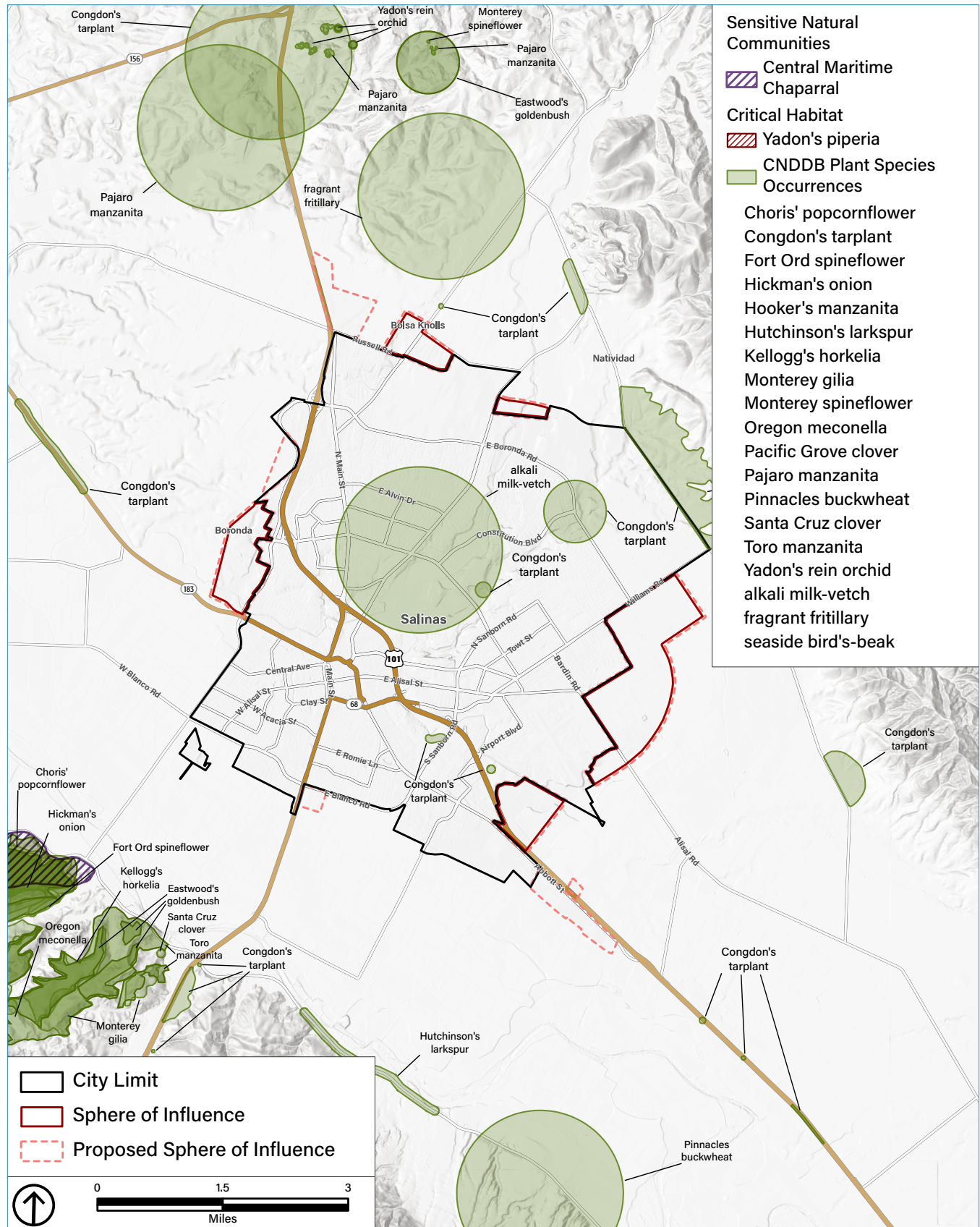
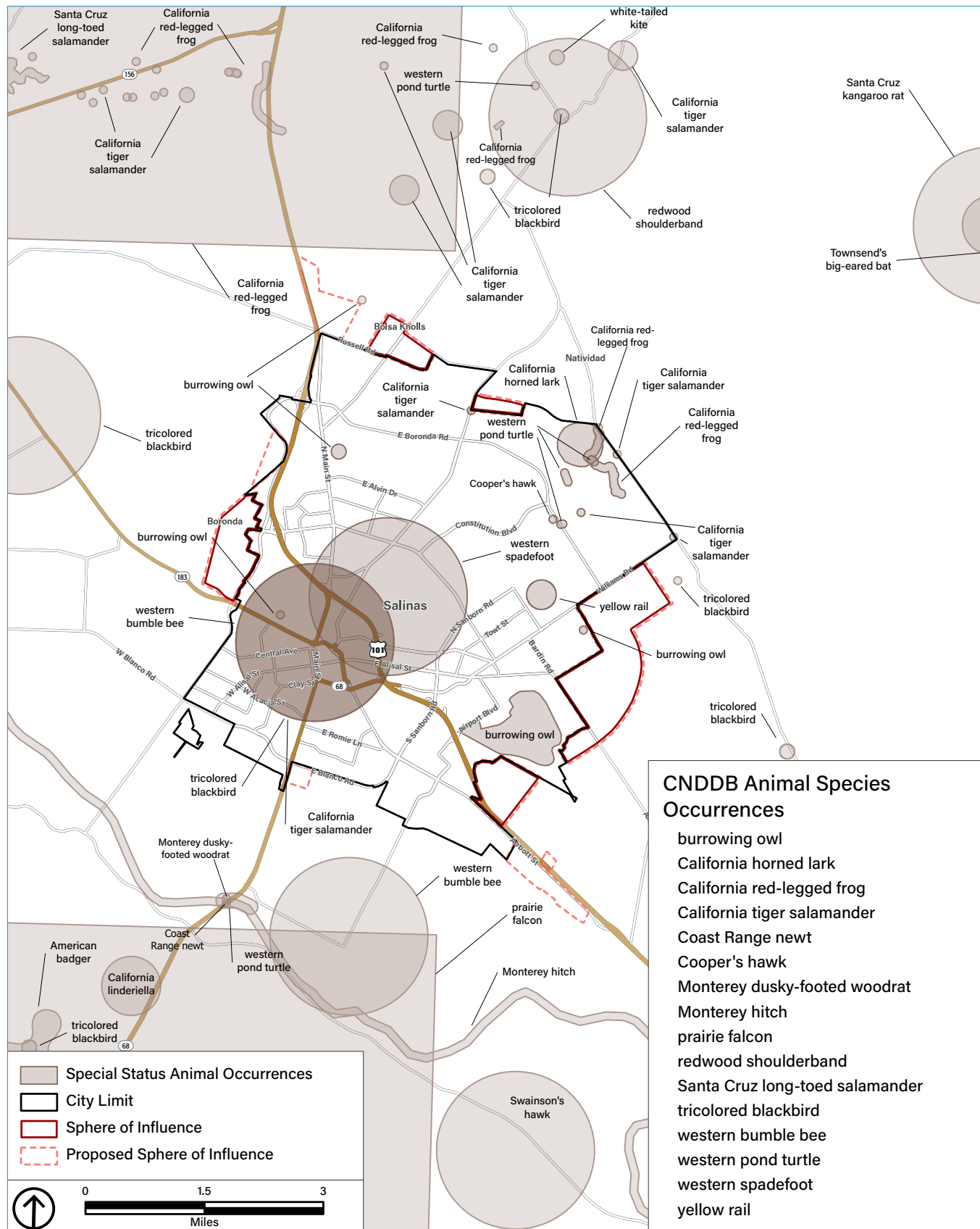


Figure COES-5: Inventory of Sensitive Plant Species Distribution



Source: CA Department of Fish & Wildlife; Esri, 2021; City of Salinas, 2021; PlaceWorks, 2021.

Figure COES-6: Inventory of Special-Status Animal Species Distribution



Source: CA Department of Fish & Wildlife; Esri, 2021; City of Salinas, 2021; PlaceWorks, 2021.

Climate vulnerability risks. The City of Salinas prepared a Climate Change Vulnerability Assessment to inform the General Plan and CAP (included in the appendices). The Climate Vulnerability Assessment identifies who and what in Salinas is most at risk from climate change-related hazards and provides a foundation for climate change adaptation and resilience policies to be included in this element and the CAP. Vulnerable populations disproportionately affected by climate change and related hazards, include children, outdoor workers, seniors, persons with disabilities, and unhoused persons. Risks identified in the Vulnerability Assessment include:

- Significant risk of crop disruption.
- Health impacts from extreme heat.
- Increased valley fever risk.
- Damage to river and creek ecosystems.
- Sea level rise may harm groundwater.
- Greater risk of energy disruption.
- Air quality impacts from increases in regional wildfires.

Water supply risk. Salinas uses groundwater as its sole water supply. Urban groundwater is sourced by California Water Service (Cal Water) and Alco Water Service (Alco) and is primarily recharged by the Salinas River (Figure COES-7). Both water service companies completed a Water Supply Assessment (WSA) for this General Plan to project adequate water supply through the General Plan horizon year of 2040. The two WSAs are included in the appendices for the Environmental Impact Report of this General Plan. This element contains policies to help support water supply and quality sustainability through and beyond 2045.

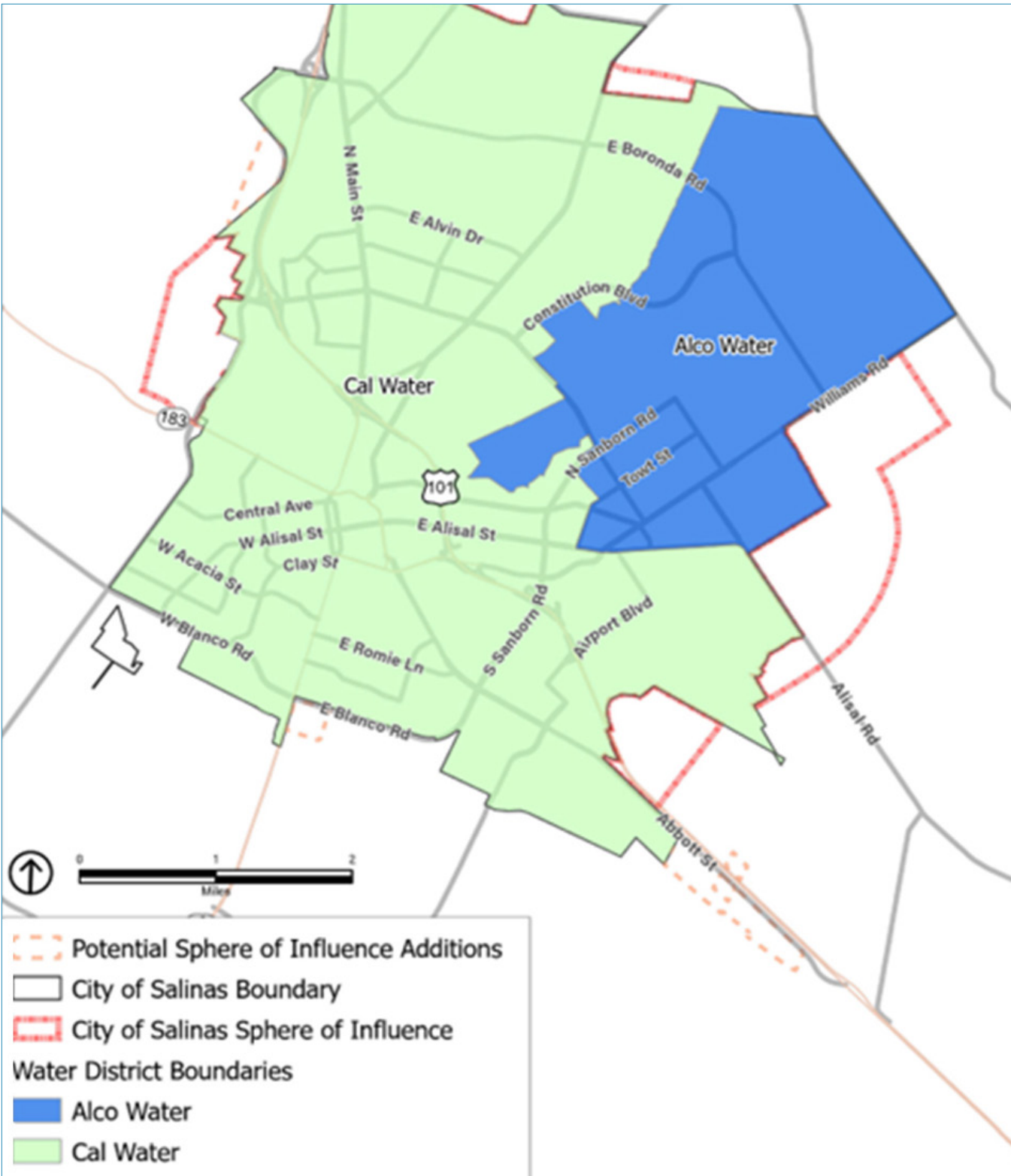
For urban uses, groundwater is pumped from wells in the 180/400-Foot Aquifer and the Eastside Aquifer in the Salinas Valley Groundwater Basin (Figure COES-12). Agricultural users generally own and operate their own wells that pull from the same aquifers. High dependence on

groundwater and increased water demand from urban and agricultural uses have strained groundwater supplies and caused long-term declines in groundwater levels in some parts of the Salinas Valley. Several potential constraints to future groundwater supply, include water quality, overdrafting, and climate change. When groundwater is overdrafted, there can be issues related to water supply and contamination by seawater intrusion or agricultural chemicals. Overdrafting of groundwater can also lead to subsidence, which is the gradual caving or sinking of the valley floor. Climate change makes it difficult to predict future conditions. Increased instances of drought or heavy rainfall also make supply predictions less certain. Acting today to conserve the area's groundwater supply can help lessen the potential issues of tomorrow.

Flood hazards. Despite the recent recurrence of drought, the Salinas River Valley is also susceptible to flood hazards from rain and recently experienced flooding during the 2023 winter storms. Flood-prone areas in the city generally fall into a wide band on either side of Salinas' creeks in the vicinity of the airport and a narrow strip along the Reclamation Ditch running northwest-southwest through the city (Figure COES-8). The following areas have a known potential for flooding: Carr Lake, Cesar Chavez Park, Closter Park, Gabilan Creek, Kern Street, Market Street, Merced Street, Natividad Creek, Reclamation Ditch, Salinas River, Santa Rita Creek, and Williams Road.

Local precipitation levels are expected to increase slightly from a historic average of 15.1 inches of rainfall per year between 1961 and 1990, to 17.8 inches by the end of the century. Increased rainfall is projected to coincide with a change in overall rainfall patterns, leading to less frequent but higher-intensity storms, which are more likely to cause large-scale flooding. Flooding can damage housing and other buildings, shut down the transportation system by blocking roads and hindering public transportation, and negatively impact the valuable agricultural land surrounding

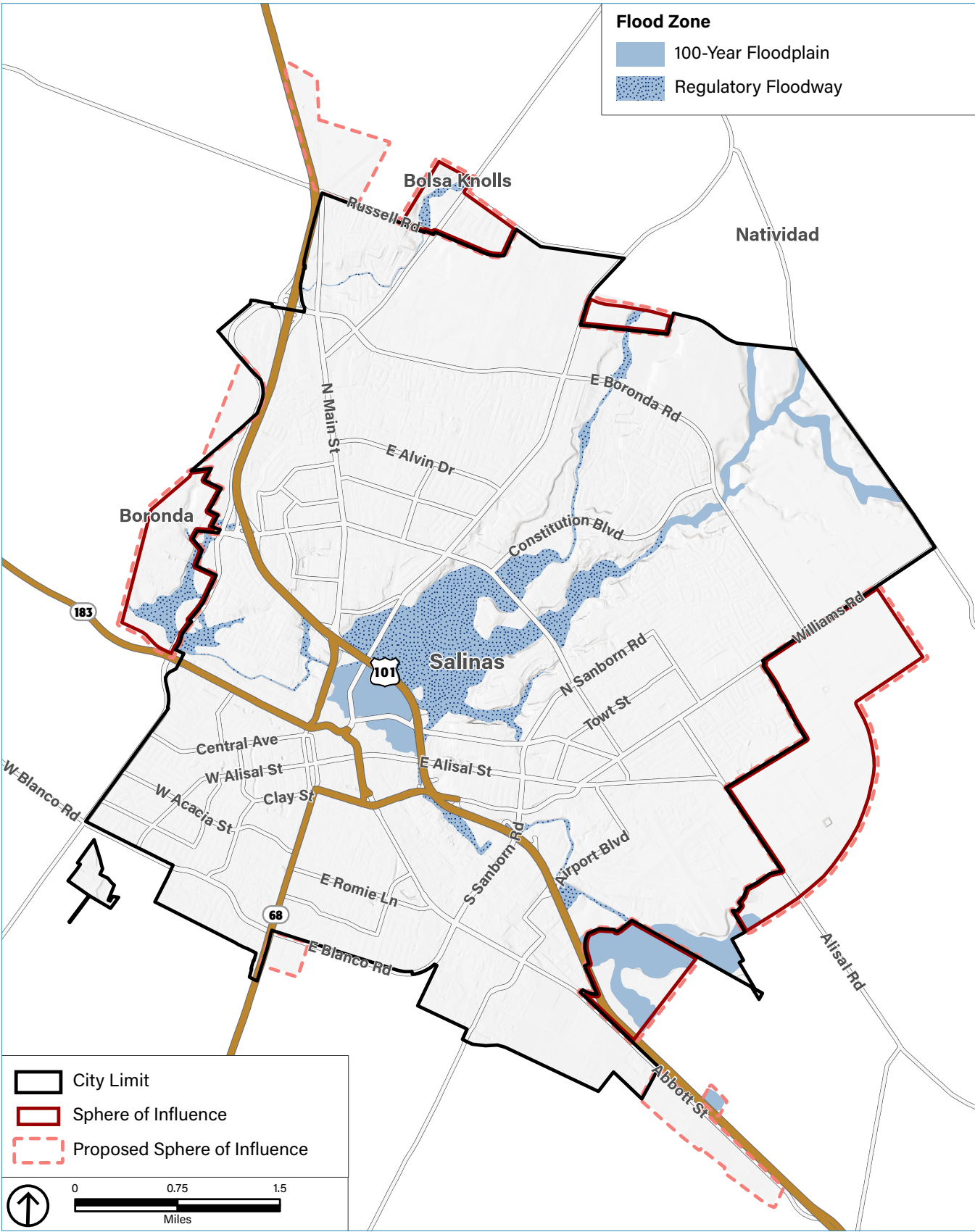
Figure COES-7: Water Supplier Boundaries



the city by delaying planting or destroying crops. An ongoing fiscal challenge in Salinas is the need to upgrade stormwater and flood-control infrastructure to mitigate the risks and associated hazards of flooding.

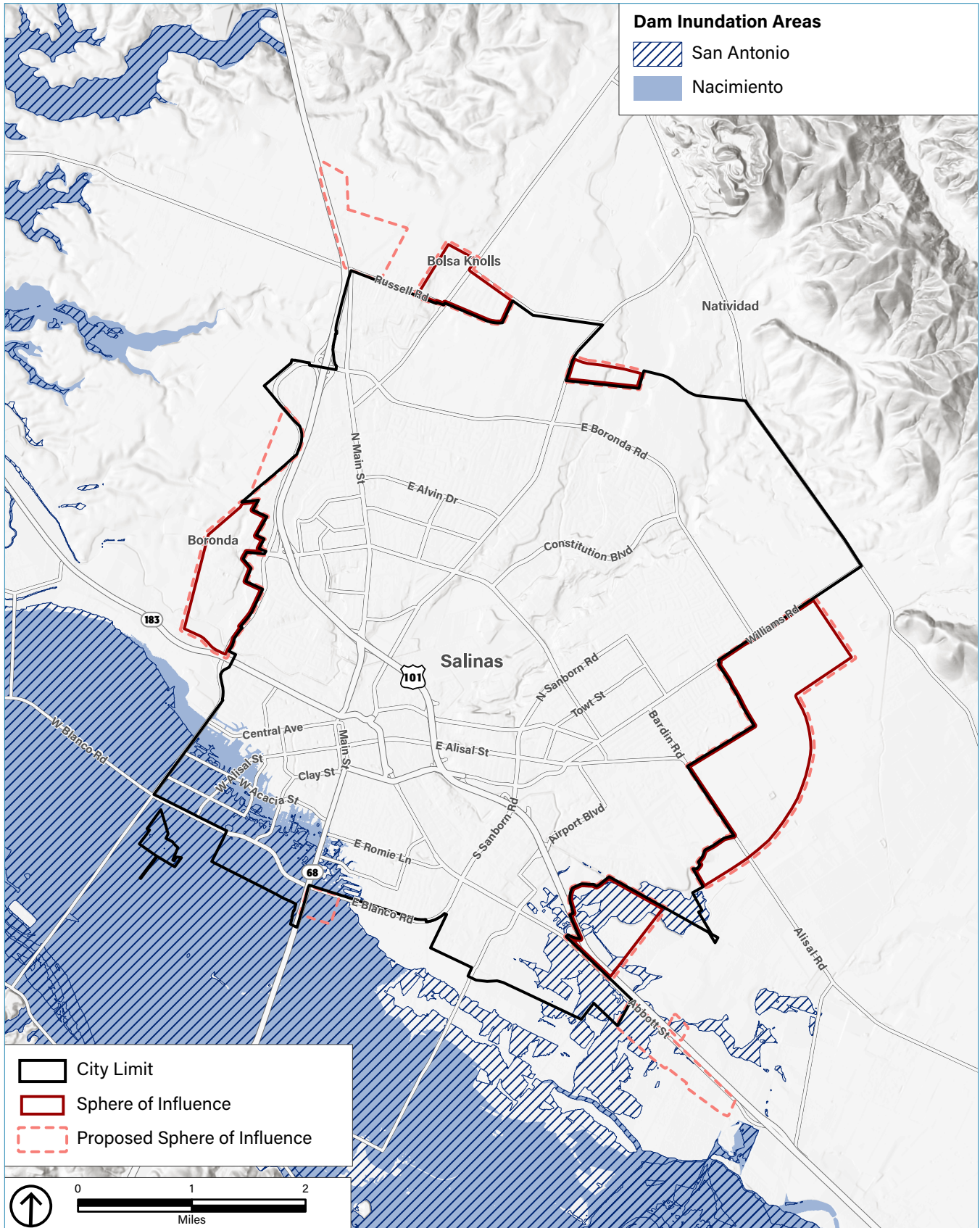
Salinas also has the potential for inundation due to the failure of the Nacimiento and San Antonio Dams (see Figure COES-9). In the event that one of these dams fails during a normal wet river flow, approximately two-thirds of Salinas would be flooded within 22 hours after failure.

Figure COES-8: Flood Hazard Areas



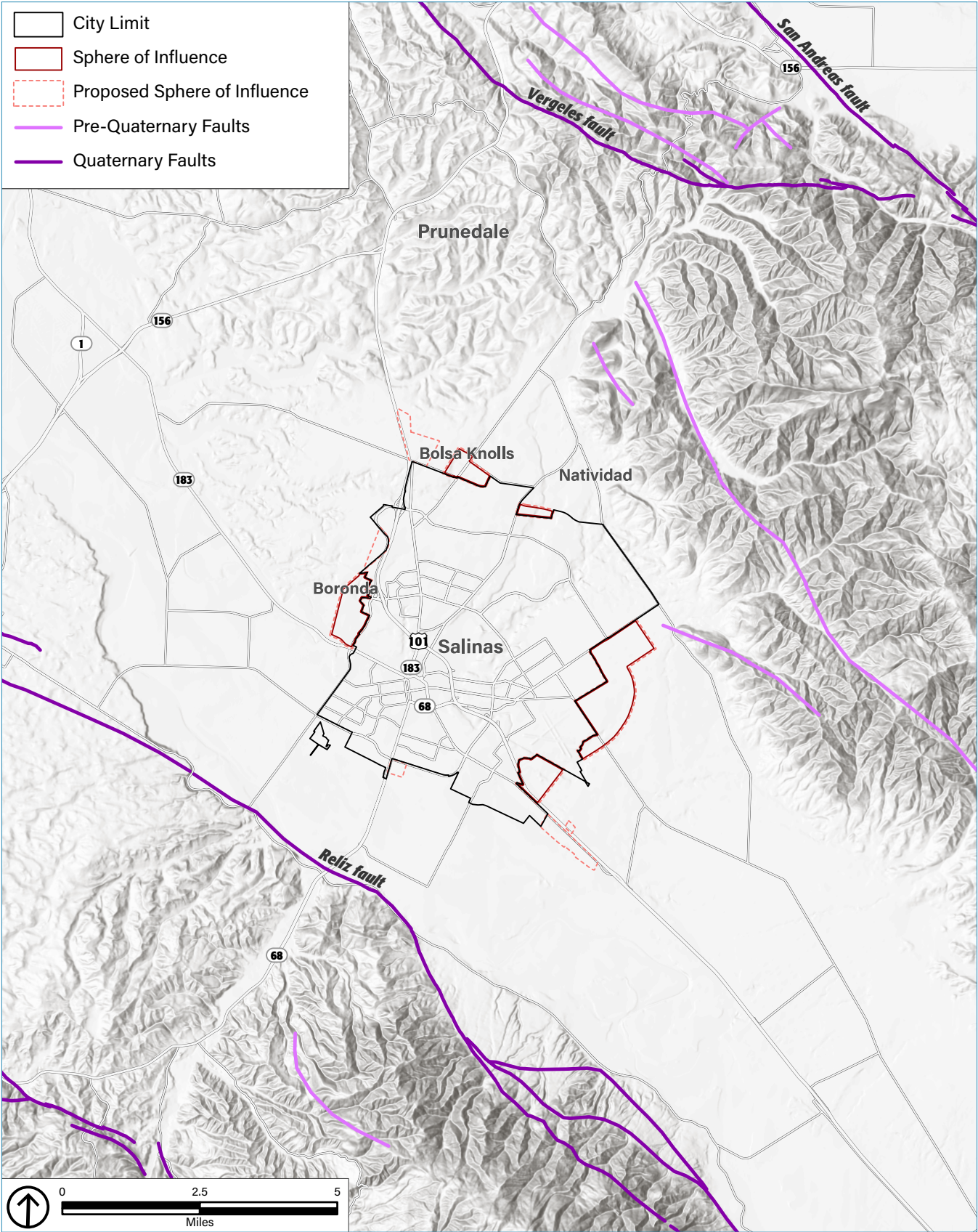
Source: USA Flood Hazard Areas, ESRI, 2021.

Figure COES-9: Dam Failure Potential Flooding



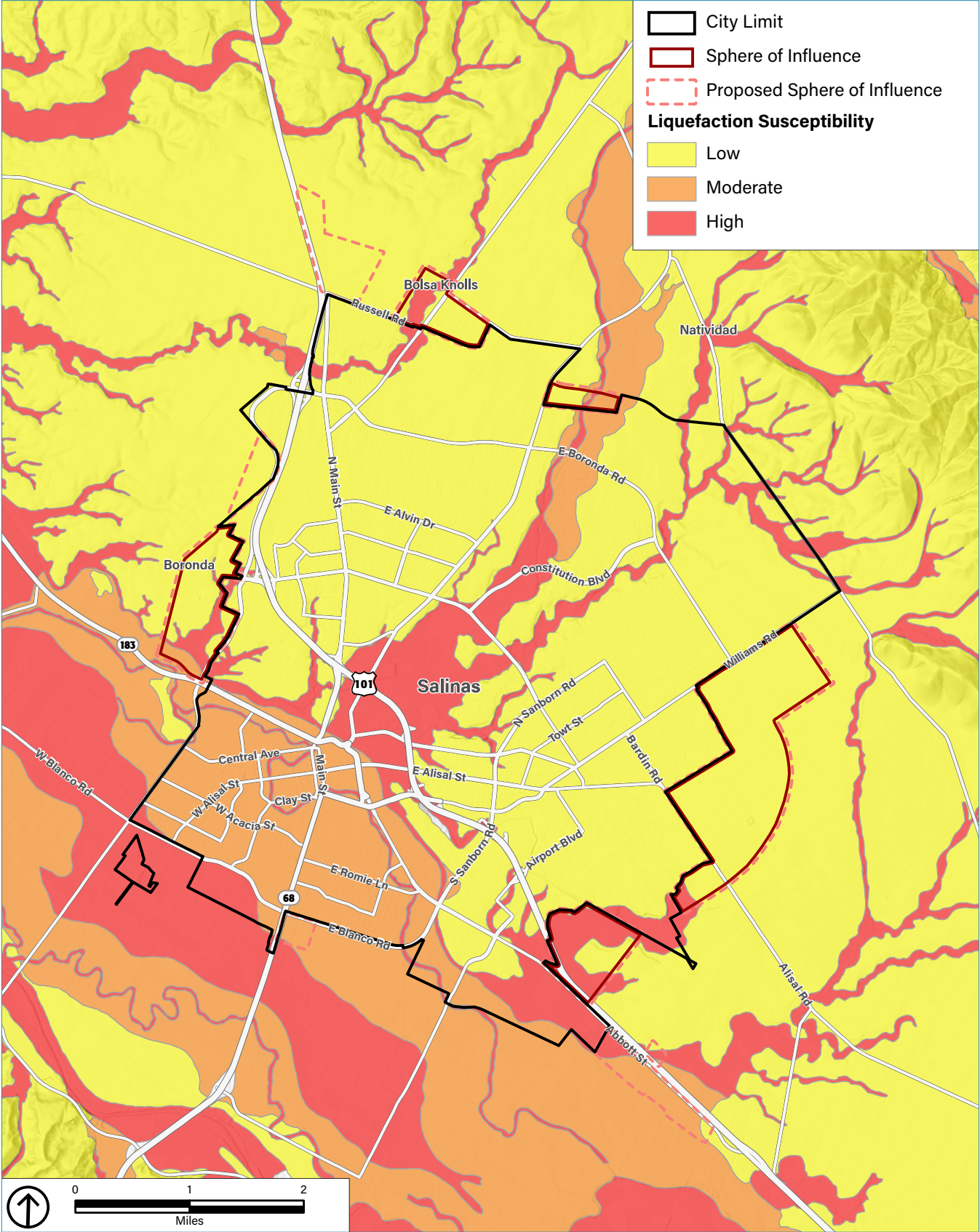
Source: Department of Water Resources (DWR), 2021.

Figure COES-10: Regional Faults



Source: California Department of Conservation, 2020.

Figure COES-11: Liquefaction Susceptibility



Source: Relative Liquefaction Susceptibility of Monterey County, California, 2001; Monterey County Planning Department.

Extreme heat events. Historically, Salinas has experienced an average of three extreme heat days and five warm nights per year. However, Salinas is at increasing risk of extreme heat events, which is when daytime temperatures rise significantly above normal levels (more than 90 degrees Fahrenheit in Salinas), and nighttime minimum temperatures remain significantly above normal levels (59 degrees Fahrenheit in Salinas) during nighttime hours. By the end of the 21st century, Salinas is projected to experience an average of 15 extreme heat days and 102 warm nights per year. Extreme heat events impact farmworkers and other people that work outdoors, seniors, children, individuals with chronic health issues, people experiencing homelessness, and low-income households that may not be able to afford to cool their homes adequately.

Earthquake Risk. Although Salinas lies within a region with active seismic faults, no known active faults are located in the city (Figure COES-10). Therefore, the potential for earthquakes and related hazards is relatively low. The King City and Gabilan Creek Faults are within the planning area and are considered “potentially active.” However, neither fault has had activity over the past 11,000 years nor are they expected to generate seismic activity in the foreseeable future. The greatest seismic threat is related to the San Andreas and Calaveras Faults, approximately 12 and 15 miles from the city, respectively. Areas at risk for liquefaction (when soil loses its strength and behaves like a liquid) are generally along waterways or in the floodplain (See Figure COES-11).

Monterey County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). Instead of a local hazard mitigation plan, Salinas is one of the 12 incorporated municipalities and five special districts that are parties to the Monterey County MJHMP, which was most recently updated in 2022. The MJHMP meets Federal Emergency Management Agency (FEMA), Code of Federal Regulations (44 CFR §201.6), and federal Disaster

Mitigation Act requirements for hazard mitigation planning. Volume One of the MJHMP examines hazards at the regional/County level, while Volume Two contains Jurisdictional Annexes examining hazards at the local level for each participating jurisdiction (Salinas is Annex J). Data and policies from both volumes help inform the policies in this element.

Goals and Policies

Goal COES-1: Increase the adaptability and resiliency of Salinas to the effects of climate change.

The City of Salinas is highly vulnerable to several climate change effects, including extreme heat, drought, flooding, landslides, severe weather, and wildfire. Changes to these hazards threaten the health, safety, and well-being of Salinas community members. These hazards can also impact property, key infrastructure networks and services, natural systems, and the local economy. Salinas’ efforts to address this include planning strategies that will reduce the impacts of climate change, address climate vulnerabilities, and promote community health and wellbeing in the face of a changing climate.

Policy COES 1.1: Protect climate vulnerable populations.

Continued changes to the local climate caused by global climate patterns means that the City must actively seek ways to adapt to these changes while mitigating the adverse impacts on the most vulnerable residents. To accomplish this, the City will take actions to provide increased access to resources to endure the adverse impacts of climate change, such as offering cooling centers during heat events, exploring adaptation grants for housing, increasing outreach and engagement efforts related to the impacts of climate change, and establishing resiliency hubs and educational programs to support residents impacted by climate events.

Policy COES 1.2: Prepare the built and natural environments for a different climate and more severe natural events.

Understanding the interface between the natural and built environments is necessary for the development of a sustainable, healthy, and resilient city. In response to climate change, the City can proactively take steps to adapt to future conditions and lessen negative impacts by preparing for extreme natural events. This adaptation includes focusing efforts on making the built and natural environments within the city more resilient through climate conscious design and landscaping, restoring and enhancing the natural features within the city, ensuring that stormwater and other infrastructure is adequate for future needs or high impact storm events, and ensuring future developments are designed with consideration for the challenges of climate change. The City will also strive to increase the urban tree canopy and install water and shade amenities in public spaces, particularly in historically under invested and Environmental Justice priority areas (see Health and Environmental Justice Element).

Goal COES-2: Ensure a safe and adequate water supply for the community.

The availability of clean water is a necessity for human life and a thriving natural ecosystem. The city depends solely on Salinas Valley Basin groundwater resources for agricultural and urban activities. State groundwater is managed under the 2014 Sustainable Groundwater Management Act, which requires regional agencies to create groundwater sustainability plans. Although Water Supply Assessments by Cal Water and Alco anticipate that there is enough water supply for the horizon of this General Plan, this availability should not be taken for granted. The City of Salinas intends to improve the resiliency and long-term supply of groundwater resources by expanding water recycling and rainwater retention efforts. Ongoing coordination with water agencies, groundwater sustainability

agencies, suppliers, and distributors will be necessary to meet the future needs of the community.

Policy COES-2.1: Encourage the local conservation of water resources.

With climate change comes increased uncertainty related to annual precipitation, which directly affects the supply of groundwater that the city relies on for its urban and agricultural uses. In light of this increasing risk, the City will encourage residents and businesses to use water wisely and make conservation a way of life. Conservation of water involves actions taken at the agency level, including implementation of policies and programs by the City, water purveyors Cal Water and Alco, and partner agencies, as well as actions taken at the individual level. Each water supplier for the City has adopted its own Urban Water Management Plan that governs its own water conservation policies. Examples of conservation actions include requiring low impact development, installing drought tolerant landscaping, and requiring high efficiency fixtures and appliances. The City must enforce its Water Conservation Ordinance (Chapter 36A of the Municipal Code) and should incorporate water conservation best practices into its development regulations where not already present. Taken together, these efforts will support the City's goal to ensure an adequate and resilient water supply.

Policy COES-2.2: Work with partners on regional solutions to water challenges.

Salinas uses groundwater as its sole water supply, which is pumped from the 180/400-Foot Aquifer and the Eastside Aquifer of the Salinas Valley Groundwater Basin (the Basin) and recharged primarily by the Salinas River (see Figure COES-12). The 180/400-Foot Aquifer stretches from the coast of Monterey Bay, catching the southwest side of Salinas, down to the City of Gonzales. The Eastside Aquifer stretches from Prunedale to just past the City of Gonzales and covers

Salinas east of U.S. 101. The Salinas Valley Basin Groundwater Sustainability Agency (SVBGSA) was established in 2017 under California's Sustainable Groundwater Management Act. The SVBGSA has adopted Sustainability Plans for both subbasins. To ensure adequate future water supplies, the City will need to continue to work with the SVBGSA and other partner agencies and the community on actions that reduce pumping of groundwater, support aquifer recharge and sustainability, increase water reuse (including capturing and reusing stormwater), and possibly identifying new water sources. The 180/400-Foot Aquifer is also threatened by seawater intrusion, which will require significant partnerships and resources to address before it critically damages regional and city water resources.

Policy COES-2.3: Protect and enhance water quality.

Ensuring the City has healthy water quality is vital for residents and the natural environment. The overdrafting of groundwater not only affects supply but also leads to contamination seawater intrusion and exacerbates the degradation of the water supply by nitrate contamination. Most agricultural users in the Salinas Valley Basin are located outside of Salinas, meaning this is a regional challenge requiring collaboration with partner agencies and private businesses. Urban stormwater runoff also results in contaminants flowing into local streams, Carr Lake, and out to the Monterey Bay Sanctuary. To ensure that the community and the natural environment have a safe water supply, the City will need to implement programs to protect groundwater quality and reduce the volume of stormwater runoff by reducing impervious surfaces such as asphalt and enhancing green infrastructure and vegetation that can naturally filter water and assist with infiltration and recharge. The City launched the Clean Water Salinas initiative to encourage holistic stormwater management and education for compliance with State and federal regulations, including the National Pollution Discharge Elimination System (NPDES) Phase 1 stormwater permit.

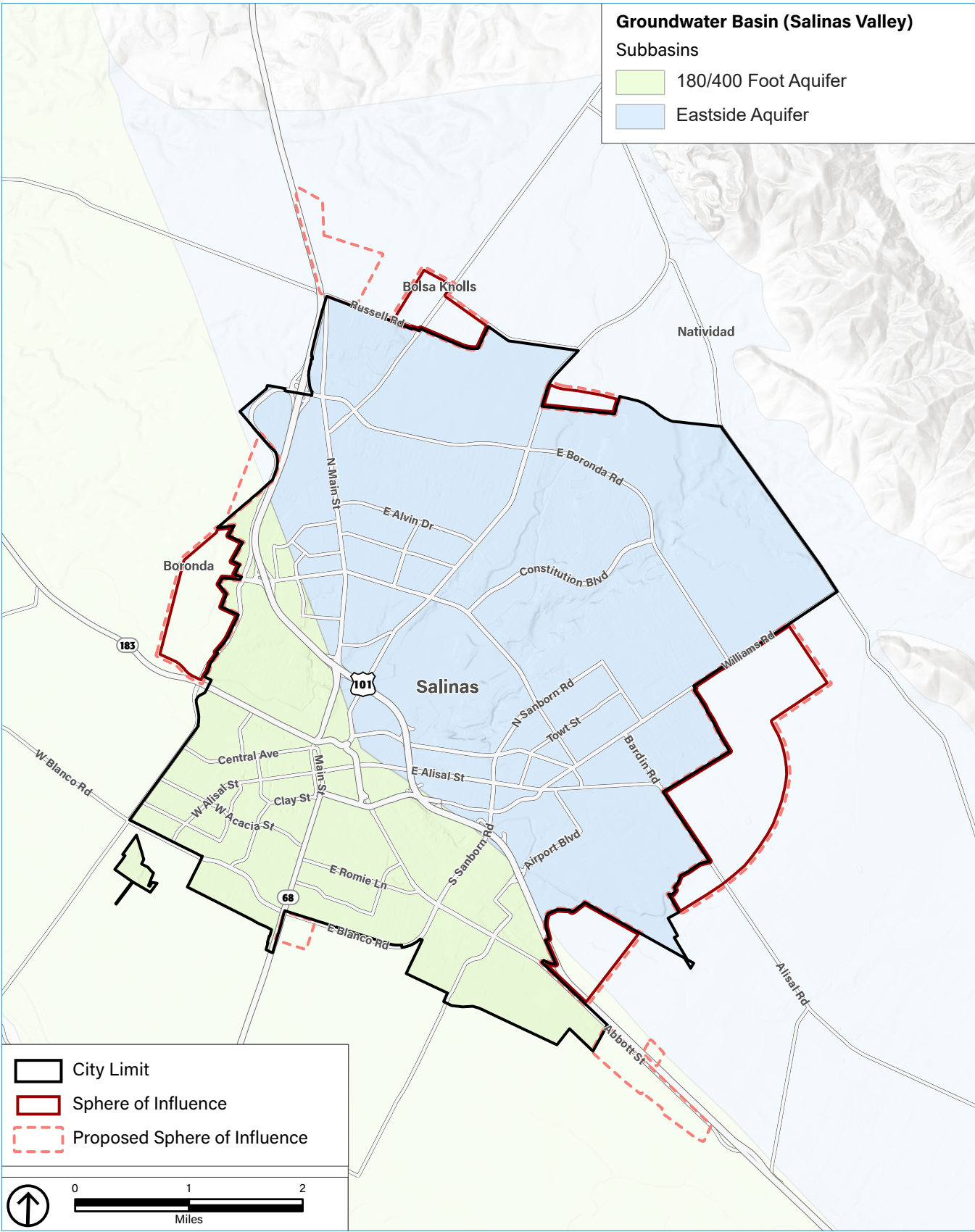
Goal COES-3: Encourage energy conservation and use of carbon-free energy sources.

Adequate supply, distribution, and efficient use of energy are essential for sustaining urban development, supporting agricultural activities, and promoting existing and future economic and population growth. Salinas is committed to reducing GHG emissions and achieving carbon neutrality by supporting State programs like the Renewables Portfolio Standard and Title 24 Building Energy-Efficiency Standards. These efforts are essential to meet the State's target to reduce GHG emissions by 40 percent below 1990 levels by 2030 and achieve "net zero" carbon emissions by 2045. Achieving these targets is also the focus of the Climate Action Plan.

Policy COES-3.1: Apply standards and develop programs that promote energy conservation and a community-wide shift towards renewable energy.

Adapting to climate change and achieving sustainability requires decarbonizing not only the power grid, but also the buildings, vehicles, and equipment that use electricity to power our daily lives. At the local level, the City can support this move to carbon-free energy by encouraging conservation, adoption of new technologies, and application of green design and building standards, such as passive housing, Leadership in Energy and Environmental Design (LEED), net zero, and other standards in new construction and renovation/redevelopment. The City can also encourage local renewable energy production (e.g. residential and commercial solar) and develop infrastructure to support electric vehicles. The implementation of these strategies will help the City progress towards a more sustainable, carbon-free energy future. The Place Types of the Land Use Element also support this goal by encouraging walkable and transit-oriented neighborhoods.

Figure COES- 12: Ground Subwater Basins



Source: California Department of Water Resources, 2015.

Goal COES-4: Protect and enhance significant ecological, biological, and archeological resources in the planning area.

Due to the high level of urbanization and agricultural activities in Salinas, few areas of native vegetation and sensitive resources exist, and local water bodies are susceptible to pollution from urban runoff. Sensitive habitats along Gabilan Creek, Natividad Creek, the Salinas River, Carr Lake, the tributaries to Carr Lake, and the sloughs and reclamation ditches support a variety of species and offer valuable recreation and flood-control opportunities. Efforts to protect existing ecological and biological resources include education, coordination, and planning efforts that also help protect important agricultural resources and resources downstream of the planning area.

Policy COES-4.1: Identify, protect, and enhance creek corridors, sloughs, wetlands, natural hillsides, and other potentially significant biological resources for their value in providing visual amenities, flood protection, habitat for wildlife, and recreational opportunities.

Despite urbanization and the agricultural history of Salinas, the City includes natural resources that should be conserved, restored, and enhanced. Sensitive habitats, such as riparian areas (i.e., areas along major water courses) like Gabilan Creek, Natividad Creek, and Alisal Creek, are home to riparian woodland vegetation and support a wide variety of wildlife species. Wetland habitats provide important foraging and breeding areas for wildlife species. Protecting these important natural features preserves environmental resources and enhances the quality of life in the community by connecting residents to nature, filtering stormwater runoff, providing clean air, and offering recreational opportunities. The City supports efforts to enhance existing natural resources, as well as restoring degraded resources back to their natural form to provide

ecological benefits and recreational opportunities for the community. The City will, to the greatest feasible extent, avoid, minimize, or mitigate negative impacts to sensitive habits and biological resources. Working with the Big Sur Land Trust, Monterey County, and State and Federal resource agencies, the City will support habitat restoration projects and the protection of rare and endangered species. The Natural Preservation and Open Space, and Parks and Recreation Place Types of the Land Use Element, as well as the Flood Overlay District in the zoning code, protect important waterways, habitats, and other sensitive areas from development.

Policy COES-4.2: Identify, protect, and avoid special-status species, sensitive natural communities, and regulated wetlands and waters.

Protecting sensitive natural resources requires that they be identified and potential impacts fully assessed as part of future development. Conducting a biological resource assessment will confirm whether special-status species, sensitive natural communities, or regulated wetlands and waters are present on sites where natural habitat remains, define measures needed to provide protection where appropriate, and confirm instances where no sensitive resources are present, and no additional protections or mitigation is needed. Implementing this policy as part of the environmental review process for CEQA compliance for future development applications will ensure that any sensitive resources are adequately identified, and appropriate protection measures or compensatory mitigation are provided in compliance with City policy and State and federal laws.

Policy COES-4.3: Identify, protect, and avoid disturbance of nests of native birds.

Protecting nests of native birds during construction will ensure compliance with State and federal regulations related to the protection of native bird nests when in active use.

Policy COES-4.4: Encourage landscaping with native and compatible non-native plant species, especially drought-resistant species, to improve habitat values for native wildlife, and encourage removal of invasive non-native plant species in open space and other natural habitats where they can pose a threat to natural habitat values.

Encouraging the use of native species for landscaping and the removal of invasive non-native plant species will serve to improve habitat values for native wildlife species in the city. Invasive species can oftentimes outcompete and replace native cover, severely compromising wildlife habitat values. Invasive species of particular concern in the Salinas area include giant reed, pampas grass, French and Scotch broom, blackwood acacia, green wattle, and Algerian ivy, among others.

Policy COES-4.5: Identify, preserve, and protect the significant agricultural resources within and surrounding Salinas, while minimizing conflicts between agricultural and urban uses.

The city has historically been an agricultural community and is surrounded by prime farmlands and farmland of statewide importance. While most of the land used for agriculture within the city limits has been developed into urban use, there are remaining parcels in Carr Lake that continue in agricultural production, and agricultural uses surround the city. These agricultural areas help to preserve the traditional rural character of the community, maintain visual open space, and provide substantial economic

benefit to the community. However, it is possible that if the future demand for housing continues to escalate, the expansion of urban uses into portions of the interior and surrounding agricultural areas may become considered necessary, in part to serve agriculture-related workers and their families. The City will continue to support agricultural resources by focusing growth within the city boundaries and future growth areas and partnering with agencies and agricultural organizations to support agriculture and minimize conflicts between urban and agricultural uses.

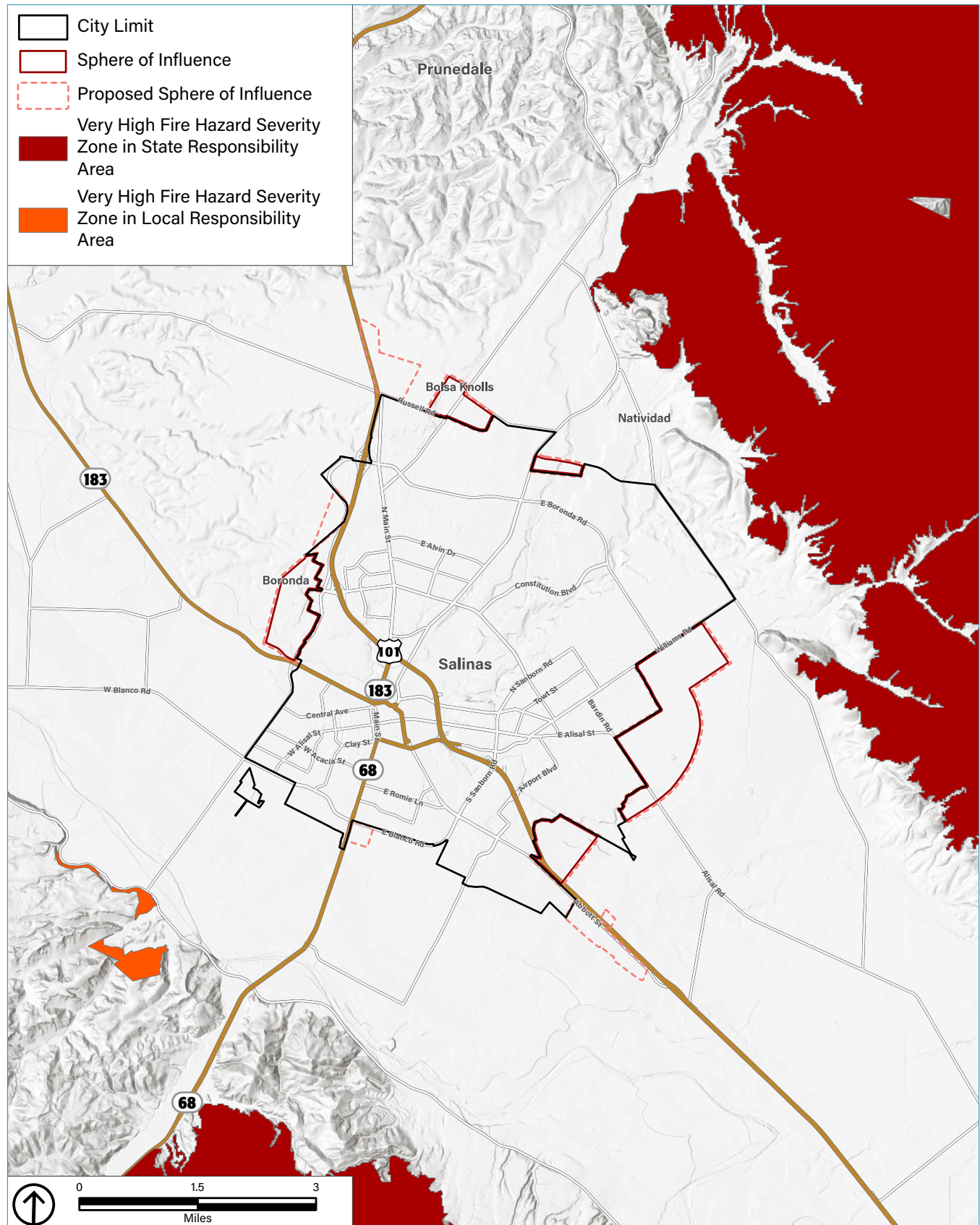
Policy COES-4.6: Identify, preserve, and protect archaeological resources.

Development projects, especially those in areas of moderate or high archaeological sensitivity, have potential for encountering archaeological deposits or resources during ground disturbance. Establishing standards and regulations related to identifying, studying, and reporting archaeological discoveries will ensure compliance with CEQA and State and federal laws related to archaeological resources.

Goal COES-5: Reduce the risk to the community from flooding, wildfire, seismic activity, geologic conditions, and other natural hazards.

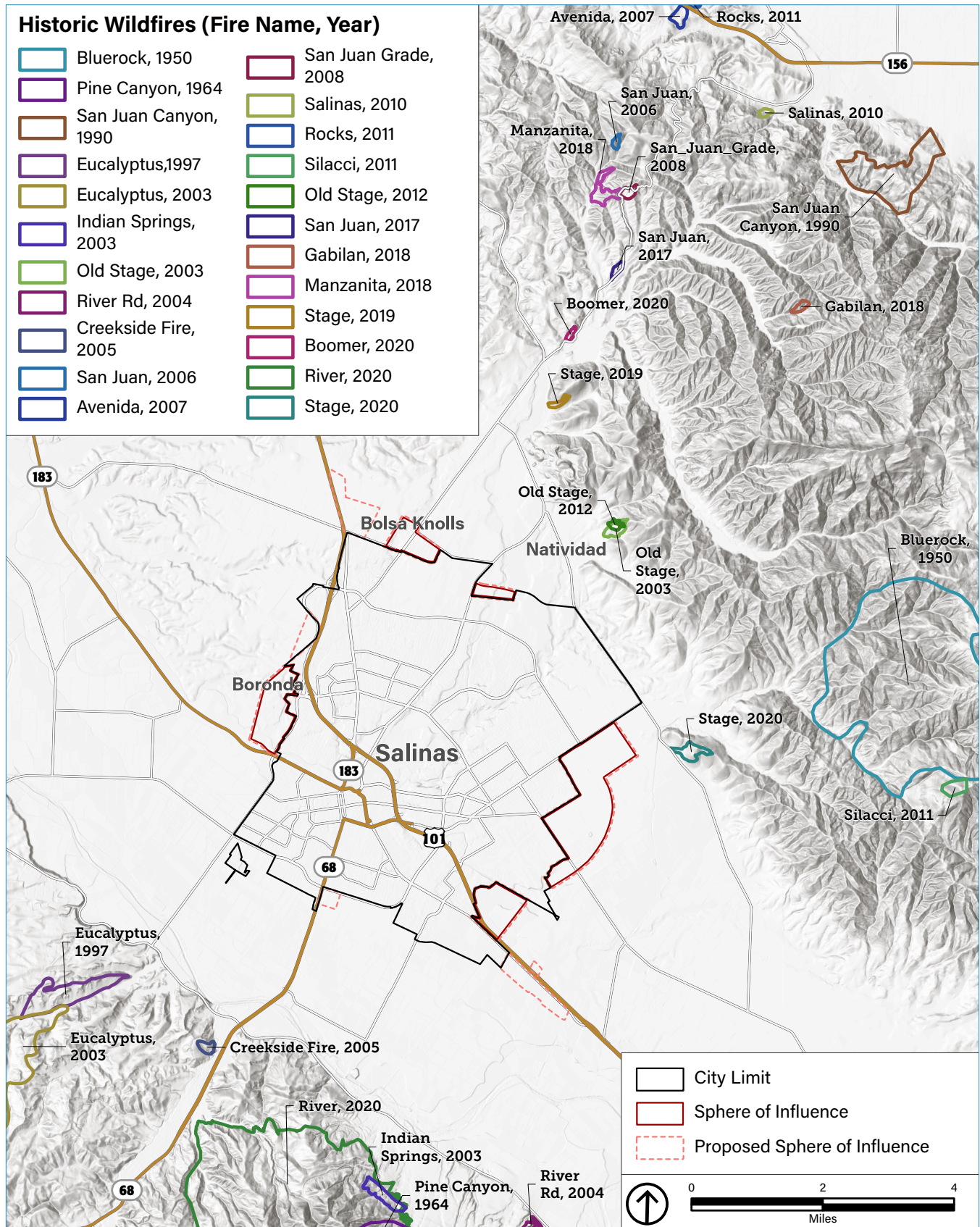
As noted in the Assets and Challenges section of this element, Salinas is subject to natural hazards ranging from earthquakes and liquefaction, to flooding, landslides, erosion, and extreme heat. Salinas does not have any high wildfire severity zones within or directly adjacent to city boundaries, but there have been historical wildfires in relatively close proximity (see Figures COES-13 and COES-14).

Figure COES-13: High Fire Hazard Severity Zones



Source: State of California Department of Forestry and Fire Protection, Fire and Resource Assessment Program, 2007; City of Salinas, 2021.

Figure COES-14: Historical Wildfires



Source: California Department of Forestry and Fire Protection (CALFIRE), 2021.

Note: Date obtained from CALFIRE for the Creekside (2005) Fire shows slightly different areas as recorded by the Bureau of Land Management and CALFIRE. This map defaults to the CALFIRE data.

The integrity and operation of critical buildings, infrastructure, and community and government services can be threatened by natural hazards, which in turn may interrupt economic activity and endanger public health. However, these risks can be reduced through appropriate planning, development engineering, and building construction or retrofitting. Improving home resilience, access to medical care and protective equipment, evacuation and emergency response, and community outreach and education will all help reduce the threats posted by natural hazards. The City of Salinas aims to reduce the severity of impacts by increasing green infrastructure and replacing outdated infrastructure, ensuring that new critical facilities are located outside of known hazard zones, and working with local employers to address disaster preparedness and prevention.

Policy COES-5.1: Encourage policies, programs, and measures to reduce the risk to the community from potential flooding, wildfire, and seismic activity.

Major emergencies occur periodically in all communities. Proper preparation for emergencies is an essential action to minimize disruption, personal injury, and property damage associated with such events. The City supports preventative measures and preparatory responses before an emergency occurs so that damages will be lessened and recovery hastened. The City will continue to implement policies and programs that appropriately locate development outside of hazard zones, apply the most current building standards to building construction, maintain open space and stormwater management areas, and seek funding for infrastructure upgrades. The City will also continue to work with Monterey County to implement relevant actions from the MJHMP and coordinate hazard planning and response. See Public Safety Element for more on fire and emergency services. Also see Land Use Element Goal 2 for more policy on flood management infrastructure.

Conservation and Environmental Safety Implementation

The Action Matrix implements Element Goals and Policies through multiple tools, including ordinance changes, recommended studies, specific programs and projects, and further guidance for development. Under each Policy, there is at least one Action, which also indicates the likely responsible City department (or departments) and estimated timeframe. The estimated timeframes include four high-level categories:

- Ongoing: Actions the City is already doing and will continue.
- Short: 0-5 years to complete.
- Medium: 5-10 years to complete.
- Long: 10 years or more to complete.

Because the General Plan is a high-level and long-range planning document, funding for implementation activities will vary greatly depending on what is described in each action and the availability of specific funding sources over time. Some Actions do not have a direct cost, while some describe projects that will need millions to fund. When Actions are part of development requirements, they will be directly implemented by the developer or charged as development impact fees. Infrastructure improvements to improve resiliency to climate change, prevent flooding, and protect water in particular are significant investments which will often require state and federal grants and partnering with other agencies. Grants are subject change and availability over time, but some relevant examples as of 2024 include the state Regional Resilience Planning & Implementation Grant Program and Resilience Centers Grant Program. Federal examples include the Building Resilient Infrastructure and Communities (BRIC)

and Flood Mitigation Assistance Programs, and the WaterSMART Large-Scale Water Recycling Projects. For further discussion on funding related to energy efficiency and climate change see the Climate Action Plan.

Conservation and Environmental Safety Element Action Matrix		
Goal COES-1: Increase the adaptability and resiliency of Salinas to the effects of climate change.		
Policy COES 1.1: Protect climate vulnerable populations.		
Action	Department	Timeframe
Action COES-1.1.1: Establish locations for cooling centers in Salinas that are open and welcoming for all residents and create and communicate clear benchmarks for when they will be open.	Library and Community Services	Ongoing
Action COES-1.1.2: Explore options and resources for protecting outdoor laborers (farmworkers, construction workers, etc.) from the dangers and potential wage loss from extreme heat and flooding events.	Community Development City Attorney	Medium
Action COES-1.1.3: Establish resiliency hubs at community facilities (libraries, community centers, etc.) and provide multilingual guidance and resources on how to prepare for emergencies and disasters at these hubs and through social media.	Library and Community Services	Short
Action COES-1.1.4: Make resilience resources available throughout the community. Support implementation of the Monterey County Community Resilience Plan and similar efforts.	Library and Community Services Community Development	Short
Action COES-1.1.5: Establish or support outreach programs to conduct wellness checks and help distribute resources in preparation for or in the aftermath of a disaster.	Library and Community Services Fire	Short
Policy COES 1.2: Prepare the built and natural environments for a different climate and more severe natural events.		
Action	Department	Timeframe
Action COES-1.2.1: Identify critical infrastructure vulnerable to climate change and ways to increase protection and resiliency, such as installing back-up power generators or flood prevention.	Public Works	Ongoing
Action COES-1.2.2: Encourage resilient landscaping and plant selection for a warmer climate through municipal codes, plans, and public resources.	Community Development	Ongoing
Action COES-1.2.3: Incorporate wildfire protections into the East Area Specific Plan to mitigate risk along its Old Stage Road boundary and adjacent fire hazard zones to the northeast.	Community Development	Short

Action COES-1.2.4: Expand weatherization programs and assistance, particularly to residents in older structures and mobile home parks.	Community Development	Medium
Action COES-1.2.5: Invest in expanding Salinas' urban tree canopy, particularly in under-resourced neighborhoods.	Public Works	Medium
Action COES-1.2.6: Seek funding from agencies that help with natural disaster mitigation, adaptation, and recovery.	Community Development Public Works Fire	Ongoing
Goal COES-2: Ensure a safe and adequate water supply for the community.		
Policy COES-2.1: Encourage the local conservation of water resources.		
Action	Department	Timeframe
Action COES-2.1.1: Work with water providers and Groundwater Sustainability Agencies to institute conservation programs to address water supply problems caused by groundwater overdrafting.	Public Works Community Development	Ongoing
Action COES-2.1.2: Enforce the City's Water Conservation Ordinance and related regulations, and apply standards that promote water conservation in agricultural, residential, and non-residential uses.	Community Development Public Works	Ongoing
Action COES-2.1.3: Maintain and restore natural watersheds and support stormwater capture/reuse in Salinas through development regulations, restoration projects, and green infrastructure to recharge the aquifers and ensure the viability of the ground water resources.	Public Works Community Development	Ongoing
Action COES-2.1.4: Incorporate low impact design principles and other water conservation best practices into development regulations.	Community Development	Short
Policy COES-2.2: Work with partners on regional solutions to water challenges.		
Action	Department	Timeframe
Action COES-2.2.1: Cooperate with local, regional, and state water agencies to develop or expand new water sources.	Public Works Community Development	Ongoing
Action COES-2.2.2: Continue to participate in and support regional programs and projects that target the improvement and conservation of the region's groundwater and surface water supply. This includes active participation in the Salinas Valley Basin Groundwater Sustainability Agency and liaison with the Monterey County Water Resources Agency, Monterey One Water, and other organizations to explore regional solutions for water reuse, conservation and supply.	Public Works	Ongoing
Action COES-2.2.3: Actively support regional efforts with partner agencies and local industries to stop seawater intrusion in the 180/400-Foot Aquifer and address other critical threats to water supply.	City	Long
Action COES-2.2.4: Promote responsible and sustainable water usage education for City residents, businesses, and surrounding agricultural producers.	Public Works	Ongoing

Policy COES-2.3: Protect and enhance water quality.		
Action	Department	Timeframe
Action COES-2.3.1: Cooperate with the Monterey County Water Resources Agency, the State Water Resources Control Board and the Regional Water Quality Control Board to implement programs that address the causes of poor water quality in the planning area, including saltwater intrusion, nitrate contamination, and other sources of pollution.	Public Works	Ongoing
Action COES2.3.2: Enforce national (NPDES) requirements and participate in regional efforts to protect and enhance water quality.	Public Works	Ongoing
Action COES-2.3.3: Work with partners (Monterey County, Big Sur Land Trust, etc.) to enhance Carr Lake as a reclamation/flood control facility in addition to its other functions in addressing water quality, enhancing traffic/circulation, and creating recreational opportunities.	Public Works Community Development	Ongoing
Action COES-12.3.4: Promote public and private development to create green infrastructure that captures and infiltrates water.	Public Works Community Development	Ongoing
Goal COES-3: Encourage energy conservation and use of carbon-free energy sources.		
Policy COES-3.1: Apply standards and develop programs that promote energy conservation and a community-wide shift towards renewable energy.		
Action	Department	Timeframe
Action COES-3.1.1: Enforce State Title 24 building construction requirements.	Community Development	Ongoing
Action COES-3.1.2: Encourage land use arrangements and densities that facilitate the use of energy efficient public transit and locate or retain neighborhood-level services (e.g., family medical offices, dry cleaners, grocery stores, drug stores) throughout the City to reduce energy consumption through automobile use.	Community Development	Ongoing
Action COES-3.1.3: Work with energy suppliers and distributors (Central Coast Community Energy and Pacific Gas and Electric) to implement energy conservation programs and help inform the public of these programs.	Public Works	Ongoing
Action COES-3.1.4: Encourage buildings that are energy efficient and support sustainability and occupant health using green construction and design techniques, including passive house design, LEED and other certification systems, heat pumps, appliance electrification, solar energy, and other technologies, techniques and materials.	Community Development	Ongoing
Action COES-3.1.5: Support initiatives for equity in electrification and making electrification possible for all residents.	Community Development	Ongoing

Goal COES-4: Protect and enhance significant ecological, biological, and archeological resources in the planning area.

Policy COES-4.1: Identify, protect, and enhance creek corridors, river corridors, sloughs, wetlands, natural hillsides, and other potentially significant biological resources for their value in providing visual amenity, flood protection, habitat for wildlife and recreational opportunities.

Action	Department	Timeframe
Action COES-4.1.1: Conserve significant ecological and biological resources by protecting sensitive areas from development and mitigating/minimizing impacts to the greatest extent feasible where development is permitted.	Community Development	Ongoing
Action COES-4.1.2: 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.	Community Development Public Works	Medium
Action COES-4.1.3: Explore with Monterey County the potential for creation of a Gabilan Creek Regional Park and nature corridor extending along the creek from the urban edge to the headwaters in the Gabilan Mountains.	Library and Community Services Community Development	Medium
Action COES-4.1.4: Actively maintain creek corridors to ensure flood protection, water quality, and regulatory compliance with maintenance permits.	Community Development Public Works	Ongoing
Action COES-4.1.5: Support regenerative landscape practices and native habitat restoration projects (e.g. BSLT restoration project at Carr Lake).	Community Development Library and Community Services	Ongoing
Action COES-4.1.6: Coordinate with State and federal resource agencies to protect rare or endangered species of plants and animals.	Community Development	Ongoing
Policy COES-4.2: Identify, protect, and avoid special-status species, sensitive natural communities, and regulated wetlands and waters.		
Action	Department	Timeframe
Action COES-4.2.1: Update the City's Municipal Code to require a biological resource assessment as part of environmental review for CEQA compliance for proposed development on sites with natural habitat conditions that may support special-status species, sensitive natural communities, or regulated wetlands and waters.	Community Development	Short
Policy COES-4.3: Identify, protect, and avoid disturbance of nests of native birds.		
Action	Department	Timeframe
Action COES-4.3.1: Update the City's Municipal Code to establish requirements for construction projects to protect the nests of native birds when in active use.	Community Development	Short

Policy COES-4.4: Encourage landscaping with native and compatible non-native plant species, especially drought-resistant species, to improve habitat values for native wildlife, and encourage removal of invasive non-native plant species in open space and other natural habitats where they can pose a threat to natural habitat values.		
Action	Department	Timeframe
Action COES-4.4.1: Continue to implement the City's Water Efficient Landscape Ordinance regulations of the Municipal Code.	Community Development	Ongoing
Policy COES-4.5: Identify, preserve, and protect the significant agricultural resources within and surrounding Salinas, while minimizing conflicts between agricultural and urban uses.		
Action	Department	Timeframe
Action COES-4.5.1: Participate in programs that protect important agricultural resources and mitigate the conversion of lands designated outside City boundaries to nonagricultural uses.	Community Development	Ongoing
Action COES-4.5.2: Support public relations and education sessions between the agricultural industry, nonagricultural businesses, developers, and residents.	Community Development	Short
Action COES-4.5.3: Minimize conflicts between agricultural and urban uses through the use of buffer zones, roads, and other physical boundaries.	Community Development	Ongoing
Action COES-4.5.4: Work with agricultural stakeholders to manage the impact of agriculture-related activities on local infrastructure.	Community Development	Ongoing
Policy COES-4.6: Identify, preserve, and protect archaeological resources.		
Action	Department	Timeframe
Action COES-4.6.1: Update the City's Municipal Code to include a standard condition addressing the potential for development projects involving ground disturbance to encounter archaeological resources and establishing reporting procedures in the event of such discoveries.	Community Development	Short
Action COES-4.6.2: Update the City's Municipal Code to require development projects in moderate or high archaeological sensitivity areas to submit a pre-disturbance archaeological investigation.	Community Development	Short

Goal COES-5: Reduce the risk to the community from flooding, wildfire, seismic activity, geologic conditions, and other natural hazards.

Policy COES-5.1: Encourage policies, programs, and measures to reduce the risk to the community from potential flooding, wildfire, and seismic activity.

Action	Department	Timeframe
Action COES-5.1.1: Locate development outside flood-prone areas unless flood risk can be mitigated without decreasing retention capacity.	Community Development Public Works	Ongoing
Action COES-5.1.2: Ensure the design of flood control systems in new development areas to avoid increasing flood hazard elsewhere.	Community Development Public Works	Ongoing
Action COES-5.1.3: Maintain open areas needed to retain stormwater and prevent flooding of urban or agricultural land.	Community Development Public Works	Ongoing
Action COES-5.1.4: Provide stormwater retention capacity consistent with Reclamation Ditch capacity to avoid damage to urban development as a result of a 100-year flood.	Public Works	Ongoing
Action COES- 5.1.5: Increase the number of City staff trained to work at the County's Emergency Operations Center in the event of a flood or other natural disaster.	Fire	Short
Action COES-5.1.6: Ensure that all new development and reuse/revitalization projects are developed in accordance with the most recent Uniform Fire Code requirements.	Fire Community Development	Ongoing
Action COES-5.1.7: Increase fire prevention and disaster preparedness education.	Fire	Ongoing
Action COES-5.1.8: Seek funding for and implement seismic upgrades to critical municipal infrastructure.	Public Works	Ongoing
Action COES-5.1.9: Upgrade existing stormwater infrastructure to increase capacity and lifespan.	Public Works	Ongoing
Action COES-5.1.10: Work with Monterey County on implementation efforts related to the MJHMP and coordinated hazard planning and response.	Fire	Ongoing

12. Open Space Element

Introduction

Salinas has a rich network of protected wildlife habitat and wetlands, as well as 52 maintained park and recreation sites covering 684 acres (see Figure OS-1). However, despite being surrounded by green space, the amount of parkland within the city is limited. In 2002, the City's parkland-to-population ratio was 1.52 acres per 1,000 people, which falls short of the national goal of three acres per 1,000 residents. Since then, the city's population has grown, but parkland has only seen a minimal increase, primarily through the expansion of the Salinas Soccer Complex and Esen Neighborhood Park.

The Open Space Element partially fulfills the open space requirements of the State of California, as defined in Sections 65563 and 65560(b) of the Government Code, relating to open space for recreation and public health. Open space dedicated to natural resources and safety is addressed in the Conservation and Environmental Safety Element, while the Land Use Element also covers aspects of open space. It is also noted that there are no military support installations in or adjacent to Salinas.

To meet the needs of a growing population, the City must ensure that a diverse range of parks are available and well maintained. The goals, policies, and actions in the Open Space Element are meant to create a vision for an innovative, inclusive, and interconnected system of parks and open spaces that promotes outdoor recreation, healthy living, and sustainability as integral elements of a thriving and livable Salinas.

Goals:

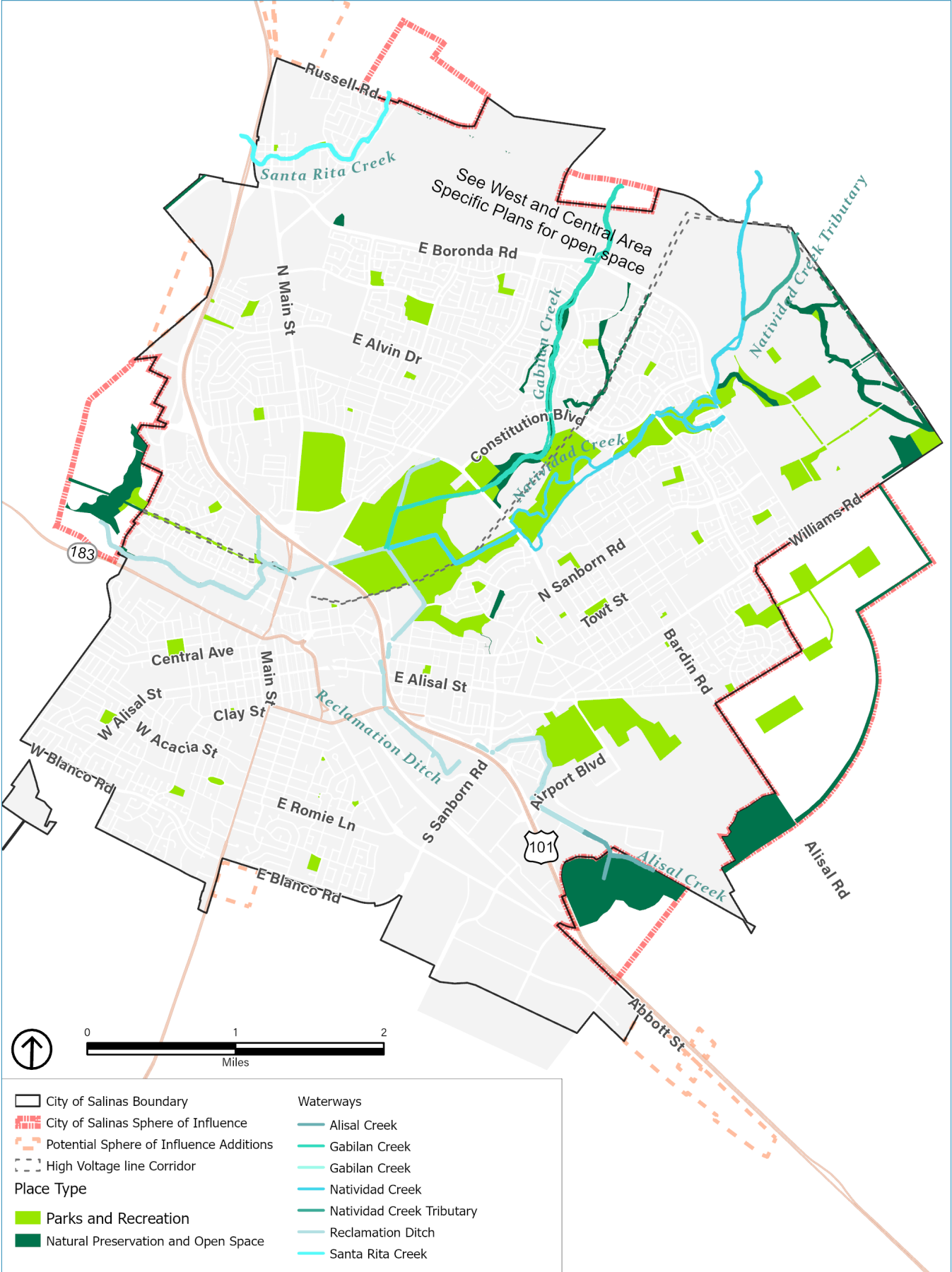
Goal OS-1: Provide, develop, and maintain ample parks, open space, urban community spaces, and recreational facilities that offer a variety of recreational activities.



Related Plans

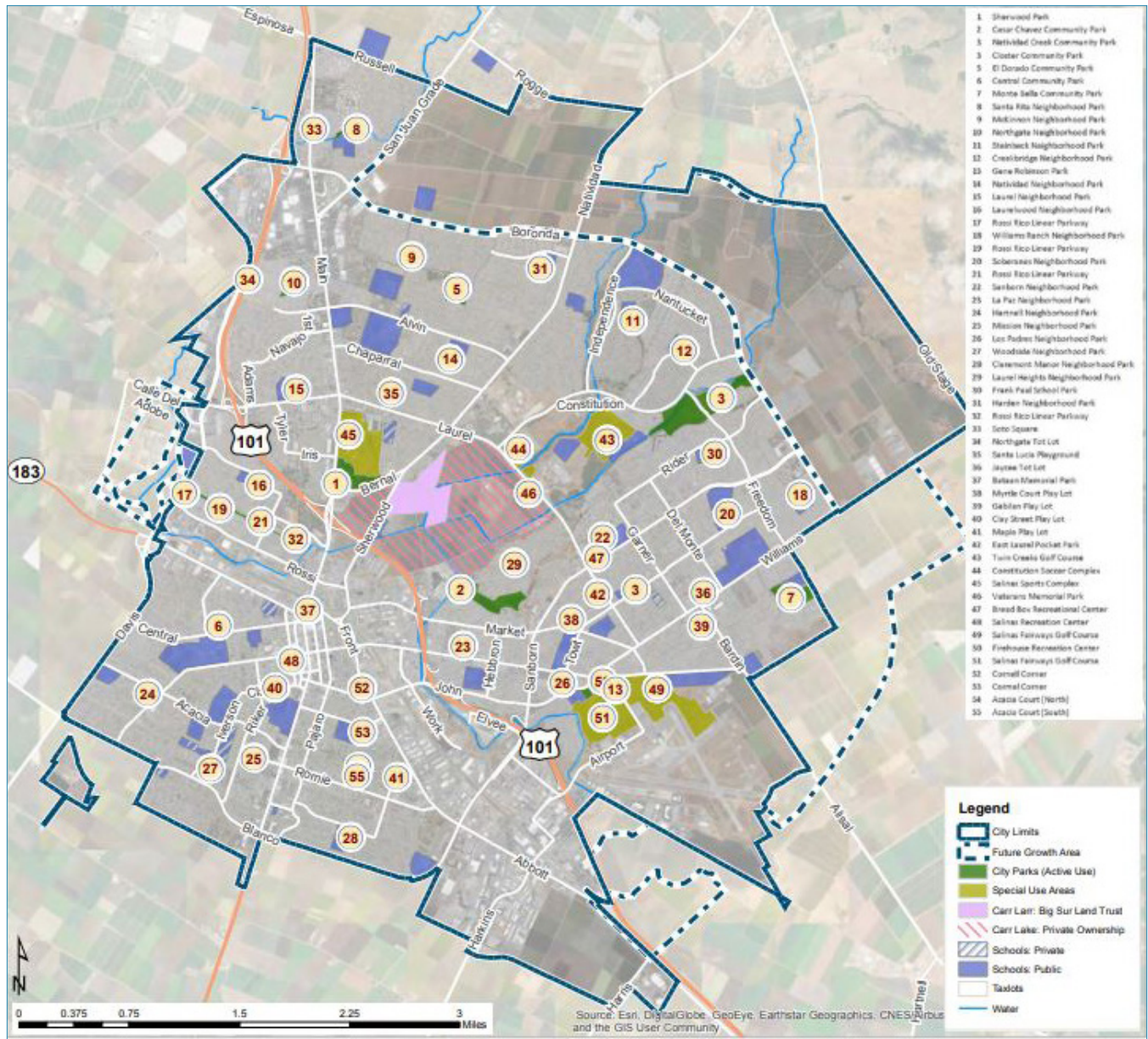
The 2019 Parks, Recreation, and Libraries Master Plan (Parks Master Plan) and the 2019 Alisal Vibrancy Plan (AVP) emphasized the importance of maintaining existing facilities before developing new ones. Both plans also highlighted the need for additional and improved parks and open spaces. While the scope of these plans extends beyond open space, community engagement frequently pointed to challenges regarding the lack of open areas for sports, recreation, cultural events, food truck pods, farmers' markets, and general gathering spaces. The Open Space Element draws significant background, priorities, and recommendations from these documents. The City is also in the process of developing a Green City Master Plan, which will provide information about implementing green infrastructure throughout the city.

Figure OS-1: Open Space Lands in Salinas



Data Source: City of Salinas.

Figure OS-2 Parks Map



Data Source: 2019 Parks Master Plan.

Assets and Challenges

A strong network of parks, open space, and recreation centers. Salinas boasts over 50 park sites and 684 acres of public parkland across the city. In addition to its parks, the city is home to two golf courses, the Salinas Sports Complex, and the Salinas Regional Soccer Complex, providing a variety of recreational opportunities for residents and visitors alike.



Ensen Community Park opened in 2025.

New park space. The Big Sur Land Trust, in partnership with the City of Salinas, acquired a 73-acre property at Carr Lake, and built the Ensen Community Park. This six-acre park features amenities such as a playground, dog park, and gathering space. Additionally, a 67-acre restoration area will include seasonal wetlands, wildlife habitat, and trails, providing recreational opportunities and environmental benefits for the community. New playgrounds were also installed at the existing Natividad Neighborhood Park and John Steinbeck Neighborhood Park.



Recent grants and investments in improvements and maintenance. Following the recommendations of the Parks, Recreation, and Libraries Master Plan and the Alisal Vibrancy Plan (AVP), the City successfully secured funding for key park assets and maintenance. The California Department of Parks and Recreation awarded the City \$6.84 million for the renovation of Closter Park, which was identified as the highest priority for local parks based on a facility needs assessment. Project and construction management for various initiatives, including the Closter Park improvements (renovated baseball fields and new concession facilities, plus a new fitness loop and basketball court), a rebuilt Hebborn Family Center, Cesar Chavez Trail, El Gabilan Play Lot, and Breadbox Beautification project, are ongoing.



Not enough park space for population size.

Salinas currently provides 1.52 acres of developed parkland per thousand residents, which falls below both the national best practice and the Parks Master Plan goal of three acres per thousand residents. Additionally, the Parks Master Plan revealed that Salinas spends approximately \$17 per capita on its parks, significantly less than the national average, where most jurisdictions spend about four times that amount. The plan estimates that \$24 million is needed for park renovations and upgrades citywide, with an additional \$136 million required for improvements to facilities and centers.

Gaps in park access and equity. Analysis indicates that not all Salinas residents live within a half-mile walking distance to a park, highlighting the need for more open space throughout the city. Park size and population density are also not always correlated. For example, smaller parks like La Paz serve densely populated neighborhoods. Ensuring equitable access to parks remains an ongoing challenge in Salinas, particularly in the most densely populated areas, which require significant improvements.

High costs and needs for upgrades and maintenance.

Improving and maintaining existing parks and facilities was the community's top priority in the Parks Master Plan. Even with the City's recent success securing funding, there is a significant backlog of deferred maintenance and desired upgrades for existing parks and facilities.

Goals and Policies

Goal OS-1: Provide, develop, and maintain ample parks, open space, urban community spaces, and recreational facilities that offer a variety of recreational activities.

On average, residents in Salinas are much younger, with a median age of 31 compared to 34.7 in Monterey County and 36.7 in California. Although this younger demographic has significant implications for park and recreation needs, the City must ensure that adequate spaces are developed and maintained for residents of all ages and abilities. Creating a variety of recreational spaces will provide opportunities for everyone to access facilities. In addition to developing new spaces, prioritizing improvements and renovations will maximize the use of existing facilities. Moreover, new developments and enhancements should promote active transportation practices, such as cycling, walking, and public transit.

Policy OS-1.1: Develop and maintain a high-quality system of parks, plazas, and other facilities that provides adequate space and facilities for a variety of recreational opportunities conveniently accessible to all existing and future Salinas Residents.

Except for the Future Growth Area, most of Salinas has been developed and much of the open space is utilized for agriculture. The city is therefore limited in land suitable for park development. Furthermore, acquiring land for these types of developments can be costly and challenging for the City. The City could facilitate the development of new facilities and substantial improvement projects with the formation of special districts, the issuance of bonds, or other means for their financing.

The Future Growth Area offers a significant opportunity for new parks and open space. The West Area and the Central Area call for the creation of over 230 acres of park and open space. The East Area Specific Plan, which is currently in progress, will also contribute to this endeavor and the Parks Master Plan goal of offering three acres of park and open space per 1,000 residents. The Land Use Element requires new residential developments in the Future Growth Area to provide land and or pay a fee to help achieve the minimum of three acres per 1,000 residents.

Along with seeking financing options for new park development, the City should encourage private development of indoor and outdoor recreational space, like Carr Lake and the Soccer Complex, to expand community recreational opportunities and fill unmet needs. The City can also expand the network of parks by maximizing the use of built and natural features along Carr Lake, Gabilan Creek and the Sherwood Park/Rodeo Grounds complex.

The City of Salinas also lacks plazas, squares, and other urban gathering spaces. Through the General Plan update process and other engagement efforts, Salinas residents have expressed a desire for urban community spaces, activated by surrounding businesses and food trucks. The City should revisit the feasibility of plazas near City Hall and the Alisal Marketplace and encourage other public or privately-owned public spaces in Mixed Use Place Types (see the Land Use Element).

Policy OS-1.2: Promote equity and inclusion in new and existing parks and open spaces.

The Parks Master Plan identified a need for \$174 million in improvements to parks and recreation facilities across the city, with a particular emphasis on historically underserved areas like Alisal and Santa Rita. This highlights that access remains a significant barrier for many residents. To address these financial challenges, the City can maximize the use of space by collaborating with private and public agencies and organizations to facilitate the creation of new recreational areas.

Utilizing the Parks Master Plan's assessment criteria will ensure that underserved areas are prioritized in these developments. Engaging with neighborhood groups can help identify specific needs, ensuring that all spaces are inclusive and considerate of residents' diverse requirements. Being mindful of who uses these spaces will also help foster multicultural and intergenerational environments. Additionally, promoting diverse opportunities for gathering, wellness, and exercise will contribute to making these spaces vibrant and active. Providing linguistic access through bilingual signage will further support the goal of increasing equity and inclusion in the community.

Policy OS-1.3: Ensure parks and recreational spaces are accessible and promote active transportation.

An effective way to increase access to parks and open space is by promoting an active transportation network. Active transportation includes walking, biking, and rolling (e.g., via scooter, skateboard, or wheelchair). The City can build off its current efforts and place a focus on expanding the connectivity of activity centers, parks, recreational spaces, and transit nodes to an integrated trails network. This effort would not only help ensure accessibility but would promote healthier more active lifestyles. Creating a more robust trails network can be challenging, therefore using spaces along utility easements, power-transmission-line rights-of-way, the reclamation ditch, stream banks, drainageways, slopes, and other natural features can augment or enhance existing trails. Furthermore, implementing the Active Transportation Plan (ATP) will guide the City's investments in active transportation, enhancing safety, supporting sustainable and healthy transportation options, and improving the quality of the built and natural environments. Also see the Land Use, Circulation, and Health and Environmental Justice Elements for related supporting policies.



Policy OS-1.4: Incorporate park design features that enhance the space and promote sustainability.

Though space is limited for the creation of new parks, a lot can be done to enhance existing spaces. Incorporating renewable energy features into existing facilities and new developments can add interesting design features like parking lot solar canopies and help promote a more sustainable Salinas. Additionally, implementing the Alisal Streetscape Master Plan, Urban Forest Master Plan, and other City programs that encourage trees and green infrastructure (e.g., bioswales, bioretention), would add character, reduce localized flooding, improve water quality, and add much needed green space in the community.

Open Space Implementation

The Action Matrix implements Element Goals and Policies through multiple tools, including ordinance changes, recommended studies, specific programs and projects, and further guidance for development. Under each Policy, there is at least one Action, which also indicates the likely responsible City department (or departments) and estimated timeframe. The estimated timeframes include four high-level categories:

- Ongoing: Actions the City is already doing and will continue.
- Short: 0-5 years to complete.
- Medium: 5-10 years to complete.
- Long: 10 years or more to complete.

Because the General Plan is a high-level and long-range planning document, funding for implementation activities will vary greatly depending on what is described in each action and the availability of specific funding sources over time. Some Actions do not have a direct cost, while some describe projects that will need millions to fund.

Parks and open space projects and maintenance are funded through a variety of sources, including the General Fund, development impact fees, assessment districts, and State or federal grants. Open space projects are primarily managed by the Library and Community Services Department, with support from the Community Development and Public Works Departments. Many of these initiatives are implemented using resources from the General Fund, Measures E and G, Recreation and Parks funding, and grants.



Potential grant funding sources include federal programs such as the Land and Water Conservation Fund, the Outdoor Recreation Legacy Partnership Program, the National Park Service, and the Urban and Community Forestry Program and the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) Program. State grants also provide critical support, including the California Statewide Park Development and Community Revitalization Program (Proposition 68), the Urban Greening Grant Program, the California Habitat Conservation Fund, and the Recreational Trails Program. These grants ensure that parks and open spaces are developed, maintained, and enhanced to meet community needs.

Open Space Element Action Matrix

Goal OS-1: Provide, develop, and maintain ample parks, urban community spaces, and recreational facilities that offer a variety of recreational activities.

Policy OS-1.1: Develop and maintain a high-quality system of parks, plazas, and other facilities that provides adequate space and facilities for a variety of recreational opportunities conveniently accessible to all existing and future Salinas Residents.

Action	Department	Timeframe
Action OS-1.1.1: Consider formation of special districts, issuance of bonds and other means for financing and maintaining large urban parks, green infrastructure, and special facilities serving all of Salinas.	Library and Community Services	Long
Action OS-1.1.2: Require new residential development to provide land and/or fees to help achieve goal of a minimum of 3.0 acres per additional 1,000 population for developed public parklands for community or neighborhood parks.	Library and Community Services Community Development	Long
Action OS-1.1.3: Encourage development of private outdoor and indoor commercial recreational facilities (e.g., Carr Lake, Soccer Complex, etc.) to expand community recreational opportunities and to fill unmet needs.	Library and Community Services Community Development	Long
Action OS-1.1.4: Maximize the use of built and natural features to develop a citywide network of parks and open spaces with Carr Lake, Gabilan Creek and the Sherwood Park/Rodeo Grounds complex as essential elements of the open space network.	Library and Community Services Community Development Public Works	Long
Action OS-1.1.5: Explore the feasibility of a downtown plaza per Downtown Vibrancy Plan recommendations or on other sites around the city, such as the Alisal Marketplace.	Library and Community Services Community Development	Long
Action OS-1.1.6: Encourage public plazas or privately-owned but publicly accessible spaces in the Mixed Use and Unique Place Type categories through partnerships, regulations, and incentives.	Library and Community Services Community Development	Medium
Policy OS 1.2: Promote equity and inclusion in new and existing parks and open spaces.		
Action	Department	Timeframe
Action OS-1.2.1: Plan park developments in cooperation with concerned public and private agencies and organizations, particularly school districts and neighborhood residents.	Library and Community Services Community Development	Long

Action OS-1.2.2: Prioritize new park development and improvements in underserved areas utilizing PRLMP assessment criteria	Library and Community Services	Long
Action OS-1.2.3: Promote diverse opportunities for gathering and exercising in City parks and other intergenerational gathering spaces.	Library and Community Services	Ongoing
Action OS-1.2.4: Promote linguistic access with bilingual signage (English/Spanish) and consider including additional languages where needed.	Library and Community Services Community Development	Short
Policy OS-1.3: Ensure parks and recreational spaces are accessible and promote active transportation.		
Action	Department	Timeframe
Action OS-1.3.1: Link activity centers, recreational opportunities, transit nodes and other services to integrated trails network.	Library and Community Services Community Development Public Works	Long
Action OS-1.3.2: Develop and maintain an integrated system of open-space corridors and trails along utility easements, power-transmission-line rights-of-way, the reclamation ditch, stream banks, drainageways, slopes, and other natural features	Library and Community Services Community Development Public Works	Long
Policy OS 1.4: Incorporate park design features that enhance the space and promote sustainability.		
Action	Department	Timeframe
Action OS-1.3.3: Consider incorporating protection from sun and wind elements into park designs and existing public facilities.	Library and Community Services Community Development Public Works	Long
Action OS-1.3.4: Implement Active Transportation and Trail Master Plan and other documents encouraging green space (e.g., trees, bioswales, bioretention)	Library and Community Services Community Development Public Works	Long

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Socioeconomic Systems



13. Introduction

Overview

The Socioeconomic Systems Pillar is comprised of the Health and Environmental Justice Element, the Economic Development Element, the Arts, Culture, and Youth Element, and the Public Safety Element. All elements that make up the Socioeconomic Systems Pillar focus on quality-of-life aspects for Salinas residents, businesses, and visitors. These elements help bring color and life to the city and are the foundation for Salinas' vibrant neighborhoods.

- The Health and Environmental Justice Element contains goals to enhance equity and health for all community members, which is a common thread among all pillars of Visión 2040.
- The Economic Development Element (EDE) identifies policies to expand employment opportunities, advance economic well-being, and enhance community safety and health.
- The Arts, Culture, and Youth Element addresses ways to support and promote community pride through culturally relevant art and education as well as programs focused on Salinas youth development.
- The Public Safety Element identifies goals and methods to address issues of crime, violence, and other human-caused hazards, for Salinas to be a safe and enjoyable environment for all.

Equity Connection

Equity is a common thread throughout the General Plan and the foundation of the Socioeconomic Pillar. This pillar assesses the challenges related to disparities in housing, economic development, food and healthcare access, exposure to pesticides and contaminants, among other equity concerns. The Health

and Environmental Justice (HEJ) Element is a new element required by Senate Bill (SB) 1000 and outlines a new citywide path forward to promote health and equity and help mitigate the unjust distribution of environmental hazards that low-income communities of color have historically faced in Salinas. The Economic Development Element, Arts, Culture and Youth Element, and Public Safety Element augment this path by promoting a diversified economy and leadership training opportunities for the Salinas workforce, supporting culturally relevant public art, increasing public safety through non-violent resolution methods, and encouraging community involvement in decision-making.

Guiding Principles Connection

- **Economic Prosperity, Equity, and Diversity:** Quality of life in Salinas can be enhanced through investment in educational enrichment, mentorship programs, living-wage jobs, and a diverse local economy that provides equal opportunities for all. Supporting businesses and workers with educational resources, including technical expertise, program support, and access to capital resources, can help build a stronger economy and promote equitable access to employment opportunities, services, and amenities. Art, cultural, and recreational programming, activities, and events are also economic drivers that generate commercial activity and provide creative entrepreneurial opportunities across the region.
- **Housing Opportunities for All:** Salinas, like many jurisdictions, faces a housing crisis. Efforts to boost worker incomes and create more affordable housing can help put high-quality and stable housing within reach for more residents. This in turn can help stabilize

the workforce, reduce overcrowding, and create complete neighborhoods with healthy food sources, medical services, and beautiful, safe, and active gathering spaces.

- **Healthy and Safe Community:** Safety is one of the most important issues for Salinas residents, businesses, and visitors. Community safety can be enhanced by empowering residents to take a leadership role in the future of their community and continuing to improve relationships between the community and law enforcement.
- **Youth are the Future:** Youth need a voice in decisions about the future of their community. Creating and enhancing spaces that promote positive youth development in the community builds trust, strengthens relationships, increases opportunities, and supports health and safety in the city. Efforts to support youth will focus on increasing education, enrichment, and leadership development opportunities; addressing restorative justice models; providing safe spaces to learn and create; and promoting healthy eating.
- **Collaborative, Inclusive, and Engaged Decision-Making:** Increasing culturally effective engagement strategies and removing barriers to participation will empower more Salinas residents and business owners to share their voice and guide local government decision-making and projects for the betterment of the community. Collaborative, inclusive, and engaged decision-making can also be made possible by increasing resident access to resources and providing community-based organizations with training, technical assistance, and funding and increasing collaboration opportunities.
- **Livable and Sustainable Community:** Livable and sustainable neighborhoods and spaces support community health, public safety, and long-term sustainability of the environment. Incorporating landscaping, green spaces, quality infrastructure, and active modes of

transportation can encourage physical activity, increase neighborhood attractiveness, improve access to key services, and reduce vehicular traffic congestion and emissions.

- **Connectivity, Access, and Mobility:** Improving access and eliminating barriers to quality transportation options is crucial to increasing residents' mobility. Creating safe, well-connected streets that support multi-modal networks enhances access to parks, open spaces, arts and cultural activities, jobs, facilities, and essential services for residents, employees, shoppers, and business owners.
- **A Community to Celebrate:** Promoting visual art, dance, music, and cultural events support the cultural and creative expression of the community. Public spaces that serve the entire community also instill a sense of pride and neighborhood character. Creating spaces for residents and visitors to come together and celebrate helps build community partnerships, promotes wellness for all, and enhances public safety.

Related Plans Connection

The General Plan update builds on extensive community planning efforts occurring since the 2002 General Plan, particularly those in recent years. In the past decade, Salinas completed over a dozen citywide and district plans and community engagement projects, as well as participated in regional planning efforts in the Monterey County area. Plans related to the Socioeconomic Systems Pillar include:

- **Salinas Ag-Industrial Center Specific Plan (SAIC) (2010):** The Ag-Industrial Center Specific Plan establishes the 257-acre Ag-Industrial Center in the southeast corner of the city. The Ag-Industrial Center is critical for maintaining Salinas' position in agricultural commerce. This specific plan informs policies that support agriculture and a diverse economy in the Economic Development Element.

- **Gateway Center Specific Plan (2011):** The Gateway Center Specific Plan covers roughly 20 acres at the northwest corner of the San Juan Grade/East Boronda Road intersection. This commercial project is part of the North of Boronda Future Growth Area and is anchored by a Lowe's home improvement store with capacity for other retail outbuildings ranging from 3,500 to 15,000 square feet. This specific plan supports economic growth policies of the Economic Development Element.
- **Economic Development Element (2017):** The Economic Development Element was first incorporated into the General Plan in 2017 (2017 EDE). The 2017 EDE aligns strategies and actions to address its core themes of safety, jobs, and health. It also examines long-term land availability for economic development and identified Economic Opportunity Areas throughout the city. The 2017 EDE policies and recommendations related to business support, improving the retail/entertainment/tourism sectors, and quality jobs and workforce development is the core of the updated EDE. The 2017 EDE was also the first Salinas planning document with a focus on health, with recommendations influencing the Health and Environmental Justice Element.
- **Visión Salinas Guiding Principles (2018):** Visión Salinas was launched as a collaborative effort to coordinate engagement for concurrent community plans and to create Guiding Principles for this General Plan update. The eight General Plan Guiding Principles are the result of engagement with more than 1,000 people through meetings, surveys, and pop-ups.
- **Parks, Recreation, and Libraries Master Plan (2019):** This plan inventories the physical and programmatic needs of Salinas' parks, recreation facilities, and libraries. Community engagement showed that renovating and upgrading existing facilities was resident's top concern, with creating new parks also a top

priority. Programmatic recommendations from this plan are incorporated into the Health and Environmental Justice, and the Arts, Culture, and Youth Elements.

- **Alisal Vibrancy Plan (2019):** The Alisal Vibrancy Plan (AVP) is the first resident-led community plan for the east side of Salinas, commonly known as the Alisal. The AVP aims to alleviate and reverse the underinvestment that the community has faced for decades both pre- and post-annexation into the city. The AVP health and safety actions are incorporated into the Health and Environmental Justice Element and the Public Safety Element. Youth and art recommendations are incorporated into the Arts, Youth, and Culture Element. Recommendations on improving economic outcomes and commercial corridors are furthered by the Economic Development Element.
- **Public Art Master Plan (2020):** The Public Art Master Plan recognizes the importance of public art in Salinas and its potential role as a catalyst for neighborhoods and residents. The plan is a guiding document for the Public Art Commission and informs policies in the Arts, Youth, and Culture Element.
- **Monterey County Multi-Jurisdictional Hazard Mitigation Plan (2022):** Salinas is one of the 12 incorporated municipalities and five special districts that are parties to the Monterey County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP). The MJHMP meets Federal Emergency Management Agency (FEMA), Code of Federal Regulations (44 CFR §201.6), and federal Disaster Mitigation Act requirements for hazard mitigation planning. The Public Safety Element contains supporting policies related to first responder staffing and human-caused hazards.

- **Alisal District Identity Master Plan (2024):**

The Alisal District Identity Master Plan offers guidelines for the East Salinas community to strengthen the district's identity. The guidelines include streetscape improvements, open space improvements, façade improvements, graphic identity, and public art. Establishing district identities and increasing public art are furthered by policies in the Economic Development and Arts, Youth, and Culture Elements.

- **Active Transportation Plan (2024):** The

Salinas Active Transportation Plan (ATP) is a roadmap for future walking and biking facilities around the city, including sidewalks, intersection improvements, bicycle facilities, and trails. The ATP also replaced the 2002 Bikeways Plan and the 2004 Pedestrian Plan. Active transportation is supported by policies in the Health and Environmental Justice Element.

- **Urban Forest Management Plan (2024):**

The Urban Forest Management Plan (UFMP) addresses tree canopy cover, protection policies, and adjusting tree planting and maintenance programs to reflect current challenges such as pests and climate change. It recommends regularly updating the City Tree Inventory (last completed in 2014), preparing for threats to the urban forest, investing in equitably increasing tree plantings, and educating the public on the value of City trees. Protecting and equitably expanding the urban forest is related to goals and policies in the Health and Environmental Justice Element.

14. Health and Environmental Justice Element

Introduction

The planning and development of our cities has a lasting impact on quality of life and health. This influence extends to policies at all levels of government. From their inception, most cities in the United States were designed to favor certain segments of the population, primarily middle- and upper-class white communities. As a result, communities of color and low-income communities were often systematically pushed into less desirable areas, which have historically faced the greatest environmental burdens. Over time, these environmental burdens led to clear patterns of spatial injustice, including limited access to resources such as safe and healthy housing, healthcare, nutritious food options, open spaces for recreation, and opportunities for civic participation and investment, as well as increased pollution and environmental hazards.

The environmental justice movement emerged to address these disparities, reframing environmental activism to go beyond the broad protection of natural resources by focusing on mitigating impacts on marginalized communities. The rise of the environmental justice movement led to the establishment of a more formal definition. In California and nationwide, environmental justice is defined as “the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins, with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.” (Gov. Code, § 65040.12, subd. (e)).

Goals:

Goal HEJ-1: Improve the quality of the built and natural environments to reduce health inequities caused by pollution and support a healthy community.

Goal HEJ-2: Well-maintained and improved infrastructure and public facilities that equitably meet the needs of the community.

Goal HEJ-3: Ensure Salinas residents have equitable access to healthy, affordable and culturally relevant foods.

Goal HEJ-4: Ensure that low-income communities have access to safe and healthy shelter and housing.

Goal HEJ-5: Provide a diverse range of parks and recreational spaces, along with programming and support, to encourage and engage the community in physical activity.

Goal HEJ-6: Foster robust and inclusive civic engagement and develop resident leaders dedicated to shaping the city's future.

Goal HEJ-7: Enhance and support existing programs and create new initiatives and developments that address the needs of environmental justice communities and work to mitigate the impacts of historic disinvestment.

Like many cities across the country, the City of Salinas is no stranger to environmental justice issues stemming from past practices such as redlining, discriminatory labor policies, and decades of disinvestment. While efforts have been made to address some of these conditions, much more remains to be done. *Visión Salinas 2040* introduces the City's first Health and Environmental Justice Element (HEJ). This element builds on past efforts and existing plans by expanding on key action items aimed at fostering a more equitable built and natural environment where all Salinas residents can thrive. This HEJ Element seeks to alleviate those realities by placing its focus on people, how they are affected by environmental hazards, and how negative impacts could be minimized or mitigated regardless of race, ethnicity, or income level. Furthermore, the element identifies communities who are actively struggling with environmental burdens and establishes goals, policies, and actions through active community collaboration.

SB 1000

The Health and Environmental Justice Element complies with Senate Bill (SB) 1000, which requires local governments to identify disadvantaged communities—referred to as EJ Communities—within their planning area and to establish key goals and programs aimed at understanding and addressing environmental injustices in the community (Gov. Code, § 65302, subds. (h)(1)-(2)). Disadvantaged Communities or Environmental Justice Communities are identified by the California Environmental Protection Agency (CalEPA) as, “a low-income area disproportionately affected by environmental pollution, and other hazards that can lead to negative health effects, exposure, or environmental degradation.” (Health & Saf. Code, § 39711(a)(1)). In compliance with SB 1000 (Gov. Code, § 65302, subd. (h)(1)), this HEJ Element must develop goal and policies to:

- Reduce exposure to pollution, including both indoor and outdoor air pollution;
- Increase access to public facilities;
- Increase healthy food access;
- Promote safe and sanitary homes;
- Enable physical activity;
- Promote civil engagement in the public decision making process;
- Identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities; and
- Address other unique or compounded health risks of disadvantaged communities.

Identification of Environmental Justice Communities

The City identified EJ Communities using data from the CalEnviroScreen Tool 4.0 and the Healthy Places Index (Figures HEJ-1 & HEJ-2). Both the CalEnviroScreen Tool and the Healthy Places Index combine various datasets on levels of pollution and population characteristics by Census Tracts to analyze levels of impacts in a community. The darker the shade of red in Figure HEJ-1 the more pollution burdened that tract is relative to others in California, while the darker the shade of green in Figure HEJ-2 the healthier. EJ communities were further informed by local factors, such as infrastructure quality, indigenous (e.g., underrepresented) populations, access to City services, and historical context.

The CalEnviroScreen 4.0 Tool and the Healthy Places Index (HPI) use similar indicators to identify EJ Communities, with the HPI providing additional datasets. To determine the priority EJ Communities in Salinas, data from both tools were combined. Census tracts in the top 25 percent of CalEnviroScreen scores, indicating the highest burden, were merged with Census tracts in the bottom 25 percent of HPI scores, indicating less healthy conditions. This process identified 14 Census tracts as priority EJ Communities in Salinas (Figure HEJ-3).

CalEnviroScreen Tool 4.0 used the following datasets:

Pollution Burdens: Ozone, PM2.5, Diesel Particulate Matter, Drinking Water Contaminants, Children's Lead Risk from Housing, Pesticide Use, Toxic Releases from Facilities, Traffic Impacts, Cleanup Sites, Groundwater Threats, Hazardous Waste, Impaired Waters, Solid Waste Sites

Population Characteristics: Asthma, Cardiovascular Disease, Low Birth Weight, Education, Housing Burden, Linguistic Isolation, Poverty, Unemployment.

Healthy Places Index uses the following datasets:

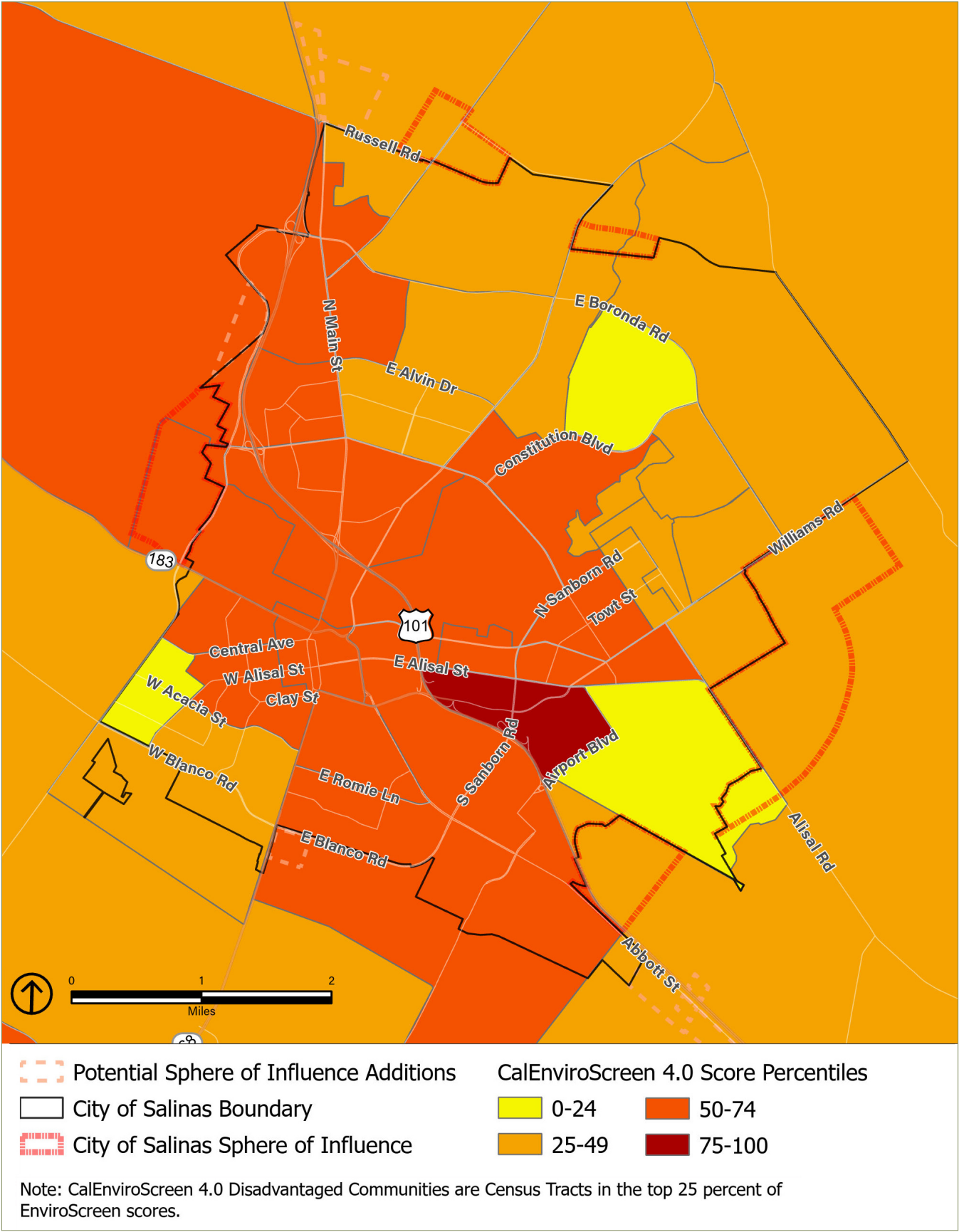
Pollution Burdens: Diesel Particulate Matter, Drinking Water Contaminants, Ozone, PM 2.5.

Population Characteristics: Income, Employment, Education Level, Census Response, Voting, Active Commuting, Automobile Access, Park Access, Retail Density, Tree Canopy, Homeownership, Housing Habitability, Low-Income Homeowner Severe Housing Cost Burden, Low-Income Renter Severe Housing Cost Burden, Undercrowded Housing, Insured Adults.

The Alisal, Chinatown, and Downtown areas (shown within the planning boundaries) are all notable disadvantaged communities, each of which has recently undergone recent planning efforts. The surrounding Census tracts outside the three planning areas are also considered priority areas for the City, especially those adjacent to the Alisal Vibrancy Plan planning area. Nevertheless, these areas of the City have not been given formal recognition or prioritization. This is particularly the case for the Santa Rita neighborhood in North Salinas (Census tract 105.6), which has suffered from disinvestment and resource shortages for many years. * The evolution of the Santa Rita community mirrors that of other EJ Communities. Examining the community's histories can provide valuable insights, and efforts like the AVP and Chinatown plans can offer potential pathways for similar progress and guide the most effective course of action for the newly identified priority areas.

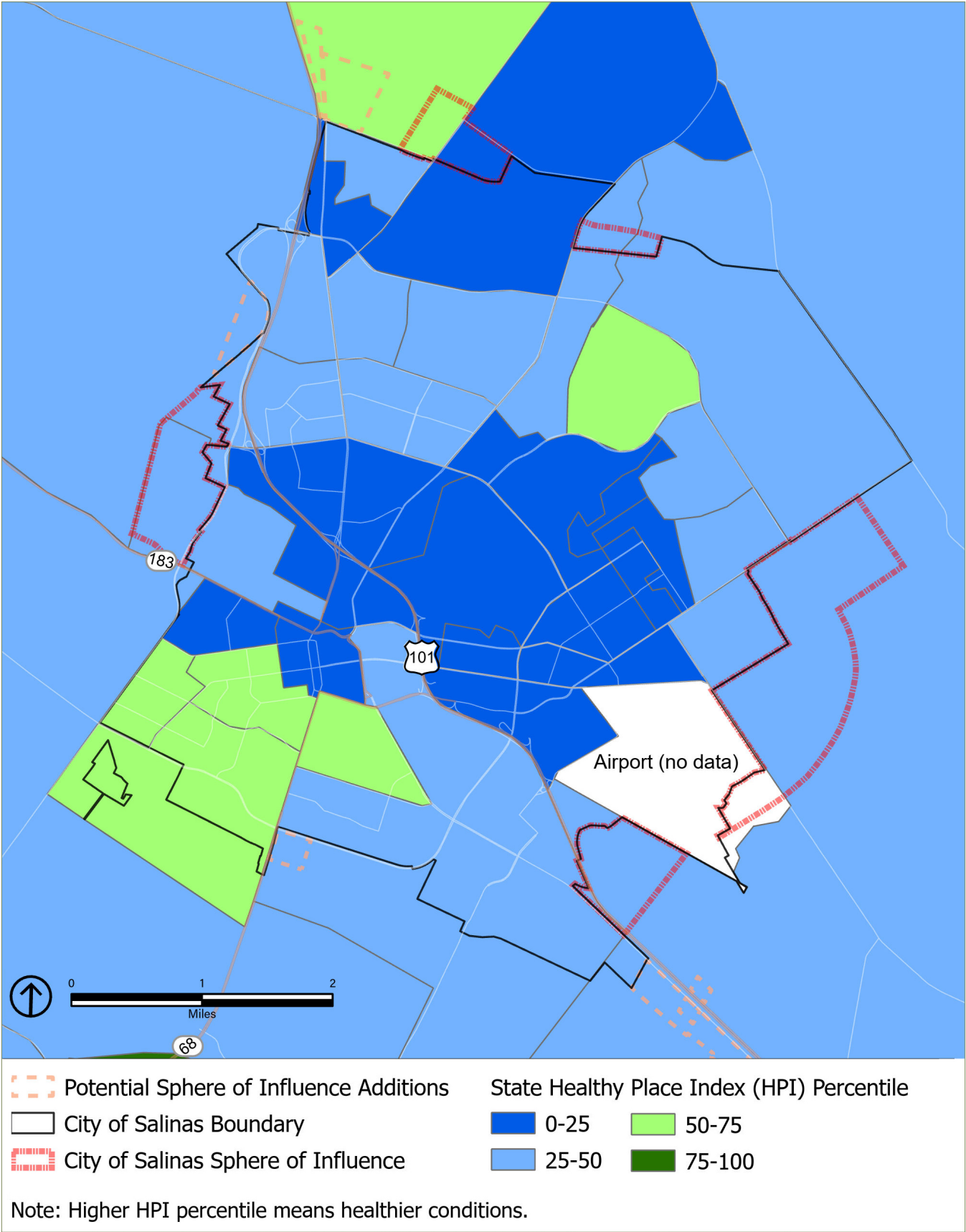
* The Census tract adjacent to the Santa Rita neighborhood has been removed from the map because it is located outside the City's boundaries.

Figure HEJ-1: CalEnviroScreen Tool 4.0 - Salinas Disadvantaged Communities



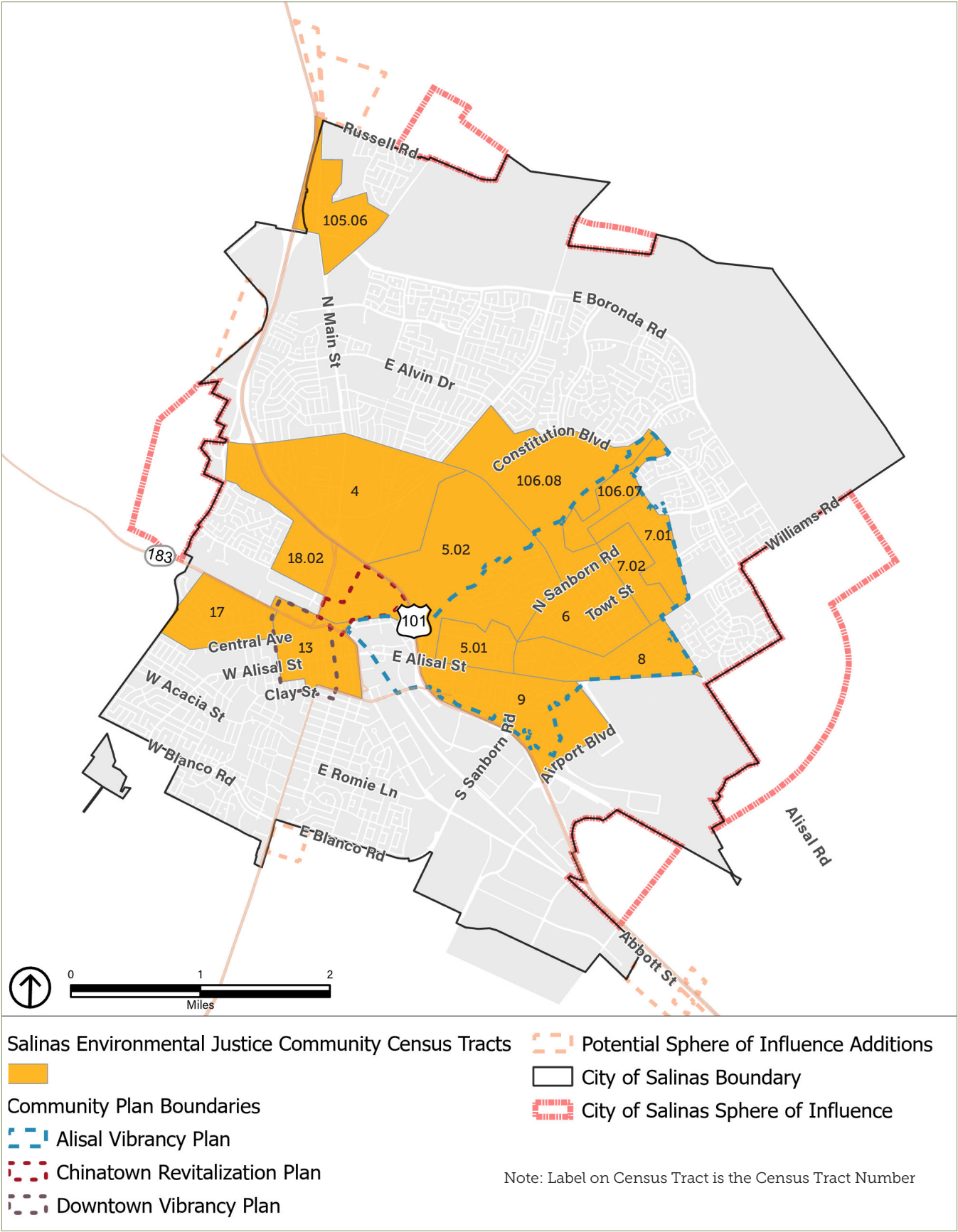
Source: California Office of Environmental Health Hazard Assessment, CalEnviroScreen 4.0.

Figure HEJ-2: Healthy Places Index – Salinas HPI Percentile



Source: California Healthy Place Index 2022, Public Health Alliance of Southern California.

Figure HEJ- 3: Salinas Environmental Justice Communities by Census Tract



Source: City of Salinas, CalEnviroScreen 4.0, California Healthy Place Index.

Environmental Justice Communities in Salinas

Chinatown:

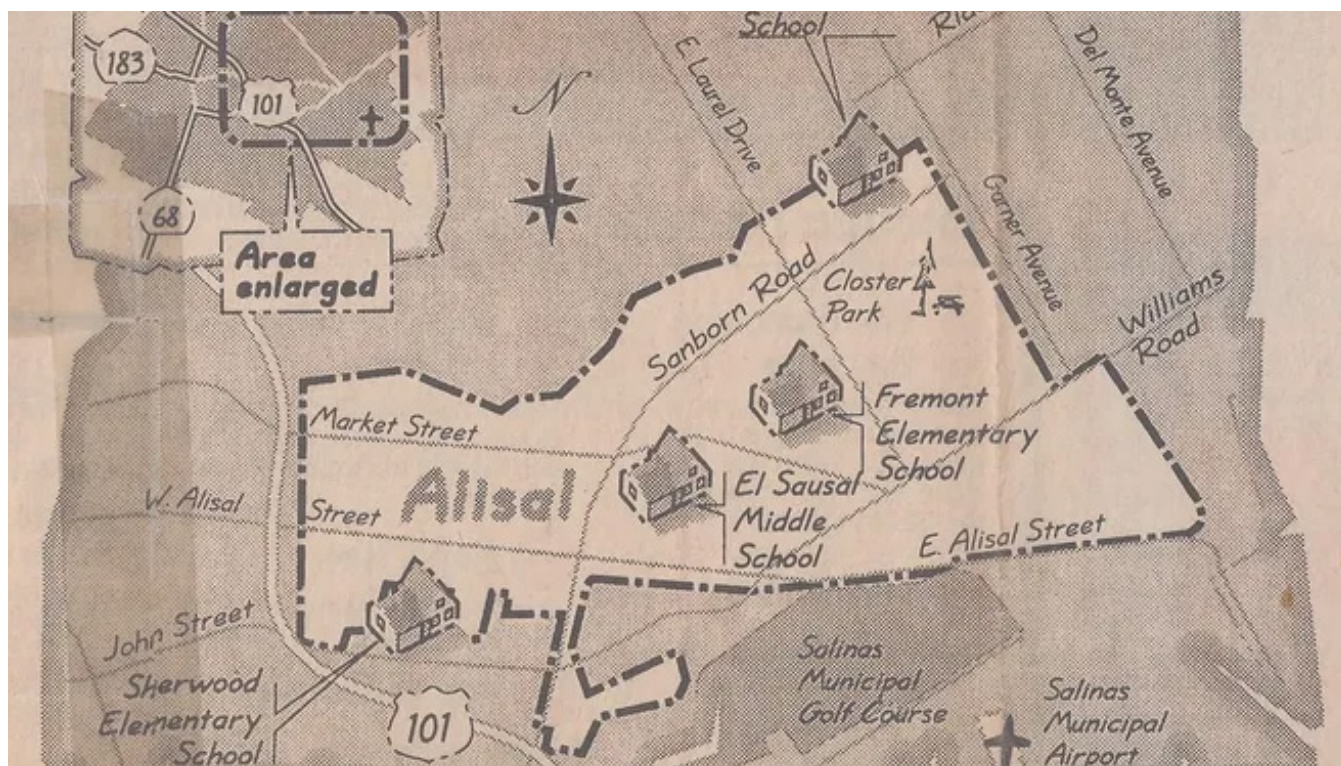
Established by Chinese merchants on Soledad Street in 1893, Chinatown is one of the oldest and historically and culturally rich neighborhoods in Salinas. As an important crossroads in California immigrant history, it is the largest, active Chinatown between San Francisco and Los Angeles. Chinatown's past reflects a legacy of multiculturalism and ethnic diversity born out of discrimination.

After Salinas was incorporated in 1874, a high demand for cheap labor brought many Chinese workers to the city. However, Chinese residents could not move into established neighborhoods due to the Chinese Exclusion Act of 1882, which forced them to create their own community. Soon after, other immigrants settled in the newly established Chinatown making it a vibrant and culturally diverse community. A decline in investment in the latter half of the 20th century led to deteriorating living conditions in the community. This decline eventually led to increased criminal activity, prompting structural changes such as the closing of railroad crossings and surrounding arterial streets, which isolated Chinatown from the rest of the city. These events also coincided with the relocation of large pockets of the unhoused community to Chinatown.

The deliberate acts of segregation-by-design reinforced and aggravated the blight, disinvestment, and isolation that persists today. Minimal investment in businesses, housing, and infrastructure has left parts of the neighborhood with unhoused encampments, abandoned buildings, vacant lots, contaminated parcels, and frequent illegal activities. Chinatown's current state is the result of direct and indirect policy choices. Recognizing the structural racism and neglect that caused the current conditions, the



City completed multiple planning efforts, the most recent of which, the Chinatown Revitalization Plan, seeks to rectify much of what was done decades ago in order to create a new path forward.. This HEJ Element seeks to help in this endeavor and continue to bridge the gap between Chinatown and the rest of the city.



Source: Salinas Californian.

Alisal (East Salinas):

The Alisal (East Salinas), much like Chinatown, became home to many immigrants who worked in the local agriculture industry and lived in what some would consider slum-like conditions. The Alisal eventually was the home of “Dust Bowlers” from Oklahoma (Okies) and Arkansas (Arkies), Asian immigrants, and Mexican Americans, making it a multi-racial community.

Salinas began its efforts to annex the Alisal following WWII but failed in 1949, 1950, and 1955 until finally succeeding in 1963. Before its annexation, planning and infrastructure oversight fell under the jurisdiction of Monterey County whose building and planning codes generally were not as strict as the City’s. The community experienced massive overcrowding, the streets were not laid out properly, lighting was poor and inconsistent, and infrastructure maintenance was neglected. Alisal residents voted in favor of annexation in 1963, with the hope of large infrastructure improvements and new investment in their community but the much-needed investment did not come.

The community’s population significantly changed in the years following annexation. During the 1980’s, there was a rise in immigration from Mexico and significant population increases in the Alisal. Economic shifts along with a growing population and the rise of gangs in the 1990’s brought violent crime to Salinas, centralized in the Alisal. As time went by, the differences between the Alisal and the rest of Salinas became strikingly obvious. The historical disinvestment and neglect resulted in some of the most significant disparities in the community. Residents of the Alisal, who make up over 30 percent of the city’s population, face higher rates of chronic disease, pesticide exposure, lack of health insurance, overcrowded housing, and poor infrastructure, among other challenges.

More recently, in response to community demand and the City’s commitment to racial equity, several infrastructure upgrades have been made in the Alisal. These efforts include the development, approval, and implementation of a comprehensive community plan aimed at addressing the needs of



the area and fostering greater equity. The plan for the Alisal was born out of community advocacy during the Economic Development Element planning process in 2013. During this process, the Building Healthy Communities collaborative, a community-led initiative sponsored by the California Endowment, advocated for a community plan modeled after the City's Downtown Vibrancy Plan. The Alisal Vibrancy Plan (AVP) serves as a focal point for this General Plan, particularly in advancing the goals, policies, and actions outlined under the health, equity, and justice framework.

Community Engagement

Like the EDE and AVP development process, equity is central to the Health, and Environmental Justice (HEJ) Element dialogue, aligning with the Visión Salinas 2040 core value of collaborative, inclusive, and engaged decision-making. Through an intentional community engagement process, collaborating with community members most affected by health inequities and environmental burdens, goals, policies, and actions were developed to:

- Protect public health and support the environment.
- Identify geographic areas of concern.

- Build community trust and promote community ownership.
- Demonstrate a commitment to protecting vulnerable residents and neighborhoods.
- Foster stronger local economies by creating healthier and safer environment.

Various outreach strategies were utilized to highlight community priorities and assist in the development of goals, policies, and actions that address concerns related to air and chemical pollution, healthy food access, problems with City infrastructure, health care access, and safe healthy housing.

Following the recurring theme of meeting community members where they are, HEJ engagement also incorporated strategies to include the voices of Salinas residents who are often left out of the decision-making process. These strategies included holding pop-up events in unique locations like at a bakery at 5 am, popular amongst farmworkers picking up lunch before their shifts, and lunchtime presentations and focus group discussions at agriculture fields in the outskirts of town. Furthermore, the Spectrum of Community Engagement, as described in Chapter 3, helped the City ensure that engagement supported active and collaborative dialogue that empowered the community.



Assets and Challenges

Strategies and plans to protect public health/safety and support the built and natural environment. In early 2020, the City Council adopted the Vision Zero Policy, and in 2021, it adopted the Vision Zero Action Plan, which outlines actions to eliminate fatal and severe injury collisions. In 2022, the Salinas City Council adopted the Safe Routes to Schools Plan, which outlines community-identified needs and recommendations to support a healthy community, improve affordable transportation options for low-income and vulnerable residents, and help the City achieve its Vision Zero goals and statewide climate change objectives by reducing vehicle miles traveled (VMT). That same year, the City partnered with TAMC on a Caltrans Local Beautification Grant to create sidewalk art and walking school buses to start Safe Routes to School implementation. The Active Transportation Plan (ATP), adopted in 2024, and the Alisal Streetscape Master Plan were developed to create a more robust and efficient active transportation network, prioritize improvements in high-traffic corridors, and enhance the street design in historically underserved areas. Additionally, efforts to improve greening, beautification, and cleanliness, especially in the Alisal, have been supported by the Caltrans Clean California Grant.

Maintaining a healthy, safe, clean and vibrant Salinas. AMOR Salinas is a City-led movement focused on enhancing beautification, reducing litter, and improving quality of life through partnerships, volunteerism, education and outreach. The City coordinates and leads volunteer cleanup initiatives, often supported primarily by youth volunteers. The City's Neighborhood Services group, in collaboration with each City Councilmember, hosts an annual neighborhood cleanup and free trash disposal event in each district. To support ongoing cleanups and beautification efforts, new trash receptacles have also been installed along the Alisal Corridor.

Habitat restoration and protection of

waterways. The Habitat Stewardship Project, Monterey Bay, an environmental education program, engages students through cleanups and planting events that promote habitat restoration and help mitigate contamination in green spaces and waterways. The Big Sur Land Trust also supports these efforts and continues to work with the City on the development of a 73-acre park. Save the Whales, an environmental education group, also helps provide education at tabling events and classrooms. Communities for Sustainable Monterey County supports similar efforts through their Sustainable Salinas Action Group.

Access to funding to support/expand local programming.

The Salinas Prevention and Wellness grant provides funding to enhance community prevention and intervention programs that contribute to a healthier and safer Salinas. Local organizations can apply for funds to augment their current programs, or to kick start new initiatives. Programs eligible for funding include education, recreation, social work, public health, public safety, mental health, youth development, and community building. Since 2022, 13 organizations have been awarded a combined \$600,000 in grant funds.

Initiatives promoting improvements in quality of life and access to healthy foods.

The Blue Zones Monterey County Project aims to improve community health by making permanent and semi-permanent changes to the built environment, encouraging healthier food options, and promoting community involvement. Salinas earned Blue Zones Certification in 2024, recognizing the collective efforts made to promote overall health and well-being in the community. The City also supports farmers' markets at various locations and is working to expand them to more isolated parts of the city.

Programs supporting vulnerable populations and civic engagement.

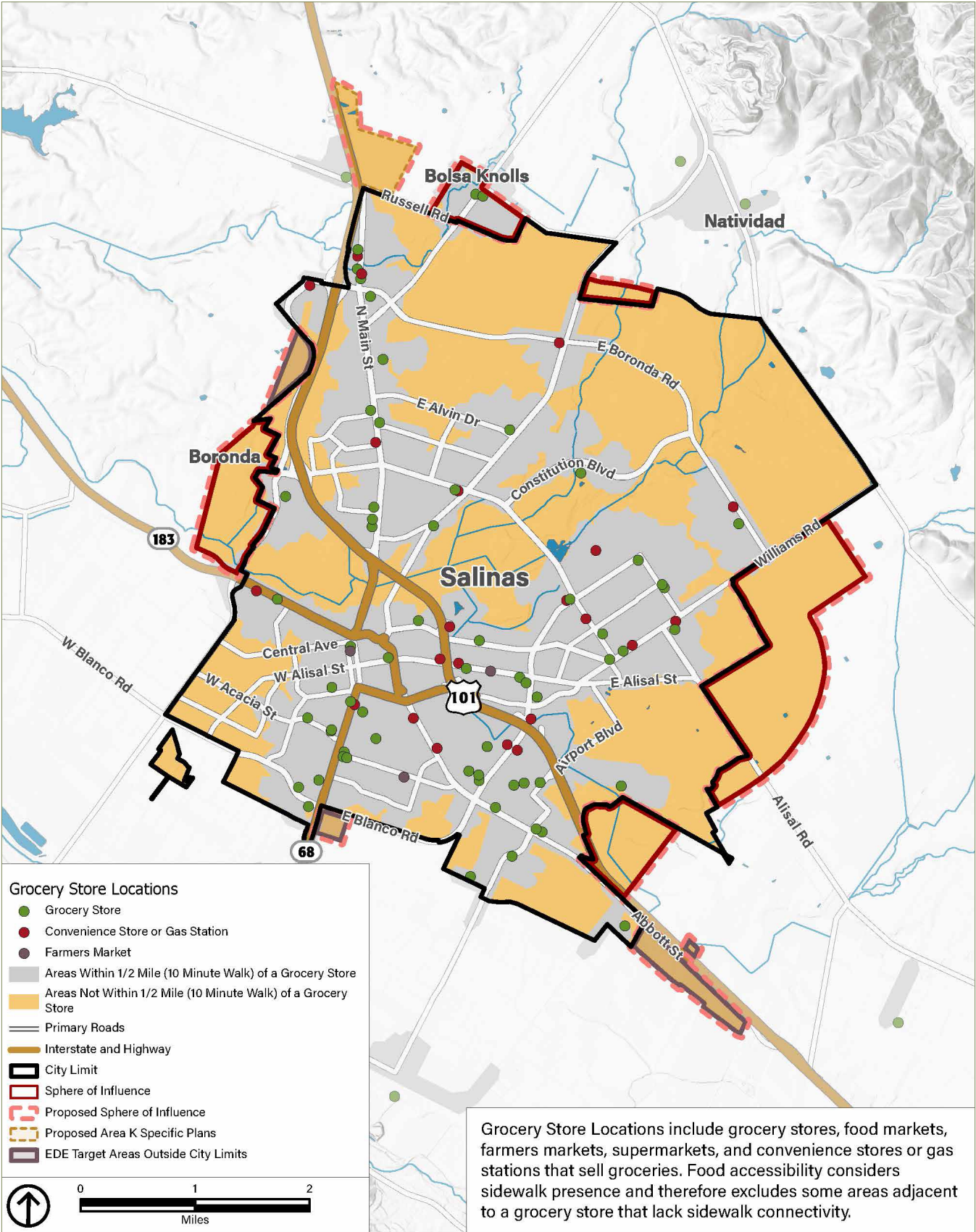
First 5 Monterey County is a public agency dedicated to promoting the well-being of young children by supporting local initiatives and programs aimed at enriching their lives. The Epicenter, a youth-led and youth-run organization, is dedicated to empowering at risk and system impacted youth ages 16-24 by connecting them to resources like housing, education, employment and mental/physical health and wellness. Community group, La Escuelita, supported by local community-based organization Building Healthy Communities, is actively organizing and advocating for safe and affordable housing for our most vulnerable populations. Similarly, the Center for Community Advocacy, supports residents navigating difficulties with landlords due to unsafe living conditions.

Improvements to parks and recreation

facilities. System-wide improvements to park facilities totaling \$2 million, including the replacement of several playground structures, have been completed. Additionally, improvements and expansion of the Cesar Chavez Trail were completed, along with the rehabilitation of the Natividad Creek Park restrooms. Most notably, the new Hebbbron Family Center is expected to open to the public at the end of 2025.

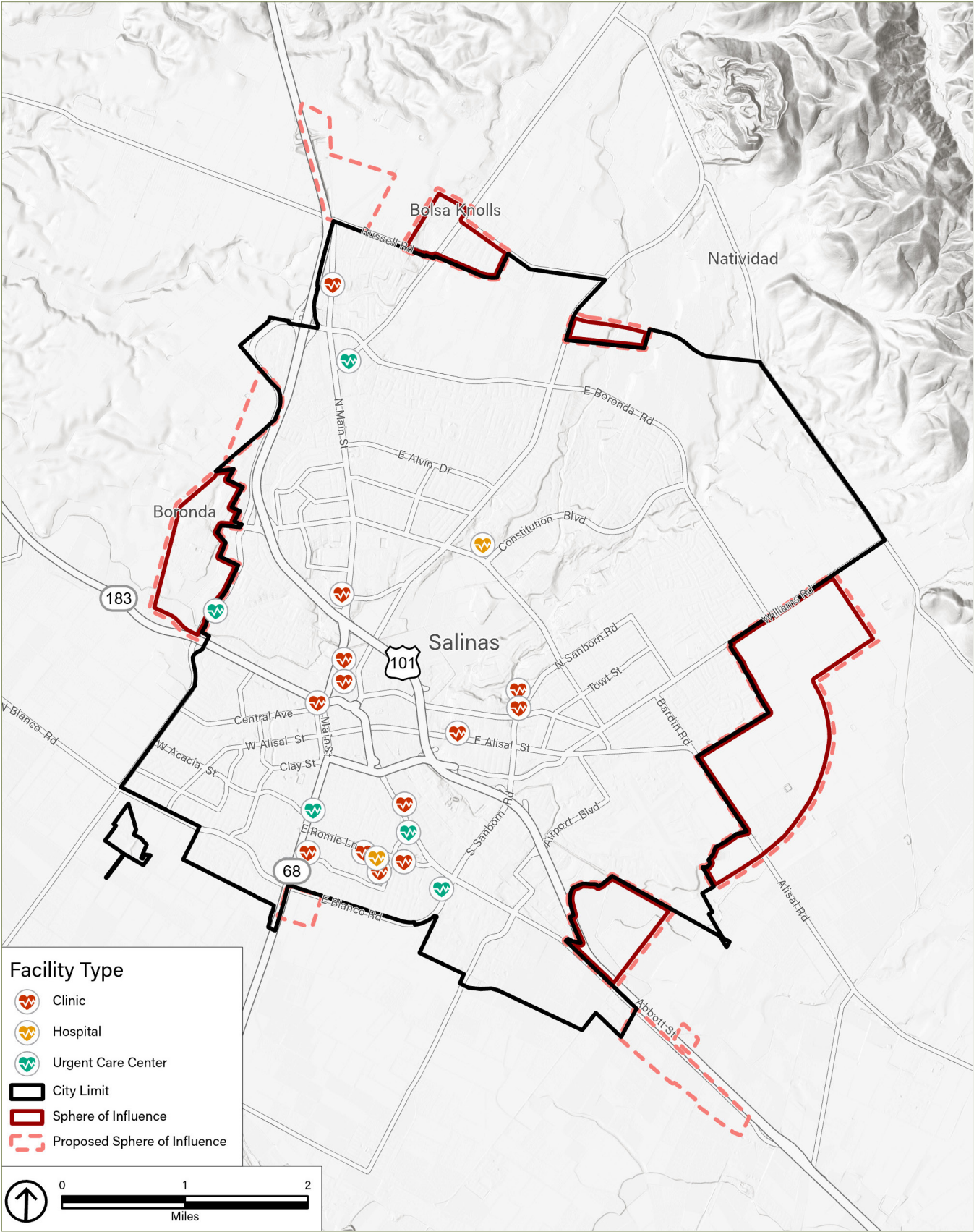
Limited access to healthy foods. Access to healthy food is not feasible for all residents, particularly those living on the outskirts of the city or more than half a mile from a grocery store. In 2022, Monterey County had the highest rate of food insecurity among all 58 California counties. Furthermore, high population density and infrastructure challenges in neighborhoods like the Alisal, can make accessing healthy food options challenging.

Figure HEJ-4: Food Access



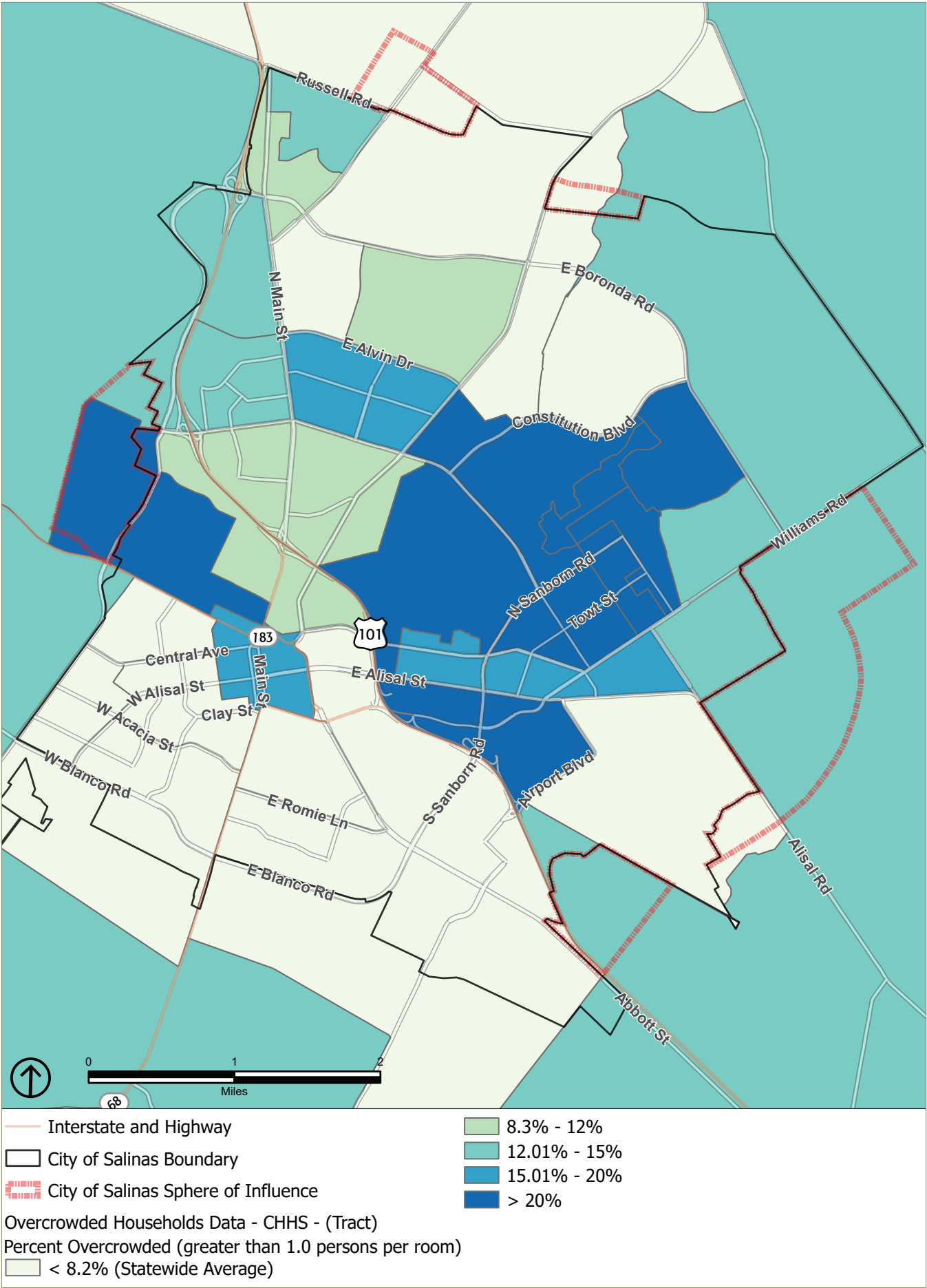
Source: City of Salinas, 2021; PlaceWorks, 2021.

Figure HEJ-5: Medical Facilities



Source: City of Salinas, 2021; PlaceWorks, 2022.

Figure HEJ-6: Overcrowded Households



Source: City of Salinas, 2021; PlaceWorks, 2025.

Limited access to healthcare. According to the California Healthy Places Index, the 93905 zip code (Alisal area) has the highest concentration of uninsured adults in the city. During the pandemic, the Monterey County Health Department reported that the 93905 and 93906 zip codes had the highest number of COVID-19 cases. Both areas, which have high asthma rates, primarily affected uninsured people of color. Furthermore, during the AVP planning process, residents identified gaps in bilingual and bicultural healthcare services in the 93905 area. Many of these challenges are attributed to language barriers and immigration status, particularly affecting the farmworker community.

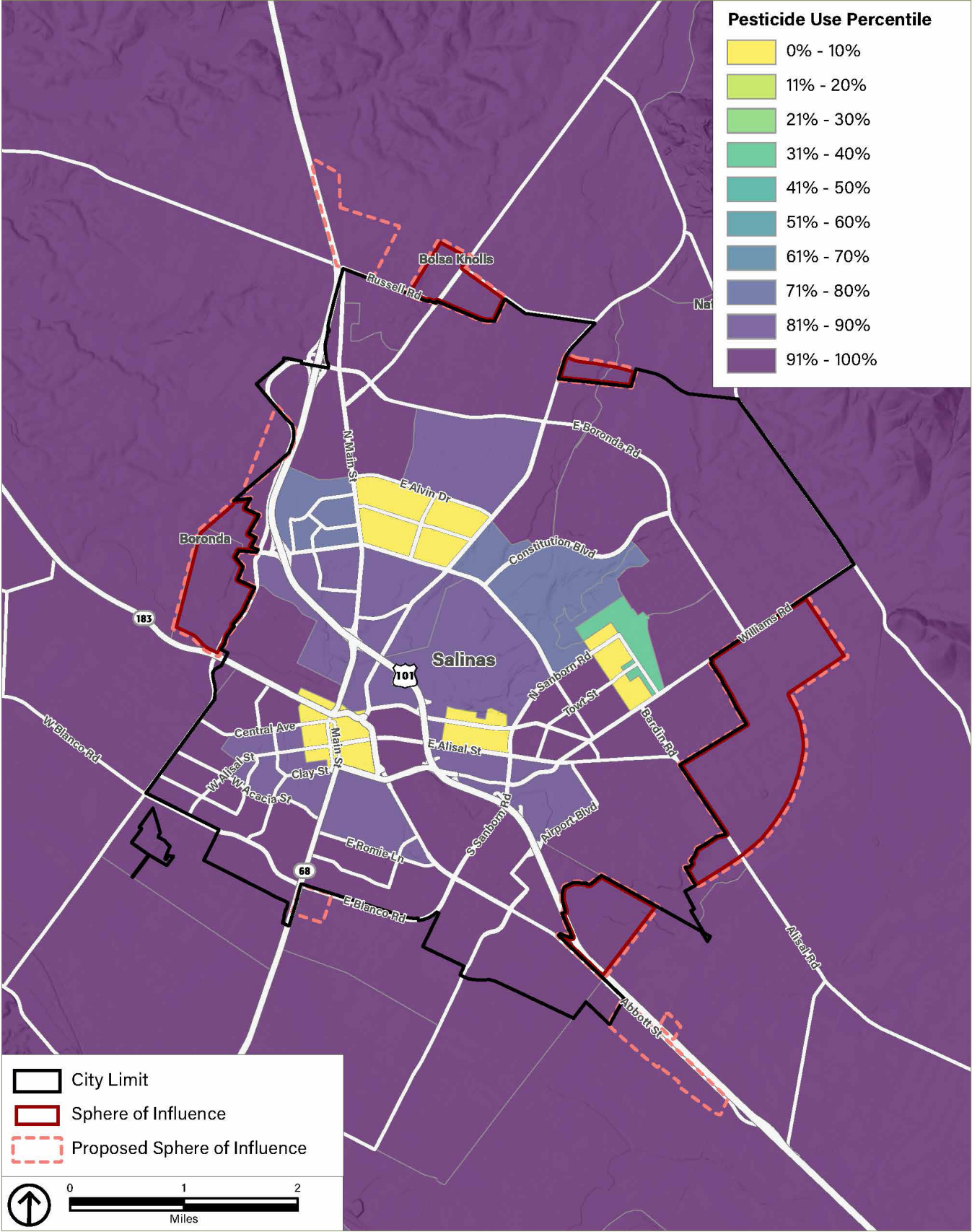
Overcrowded housing. Limited housing stock, rising housing costs, low wages, and a lack of affordable housing have led to extreme overcrowding, primarily in East Salinas. In 2021, the average salary for agricultural work, the City's main industry, was \$33,550 according to the U.S. Department of Labor, Bureau of Labor Statistics. Given the low wages, some households may struggle with high housing costs and opt for smaller homes or to share their residences with others, leading to severe overcrowding (see Figure HEJ-6). Overcrowding, combined with an aging housing stock, has led to unsafe living conditions that are linked to physical and mental health issues.

Air quality and pollution burden. The pollution burden in the Salinas area is high, primarily due to nearby agricultural activities and pesticide use, which disproportionately impacts low-income communities of color. Given the large percentage of farmworkers living in Salinas, they are particularly vulnerable to its adverse effects. According to the U.S. Environmental Protection Agency (EPA), pesticides can impact the nervous system and endocrine system, cause skin or eye irritation, and some have been linked to cancer. Salinas residents are also exposed to high levels of diesel particulate matter (DPM), which can largely

be attributed to the agricultural industry. DPM, according to the California Air Resources Board, can be particularly harmful because the particles are small enough to be inhaled deeply into the lungs and cause respiratory and cardiovascular issues.

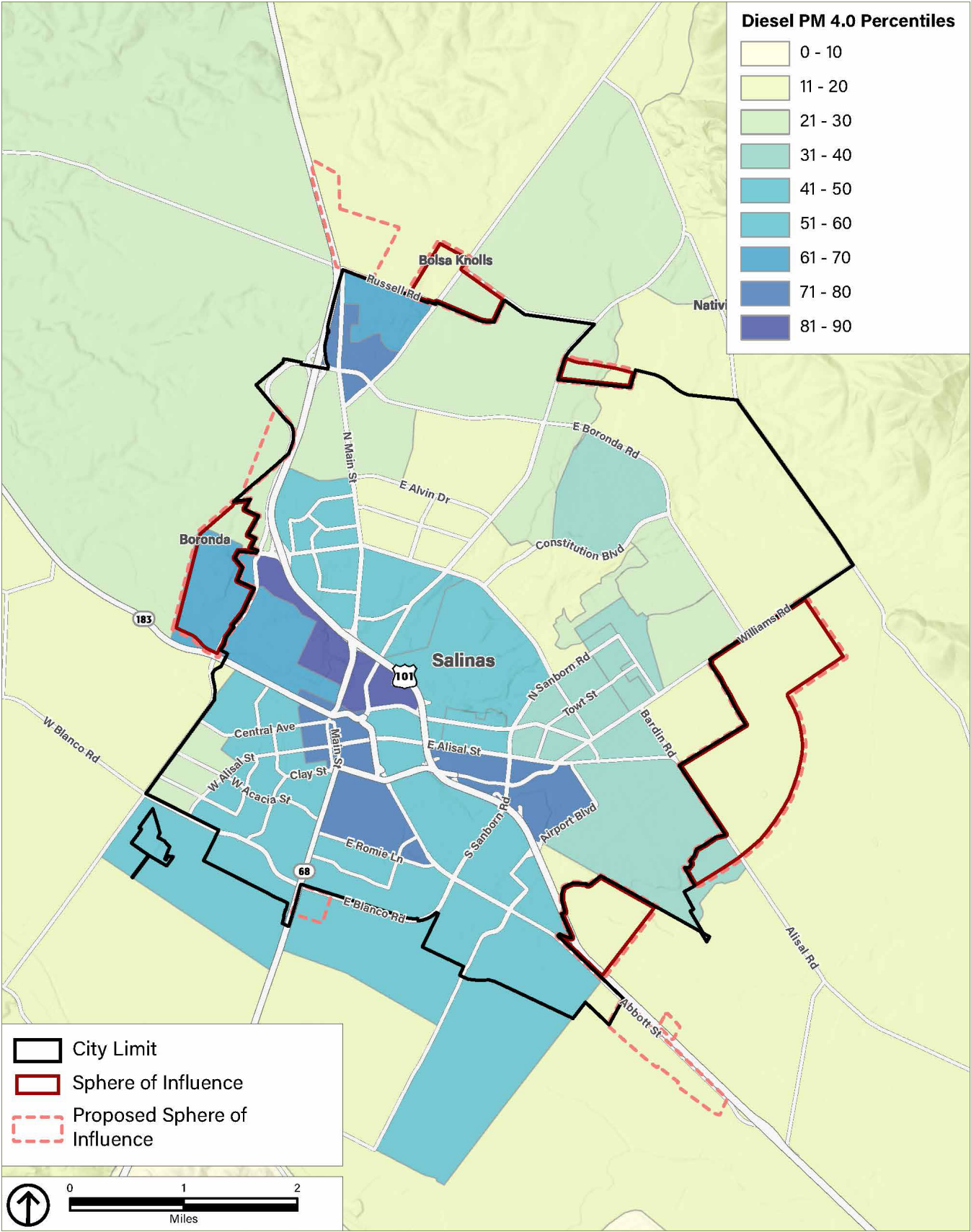
Incomplete active transportation network. The limited bike and trail network makes it challenging for residents to utilize alternative modes of transportation, resulting in a greater dependence on cars, more traffic and higher levels of pollution. Street design in Salinas is vehicle-oriented, with wide intersections, limited bike lanes, and inadequate or uneven sidewalks and crosswalks, making walking and biking undesirable alternatives. Furthermore, high-density areas result in more cars and crowded streets, making walking and biking even more challenging.

Figure HEJ-7: CalEnviroScreen 4.0 Pesticides



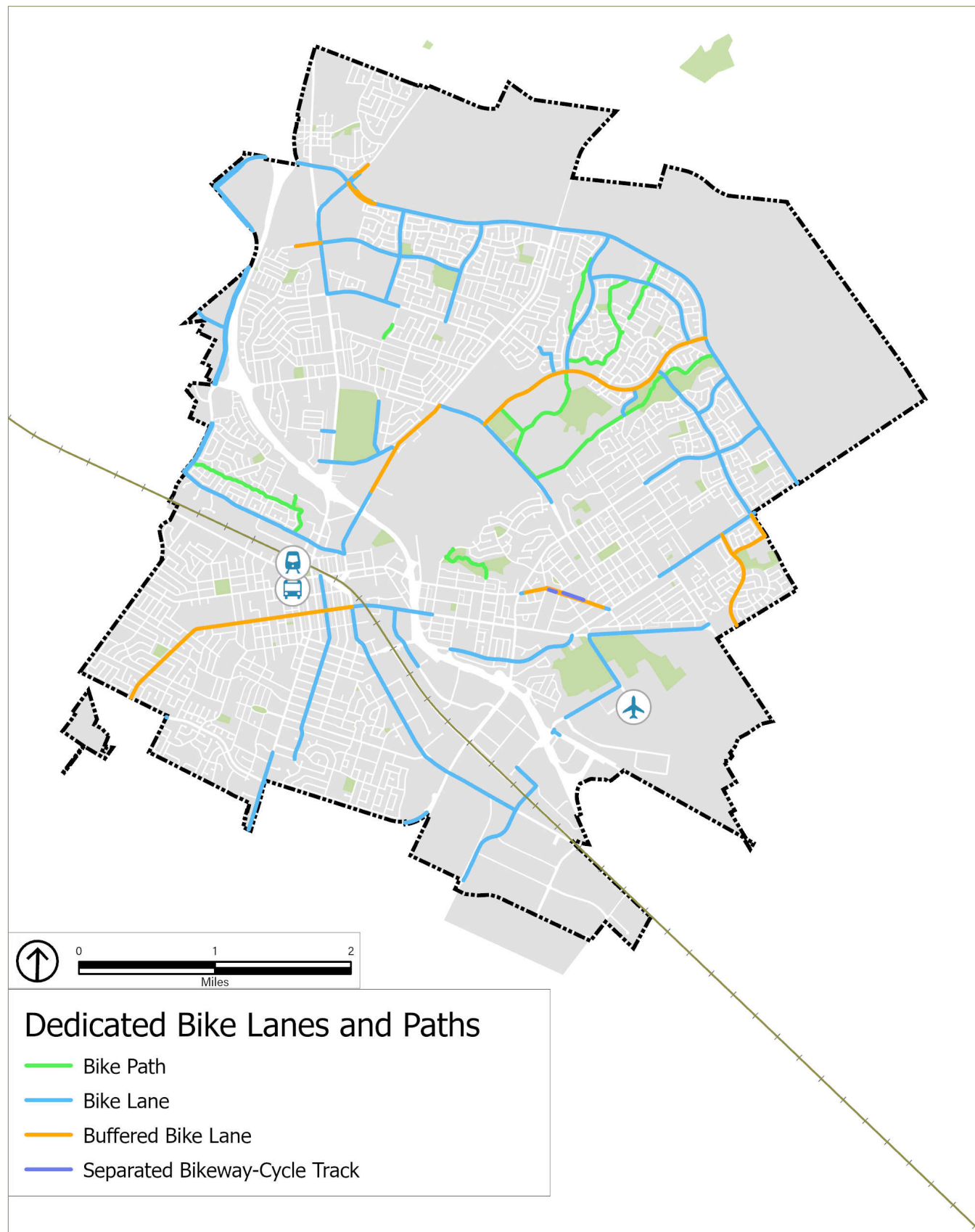
Source: Draft CalEnviroScreen 4.0, Office of Environmental Health Hazard Assessment (OEHHA), 2021.

Figure HEJ-8: CalEnviroScreen 4.0 Salinas – Diesel Particulate Matter Indicator



Source: Draft CalEnviroScreen 4.0, Office of Environmental Health Hazard Assessment (OEHHA), 2021.

Figure HEJ-9: Dedicated Bike Lanes and Paths



Source: City of Salinas 2021, Monterey-Salinas Transit, 2021.

Goals and Policies

Goal HEJ-1: Improve the quality of the built and natural environments to reduce health inequities caused by pollution and support a healthy community.

More often than not, underserved, low-income communities of color bear the greatest environmental burdens, particularly when it comes to air quality. For this reason, creating and maintaining a healthy community requires policies and programs that reduce health inequities, protect the natural environment, and support a built environment that promotes active lifestyles. City land use policies, along with interagency collaboration, are essential to ensure that new and existing developments, plans, and projects mitigate environmental burdens, seek proper hazard remediation, and reduce community exposure to toxins and pollution. Ultimately, the goal is to take the right steps to protect the community from pollution, ensuring that underserved communities are not disproportionately affected.

Policy HEJ-1.1: Protect the community from hazards related to air pollution, hazardous materials and other human activities by working with federal, state and county agencies.

Poor air quality caused by transportation and residential greenhouse gas (GHG) emissions as well as pesticide use, have propelled a series of health inequities in the community. Improving air quality is a key priority to help mitigate health concerns related to respiratory problems, particularly asthma, which is prevalent throughout Salinas. Air quality concerns are not an isolated issue and require regional coordination with the Monterey Bay Unified Air Pollution Control District to implement local air quality plans, and local agencies and agribusiness to limit exposure to pesticides and

fertilizers. Additional mitigation also requires close collaboration with the County of Monterey and implementation of the Monterey County Hazardous Waste Management Plan. This General Plan, along with City-led efforts highlighted in the Conservation and Environmental Safety Element, ensures that hazardous materials used in residential, business, and industrial settings are properly managed. The General Plan also establishes protocols to inform key stakeholders in the event of health or public safety concerns related to unintended or accidental exposure, safeguarding the community from potential risks. These measures are also crucial for safeguarding and improving groundwater sources, which are often contaminated by various agricultural practices.

Policy HEJ-1.2: Strive to protect sensitive land uses from the negative effects of hazardous materials and toxic air contaminant sources.

The mismanagement of hazardous materials can result in serious environmental burdens for the community at large. One way to protect Salinas residents from potential hazardous contaminants is by adopting and implementing land use practices that actively mitigate and prevent community exposure to toxins and pollution. One proactive measure the City can make is undertaking cleanups and remediation of City-owned land in anticipation of potential developments. Air quality improvements are also possible through land use practices and development design standards that address direct and indirect emissions of air pollutants. One example of this includes limiting the expansion of industrial uses in densely populated areas, which are often environmental justice communities, and focusing expansion on the southern part of the city. Furthermore, policies and programs aimed at strengthening the built environment, such as supporting a more active transportation network and public transit, can assist with minimizing health inequities while simultaneously reducing GHG emissions.

Goal HEJ-2: Well-maintained and improved infrastructure and public facilities that equitably meet the needs of the community.

A healthy community offers broad access to diverse amenities, including well-maintained infrastructure and public facilities that are efficiently managed. Prioritizing the creation and upgrading of infrastructure is crucial for enhancing mobility and access, especially in environmental justice communities where proximity to these resources is frequently limited. Beyond securing proper infrastructure and connectivity, the City must also ensure that these facilities meet community needs and are properly maintained. Additional goals, policies and actions related to infrastructure and public facilities can be found in the Land Use, Circulation, and Art, Culture and Youth Elements. The Parks, Recreation, and Libraries Master Plan provides an in-depth exploration of themes related to public facilities, including the creation, maintenance, and improvement of community spaces.

Policy HEJ-2.1: Prioritize the creation of new infrastructure and upgrade existing infrastructure to enhance mobility and access to public facilities, particularly in underserved areas of the community.

Equitable and improved access to public facilities requires creating development patterns that ensure residents are within a half-mile walking distance of a park, open space, plaza, or recreation center. Pursuing these improved development patterns, alongside the implementation of the Active Transportation and Master Trail Plans and green infrastructure projects, can enhance access to public facilities and support healthier lifestyles. Prioritizing new infrastructure projects and upgrades should also include a racial equity assessment (see Action HEJ- 7.1.1) to ensure that improvements effectively target and benefit environmental justice communities.

Policy HEJ-2.2: Develop and maintain a network of public facilities to ensure all community members have access to a wide range of recreational, cultural and social opportunities.

The Parks, Recreation, and Libraries Master Plan (Parks Master Plan) and the Alisal Vibrancy Plan (AVP) emphasize the need for new and improved public facilities, especially in underserved areas of the community. The Parks Master Plan provides a comprehensive list of public facilities and their improvement needs, and following its prioritization criteria is crucial to ensure that improvements are approached through an equity lens, addressing the greatest needs first. During the General Plan update engagement, community members consistently voiced the need for better maintenance and beautification of public spaces. This may involve enhanced cleanups and revitalization projects, such as public art installations that reflect and celebrate the community, as outlined in the Art, Culture, and Youth Element.

Goal HEJ-3: Ensure Salinas residents have equitable access to healthy, affordable and culturally relevant foods.

A healthy community provides regular, year-round access to affordable, fresh produce at grocery stores, corner stores, community gardens, and farmers' markets. Though the city is surrounded by fields with fresh produce, healthy food options are not necessarily accessible for many Salinas residents. In East Salinas only 18 percent of residents live within a half-mile walk of a full-service grocery store. Where healthy, high-quality foods do exist, they are often significantly more expensive than unhealthy foods. Improving access to culturally relevant foods is also crucial for fostering cultural identity, strengthening community bonds, and promoting happy, healthy neighborhoods. Addressing food insecurity requires development projects that expand year-round access to healthy and affordable food options, community education, and programs that connect residents to emergency resources.

Policy HEJ-3.1: Support development projects, programs and initiatives aimed at reducing food insecurity and promoting healthy eating habits.

Unfortunately, many homes in underserved areas lack basic access to healthy foods. Although the City cannot act as a food retailer, it can identify development opportunities and encourage grocery stores and similar businesses to locate in underserved areas. Additionally, the City can enhance healthy food and beverage options at its facilities, meetings, and events. Through increasing access to quality, healthy foods is a challenging task, strengthening partnerships with local hospitals, schools, non-profits, and businesses can help expand access and promote education on healthy eating. Leveraging funding opportunities with local organizations can also help strengthen and expand existing programs and services, enabling them to better meet community needs and improve access to healthy food options.

Policy HEJ-3.2: Promote and expand year-round access to sustainable, locally sourced, and culturally relevant food through urban agriculture initiatives and emergency food resources.

Some Salinas communities struggling with food insecurity have pursued urban agriculture practices and established community gardens in places like Natividad Creek Park and Acosta Plaza. City support and facilitation in the development and management of these spaces, through partnerships with schools and other local organizations, can help provide healthy food options and increase health and wellness education in the community. Similarly, other partnerships and collaborative efforts are needed to connect community members with existing resources, such as local farmers' markets, and to support their expansion and sustainability. Leveraging the Library and Community Services

Department's existing partnership with the local food bank can facilitate the implementation of new programs. This includes the Food Rx program, where healthcare providers prescribe healthy foods as part of a treatment plan, and the Healthy Refrigeration Grant Program, a State initiative that provides funding for upgrading and installing refrigeration equipment in small businesses in low-income or low-food access areas. Furthermore, collaborating with Monterey Salinas Transit to explore route improvements can enhance community members' access to farmers' markets, thereby increasing availability of fresh, healthy food.

Goal HEJ-4: Ensure that low-income communities have access to safe and healthy shelter and housing.

Salinas residents are no strangers to housing challenges. High rents, a growing population and a deteriorating housing stock have resulted in overcrowded and unsafe living conditions in some of the most underserved areas of the city. Currently, East Salinas has the highest levels of overcrowding, housing-burdened low-income households, and exposure to lead. These high levels can lead to serious health effects, particularly in children. Overcrowding challenges also pose a serious threat to public health. Building more affordable housing is essential to addressing these challenges. However, in the meantime, immediate actions should be taken to reduce health risks by collaborating with Code Enforcement Division, the Fire Department, and partner organizations, as well as providing financial assistance for necessary home improvements.

Policy HEJ- 4.1: Implement measures to eliminate health risks related to lead-based paint, mold and other contaminants in housing.

Harmful contaminants are present in homes throughout the city, and many residents are unaware of the risks that contaminants pose. Addressing this issue starts with creating an educational campaign to inform the public about common contaminants like lead-based paint and mold, their associated health risks, and proper remediation methods. Given that these issues are often concentrated in vulnerable, low-income communities, the City should explore establishing a funding source to support remediation efforts in these neighborhoods. Additionally, the City must prioritize remediation of contaminants in its own facilities, particularly housing navigation centers, to ensure safe environments for residents.

Policy HEJ- 4.2: Develop and implement policies and programs to prevent displacement and guarantee safe and stable living conditions.

Many times, overcrowded households ignore unsafe living conditions due to fear of a retaliatory landlord, or limited access to resources and information. To increase access to information, the Fire Department and Code Enforcement Division should increase public education related to home fire safety and prevention. The Code Enforcement Division can also focus on awareness of safety codes, focusing on blight, overcrowding, and unpermitted plumbing and electrical work. Once provided with the necessary background information, residents can be connected to funding resources to maintain and improve properties, prioritizing older and substandard dwellings. This also includes working with the County and local healthcare providers to share information related to health protocols and appropriate safety measures. In late 2024, the City adopted a Rent Stabilization and Just Cause Eviction Ordinance, which will go into effect January 2025, to help protect tenants from

retaliation and improve living conditions. The City should continue to pursue similar policies to create additional resources for Salinas renters.

Goal HEJ-5: Provide a diverse range of parks and recreational spaces, along with programming and support, to encourage and engage the community in physical activity.

Physical activity is crucial for maintaining health and preventing disease. However, in Salinas, the built environment presents numerous barriers to physical activity, particularly due to limited accessibility to parks and open spaces. Currently, Salinas provides only 1.5 acres of park space per 1,000 residents, falling short of the National Recreation and Park Association's recommended standard of 3 acres per 1,000 residents. Improving accessibility to parks and open spaces is essential for fostering healthier, more active communities. Furthermore, implementing the priorities of the Parks, Recreation, and Libraries Master Plan's and the Active Transportation Plan, can significantly enhance access to parks and recreational spaces. The Parks Master Plan and ATP are detailed in the Open Space Element and the Circulation Element, respectively, offering a comprehensive framework to improve equitable and inclusive access to physical activity opportunities throughout the city. In addition to enhancing access to parks and open spaces, programming that promotes movement and activity—highlighted in Action HEJ 2.2 and the Art, Youth, and Culture Element—is crucial for fostering a healthy and active community.

Policy HEJ-5.1: Maintain safe and accessible public spaces with amenities that facilitate exercise and encourage physical activities, promoting an active lifestyle across the community.

Quality, well maintained parks, open spaces, and recreational opportunities generate a sense of community pride and value. To support access and ease of use, it is essential to prioritize maintenance and improvements to existing parks and recreational facilities. Wayfinding,

informational signage, and features like exercise equipment should be installed in all Salinas parks, with a focus on EJ Communities, to further encourage physical activity and help build an active community. The City should also continue to enhance partnerships with public and private organizations to promote organized sports and collaborate with local neighborhoods to address safety concerns and conduct park cleanups. Initiatives like the Amor Salinas movement can play a key role in these efforts.

Policy HEJ-5.2: Provide and support inclusive intergenerational programming and activities that are considerate of diverse abilities and encourage safe physical activities for all participants.

Accessible and inclusive public spaces form the foundation of a strong community, and the activities and programming for these spaces bring them to life, fostering connection and engagement. For this reason, it is essential for City facilities to provide and promote diverse programming that is inclusive of all ages, cultural backgrounds, and varying abilities. This also involves collaborating with community members, local organizations, and schools to identify and address community needs, with a particular focus on individuals with diverse abilities. Collaborating with external partners, such as schools, to secure recreational areas through joint-use agreements can help address the City's limitations in available space and programming. Nevertheless, while joint-use agreements can offer a temporary solution to address current needs, the City should also assess programming gaps, particularly in low-income areas, to guide the development of new facilities. Ongoing partnerships with organizations like Blue Zones, which advocate for healthy lifestyles, and local hospitals can further enhance efforts to promote physical activity and well-being within the community. These themes are further explored in the Arts, Culture, and Youth Element, particularly in relation to programming for youth.

Goal HEJ-6: Foster robust and inclusive civic engagement and develop resident leaders dedicated to shaping the city's future.

Communities become stronger and more resilient when residents are empowered to take action and address the challenges facing their neighborhoods. Community empowerment goes beyond mere involvement or participation. Empowerment is providing community members with the tools, education and resources that increase their ability to work collaboratively as a neighborhood to change the health of their social and physical environment. Strengthening community engagement across all City processes remains a top priority for City leadership. This includes supporting resident leadership to ensure full participation and active roles in community decision-making. The City sponsors several annual community leadership programs, including the Youth and Government Institute, the Youth Leadership Academy, and the Community Leadership Academy. Adopting a more intentional approach to engagement through a racial equity analysis can further enhance inclusivity and authenticity in community involvement, ultimately strengthening resident leadership (see Action HEJ-7.1.1).

Policy HEJ-6.1: Establish and maintain a welcoming environment that fosters effective civic engagement.

Throughout various City engagement processes, Salinas residents have highlighted the need for augmented resources, community spaces, and a wider variety of engagement opportunities to make civic participation meaningful and worthwhile. Inclusive engagement begins with holding meetings and pop-ups in spaces where the community feels welcomed, such as cultural and public gathering centers. Facilitating equity, inclusion, and access in these spaces includes holding meetings at reasonable hours, primarily in the evenings, and providing bilingual meeting materials, dinner options, interpretation services, and childcare when applicable. In 2024,

the City made additional efforts to facilitate engagement through bilingual (i.e., English and Spanish) City Council agendas and translated adopted budget documents. These collective measures will help ensure that City decisions and practices actively work to prevent and reduce institutional discrimination. Removing barriers to participation and ensuring inclusivity can be done by developing strategies with key stakeholders that are often left out of decision-making spaces, such as indigenous language speakers and other underrepresented groups. Another useful approach is to leverage successful past engagement efforts, such as the Alisal Vibrancy Plan, to co-create new plans, strategies, and policies.

Policy HEJ-6.2: Build the capacity of resident leaders to actively participate in City and community decision-making processes.

Beyond creating welcoming environments for engagement, it is also essential to build resident leadership so that individuals can take active roles in decision-making spaces. The City can play a direct and indirect role in this process. Internally, the City can enhance community leadership by expanding the City-led Civic Academy, evaluating committee and commission compositions to ensure equitable representation, and developing accessible materials to encourage resident participation in City processes (as outlined in Policy HEJ-6.1). Externally, the City can increase collaboration with community-based organizations (CBOs) and other groups to co-develop cultural festivals and resident-led events. This includes supporting the use of City facilities for community activities and offering in-kind services to help cover associated costs.

Policy HEJ- 6.3: Strengthen the capacity and sustainability of community-based organizations (CBOs) to support and develop resident leadership.

Community-based organizations (CBOs) are essential for enhancing and ensuring civic

participation at all levels. For this reason, it is crucial for the City to actively work on strengthening the sustainability and capacity of organizations to support the development of resident leadership. One way to support CBOs is by offering capacity-building training and technical assistance, particularly to help access funding opportunities and develop new skills. This support also includes creating opportunities for CBOs to contribute their expertise to City projects in areas such as engagement, public art, or economic development. These efforts will require ongoing collaboration to be successful and to effectively leverage City resources. When collaboration is not required, the City should facilitate the use of public facilities by CBOs for their independent organizational processes and civic participation activities.

Goal HEJ-7: Enhance and support existing programs and create new initiatives and developments that address the needs of environmental justice communities and work to mitigate the impacts of historic disinvestment.

Housing instability and access to health care, particularly mental health services, are two key issues affecting disadvantaged and vulnerable communities in Salinas. These issues have resulted in an increase in unhoused residents and a critical need for interagency collaboration to provide housing and other critical social services. Given the City's limitations in administering healthcare and developing housing, collaboration with the County of Monterey, and other local agencies is crucial to deliver key social services. This collaboration, coupled with the development and implementation of a racial equity framework, can help reduce disparities among different racial and ethnic groups, income levels, and LGBTQ+ communities. Additionally, updating the City's Inclusionary Housing Ordinance and expanding partnerships with affordable housing developers will enhance our ability to meet Regional Housing Needs Allocation (RHNA) goals and provide vital

housing for our most vulnerable populations. For other related strategies on housing vulnerable communities, see the 2023-2031 Housing Element Goals 3 and 6, and Section 6.4.

Policy HEJ-7.1: Develop and implement a racial equity framework to guide the prioritization of projects and programs, ensuring that historically underserved and marginalized communities receive targeted investments and support.

Developing a racial equity framework is a crucial initial step to ensure that the City prioritizes projects and programs that benefit historically underserved communities and directs targeted investments where they are needed most. A racial equity framework can include a Racial Equity Impact Assessment Tool (REIA) and an Equity Lens Checklist. These tools are designed to assist in evaluating proposed policies, programs, and projects by analyzing how they might impact various racial, ethnic, and marginalized groups. They help identify potential disparities, assess positive and negative effects of policies or programs, and ensure that decisions are made with a focus on promoting equity and addressing systemic injustices. For these tools to be effective, the City must continue racial equity training and work to develop a racial equity framework in collaboration with the community.

Policy HEJ-7.2: Ensure the ongoing provision of essential social services to stabilize and support the unhoused population.

In recent years, and particularly as a result of the COVID-19 pandemic, Salinas has experienced a rise in the number of unhoused residents. Monterey County reported a total of 2,436 unhoused individuals in 2024 according to the Point-in-Time Count. Due to the high number of unhoused individuals, the City has expanded the Housing Division to include a more robust team dedicated to enhancing homeless services. Currently, the Salinas Outreach and Response Team (SORT) provides direct outreach support

to unhoused residents, including access to basic supplies, case management, housing support, and transportation services. In the future, SORT can expand its reach by partnering with groups like the Continuum of Care to enhance services, improve access to bathrooms and personal hygiene services, and reduce emergency calls to regional hospitals. Increased collaboration with Monterey County Behavioral Health and the Department of Social Services can support this strategy by providing additional essential services, such as substance abuse counseling and rehabilitation. Past programs and projects that provided additional shelter and case management included the Emergency Motel Program and the Chinatown Navigation Center, and collaboration with Monterey County on building the SHARE Center low-barrier navigation shelter. These programs are often dependent on the availability and continuation of grant funding.

Policy HEJ-7.3: Implement strategies and programs aimed at reducing disparities in life expectancy and health outcomes among different racial, ethnic, and income groups, as well as LGBTQ+ communities.

A community's ability to access comprehensive, quality health care services is vital to promoting health, preventing disease, and increasing life expectancy. Access to a wide variety of health care professionals is especially critical for low-income individuals and families, undocumented residents, and LGBTQ+ youth. An initial step to support more equitable access to health care is working with the Monterey County Health Department to track trends and support targeted prevention programs for vulnerable populations. These programs can include expanding access to culturally competent medical and mental health services, supporting programs for undocumented workers, launching health education campaigns, expanding the mobile crisis unit pilot program, and developing targeted programs for LGBTQ+ youth. These efforts can be strengthened by partnering with organizations that have

established connections with marginalized groups to share information, develop educational campaigns, and ensure that health and wellness initiatives are both language-inclusive and culturally appropriate.

Policy HEJ-7.4: Support early childhood development programs and expand access to high-quality childcare services primarily in environmental justice communities.

Throughout the community engagement process for the General Plan and other relevant plans, community members often cited limited access to childcare as a primary barrier in pursuing job opportunities and education. Given the City's limited jurisdiction over education, formalizing and maintaining partnerships with organizations like First 5, local schools, and Hartnell College is essential to creating and expanding a wide range of childcare facilities and programs. A more direct action the City can take is to streamline the process for childcare providers to legitimize their businesses by assisting with obtaining business licenses, marketing, educational campaigns, and other small business support programs and services. Supporting childcare providers not only helps expand the childcare network but also fosters economic development in our community and improves the quality and affordability of childcare services.

Health and Environmental Justice Implementation

The Action Matrix implements Element Goals and Policies through multiple tools, including ordinance changes, recommended studies, specific programs and projects, and further guidance for development. Under each Policy, there is at least one Action, which also indicates the likely responsible City department (or departments) and estimated timeframe. The estimated timeframes include four high-level categories:

- Ongoing: Actions the City is already doing and will continue.
- Short: 0-5 years to complete.
- Medium: 5-10 years to complete.
- Long: 10 years or more to complete.

Because the General Plan is a high-level and long-range planning document, funding for implementation activities will vary greatly depending on what is described in each action and the availability of specific funding sources over time. Some Actions do not have a direct cost, while some describe projects that will need millions to fund. Many of the Health and Environmental Justice Actions are new and can be implemented through the General Fund and outside funding opportunities. Given that many of the HEJ actions are tied to Library and Community Services and Housing, some could be funded by Recreation and Parks and State and Federal Grants and the U.S. Department of Housing and Urban Development – Community Development Block Grant (CDBG). Other environmental justice grants could be provided by the U.S. Environmental Protection Agency, National Wildlife Federation, and the Commission for Environmental Protection.

Health and Environmental Justice Element Action Matrix

Goal HEJ- 1: Improve the quality of the built and natural environments to reduce health inequities caused by pollution and support a healthy community.

Policy HEJ-1.1: Protect the community from hazards related to air pollution, hazardous materials and other human activities by working with federal, state and county agencies.

Action	Department	Timeframe
Action HEJ-1.1.1: Continue to monitor regulations governing the use of pesticides and work with the County Agricultural Commission to better inform the community and promote the responsible use of pesticides.	Community Development Fire Department County Agricultural Commission	Ongoing
Action HEJ-1.1.2: Continue to work with the Monterey Bay Unified Air Pollution Control District (APCD) and the most recent Air Quality Management Plan to improve regional air quality.	Community Development APCD	Ongoing
Action HEJ-1.1.3: Continue to work with the Salinas Valley Solid Waste Authority to implement the Household Hazardous Waste and Small Business Hazardous Waste Programs.	County of Monterey Environmental Health Salinas Valley Solid Waste Authority	Ongoing
Action HEJ-1.1.4: Implement and enforce state/regional regulations to prevent hazardous materials and toxic air contaminants from negatively impacting sensitive land uses.	Community Development Fire Department	Ongoing
Policy: HEJ-1.2: Adopt land use practices that improve environmental quality and reduce community exposure to toxins and pollution.		
Action	Department	Timeframe
Action HEJ-1.2.1: Seek funding for clean-up/remediation of City-owned land in anticipation of future development projects.	Community Development	Short
Action HEJ-1.2.2: Improve air quality through proper land use planning and development design that maintains and minimizes exposure to both direct and indirect emissions of air pollutants.	Community Development	Ongoing
Action HEJ-1.2.3: Implement measures to prevent the expansion of industrial uses in densely populated areas.	Community Development	Ongoing
Action HEJ-1.2.4: Implement the Active Transportation Plan (ATP) and other related initiatives to reduce emissions associated with automobile use.	Public Works Community Development	Short

Goal HEJ-2: Well-maintained and improved infrastructure and public facilities that equitably meet the needs of the community.

Policy HEJ-2.1: Prioritize the creation of new infrastructure and upgrade existing infrastructure to enhance mobility and access to public facilities, particularly in underserved areas of the community.

Action	Department	Timeframe
Action HEJ-2.1.1: Strive to create development patterns that allow the majority of residents to be within one-half mile walking distance of a park, greenway/open space, public plaza or recreation center.	Community Development Public Works	Ongoing
Action HEJ-2.1.2: Include green infrastructure in City projects where feasible.	Community Development Public Works	Ongoing
Action HEJ-2.1.3: Expand trail networks for walking and cycling by implementing the ATP.	Public Works	Ongoing
Policy HEJ-2.2: Develop and maintain a network of public facilities to ensure all community members have access to a wide range of recreational, cultural and social opportunities.		
Action	Department	Timeframe
Action HEJ-2.2.1: Continue to prioritize facility improvements outlined in Parks, Rec and Libraries Master Plan.	Library and Community Services Public Works	Ongoing
Action HEJ-2.2.2: Ensure all facilities are well-maintained, clean, accessible, and considerate of the community's cultural diversity.	Library and Community Services	Ongoing

Goal HEJ-3: Ensure Salinas residents have equitable access to healthy, affordable and culturally relevant foods.		
Policy HEJ- 3.1: Support development projects, programs and initiatives aimed at reducing food insecurity and promoting healthy eating habits.		
Action	Department	Timeframe
Action HEJ-3.1.1: The City shall facilitate the development of healthy food retail establishments (including full-service grocery stores, farmers' markets, and smaller markets where a majority of the food is healthy) in underserved areas.	Community Development	Ongoing
Action HEJ-3.1.2: Increase healthy food and beverage options at city facilities, meetings and events.	City	Short
Action HEJ-3.1.3: Work with Blue Zones to strengthen and leverage partnerships with local hospitals, schools, non-profit organizations and local businesses to encourage healthy eating habits through information sharing and education.	City Local Partners & Organizations	Short
Action HEJ-3.1.4: Support local organizations and businesses by offering education on funding opportunities, such as the Healthy Refrigeration Program.	Community Development Local Organizations	Short
Policy HEJ-3.2: Promote and expand year-round access to sustainable, locally sourced, and culturally relevant food through urban agriculture initiatives and emergency food resources.		
Action	Department	Timeframe
Action HEJ-3.2.1: Work with Monterey Salinas Transit to facilitate access to farmers' markets.	City MST	Ongoing
Action HEJ-3.2.2: Continue to work with the Food Bank for Monterey County by facilitating food distributions at city facilities.	Library and Community Services Food Bank for Monterey County	Ongoing
Action HEJ-3.2.3: Collaborate with Everyone's Harvest, Salinas City Center Farmer's Market, and the Food Bank of Monterey County to establish Food Rx programs that connect low-income patients and their families with fresh fruits and vegetables.	City Food Bank for Monterey County & Farmer's Markets	Ongoing
Action HEJ- 3.2.4: Facilitate the development and management of community gardens prioritizing areas of high food insecurity.	Community Development Library and Community Services	Ongoing
Action HEJ- 3.2.5: Strengthen partnerships with schools to establish community gardens.	City Local School Districts	Ongoing

Goal HEJ-4: Ensure that low-income communities have access to safe and healthy shelter and housing.

Policy HEJ-4.1: Implement measures to eliminate health risks related to lead-based paint, mold and other contaminants in housing.

Action	Department	Timeframe
HEJ-4.1.1: Create an educational campaign to inform the public about risks associated with lead-based paint, mold and other contaminants.	Community Development	Short
HEJ-4.1.2: Create a funding source to encourage and facilitate remediation to benefit low-income families primarily in environmental justice communities.	Community Development	Short

Policy HEJ-4.2: Develop and implement policies and programs to prevent displacement and guarantee safe and stable living conditions.

Action	Department	Timeframe
Action HEJ-4.2.1: Establish Just Cause Eviction and Anti-Harassment Ordinance.	Community Development City Attorney	Short
Action HEJ-4.2.2: Increase public education related to fire safety and prevention.	Community Development Fire Department	Ongoing
Action HEJ-4.2.3: Raise awareness of safety codes to address issues related to blight, overcrowding, and unpermitted plumbing and electrical work.	Community Development Fire Department	Ongoing
Action HEJ-4.2.4: Connect residents to funding sources for maintaining and improving housing, with a focus on older and substandard dwellings.	Community Development	Short
Action HEJ-4.2.5: Collaborate with Monterey County Health Department to share information related to health protocols and safety measures.	Community Development Library and Community Services Fire Department Monterey County Health Department	Ongoing

Goal HEJ-5: Provide a diverse range of parks and recreational spaces, along with programming and support, to encourage and engage the community in physical activity.

Policy HEJ-5.1: Maintain safe and accessible public spaces with amenities that facilitate exercise and encourage physical activities, promoting an active lifestyle across the community.

Action	Department	Timeframe
Action HEJ-5.1.1: Develop signage and 'how to' visuals in public parks to encourage and facilitate physical activity.	Community Development Library and Community Services	Short
Action HEJ-5.1.2: Promote Adopt a Park and park clean-up programs through various partnerships and the AMOR Salinas movement.	Library and Community Services Administration	Ongoing
Action HEJ-5.1.3: Collaborate with neighborhood groups to assess park safety concerns.	Community Development Library and Community Services	Ongoing
Action HEJ-5.1.4: Strengthen partnerships with public/private organizations to facilitate organized sports at parks.	Library and Community Services Local Organizations	Ongoing
Action HEJ-5.1.5: Invest in exercise equipment for parks throughout the city, prioritizing the underserved areas.	Library and Community Services	Short

Policy HEJ-5.2: Provide inclusive intergenerational programming and activities that are considerate of diverse abilities and encourage safe physical activities for all participants.

Action	Department	Timeframe
Action HEJ-5.2.1: Continue to expand programming that encourages physical activity for seniors and persons with diverse abilities.	Library and Community Services	Ongoing
Action HEJ-5.2.2: Encourage and facilitate opportunities for adult recreation in the evenings (i.e., adult leagues).	Library and Community Services	Long
Action HEJ-5.2.3: Work with schools to streamline the Joint Use Agreement process to expand the use of available recreation space.	Library and Community Services	Ongoing
Action HEJ-5.2.4: Identify the recreation needs of special user groups and address these in park and recreation facility development/improvements.	Community Development Library and Community Services	Ongoing
Action HEJ-5.2.5: In areas of high concentration of low-income families or where sufficient needs exist, consider assisting with the development of community facilities (e.g., youth and senior centers) to meet their special needs and provide space for necessary programs and activities.	Community Development Library and Community Services	Ongoing
Action HEJ-5.2.6: Work with community-based organizations and other partners to encourage physical activity in the workplace.	Community Development Library and Community Services	Short

Goal HEJ-6: Foster robust and inclusive civic engagement and develop resident leaders dedicated to shaping the city's future.

Policy HEJ-6.1: Establish and maintain a welcoming environment that fosters effective civic engagement.

Action	Department/Org	Timeframe
Action HEJ-6.1.1: Provide community facilities that encourage and facilitate public participation and pride in the community, such as cultural and public gathering centers.	City	Ongoing
Action HEJ-6.1.2: Ensure that civic engagement is worthwhile by providing bilingual meeting materials, agendas and budget documents and by creating interactive activities that facilitate meaningful feedback.	City	Ongoing
Action HEJ-6.1.3: Hold community meetings at a reasonable hour, offer food options, interpretation and childcare when applicable.	City	Ongoing
Action HEJ-6.1.4: Work with various stakeholders to access barriers to participation, particularly those who are often left out of decision-making spaces (indigenous language speakers and others) and co-create strategies to address them.	City	Ongoing
Action HEJ-6.1.6: Use the Spectrum of Engagement as an example to create community-led plans in other underserved parts of the city.	Community Development	Short

Policy HEJ-6.2: Build the capacity of resident leaders to actively participate in city and community decision-making processes.

Action	Department	Timeframe
Action HEJ-6.2.1: Continue to develop resident leadership (adults and youth) through the expansion of the city-led Civic Academy.	Library and Community Services	Ongoing
Action HEJ-6.2.2: Support the development of cultural festivals and other resident-led engagement activities by facilitating permitting process and providing in-kind services.	City	Ongoing
Action HEJ-6.2.3: Develop a membership analysis of committees and commissions to ensure equitable community representation.	City Manager	Short

Policy HEJ-6.3: Strengthen the capacity and sustainability of community-based organizations (CBOs) to support and develop resident leadership.

Action	Department	Timeframe
Action HEJ-6.3.1: Provide capacity-building training and technical assistance to community-based organizations to secure funding and develop new skills.	Community Development Library and Community Services	Ongoing
Action HEJ-6.3.2: Engage with community-based organizations in the development of City projects.	City	Ongoing
Action HEJ-6.3.3: Continue to convene community-based organizations to effectively leverage resources.	Community Development Library and Community Services	Ongoing
Action HEJ-6.3.4: Support the use of City facilities for community engagement efforts.	Library and Community Services	Ongoing

Goal HEJ-7: Enhance and support existing programs and create new initiatives and developments that address the needs of environmental justice communities and work to mitigate the impacts of historic disinvestment.		
Policy HEJ-7.1: Develop and implement a racial equity framework to guide the prioritization of projects and programs, ensuring that historically underserved and marginalized communities receive targeted investments and support.		
Action	Department	Timeframe
Action HEJ-7.1.1: Develop a Racial Equity Impact Assessment (REIA) tool and an Equity Lens Checklist to identify disparities and support equitable prioritization and decision-making.	City Manager	Short
Action HEJ-7.1.2: Collaborate with community-based organizations and Salinas residents to develop and formalize a racial equity tool.	City Manager	Short
Action HEJ-7.1.3: Continue to hold racial equity training for City staff, elected officials and board/committee members.	City Manager	Ongoing
Policy HEJ-7.2: Ensure the ongoing provision of essential social services to stabilize and support the homeless population.		
Action	Department	Timeframe
Action HEJ-7.2.1: Expand physical and mental health services, such as substance abuse counseling and rehabilitation services through an interdisciplinary team for individuals experiencing homelessness.	Community Development Monterey County Health Department	Ongoing
Action HEJ-7.2.3: Help improve access to bathrooms and personal hygiene supplies for individuals experiencing homelessness.	Community Development	Ongoing
Action HEJ-7.2.4: Continue to fund a relocation assistance program for rapid rehousing that helps cover move-in costs (e.g., credit check, first month, deposit)..	Community Development	Short

Policy HEJ-7.3: Implement strategies and programs aimed at reducing disparities in life expectancy and health outcomes among different racial, ethnic, and income groups, as well as LGBTQ+ communities.

Action	Department	Timeframe
Action HEJ-7.3.1: Work closely with the Monterey County Health Department to track trends and support targeted prevention and wellness programs throughout the life course.	Community Development Monterey County Health Department	Ongoing
Action HEJ-7.3.2: Support the expansion and access to culturally competent medical and mental health services.	City Monterey County Health Department	Ongoing
Action HEJ-7.3.3: Work with Monterey County and other stakeholders to move the mobile crisis unit that prioritizes mental health support out of the pilot phase and ensure long-term funding.	City Monterey County	Ongoing
Action HEJ-7.3.4: Support programs that offer access to health services for undocumented workers.	Monterey County	Ongoing
Action HEJ-7.3.5: Foster relationships with Epicenter and other stakeholders to expand access to healthcare services for LGBTQ+ youth.	City Local Partners	Short
Action HEJ-7.3.6: Work with partner organizations to ensure health education campaigns are language inclusive and culturally appropriate.	City Local Partners	Short
Policy HEJ-7.4: Support early childhood development programs and expand access to high-quality childcare services primarily in environmental justice communities.		
Action	Department	Timeframe
Action HEJ-7.4.1: Facilitate the development and legitimization of childcare facilities by streamlining the permitting process.	Community Development	Ongoing
Action HEJ-7.4.2: Collaborate with early childhood development organizations to provide educational workshops and materials to assist potential childcare providers to strengthen childcare services.	Community Development	Ongoing

15. Arts, Culture and Youth Element

Introduction

The Arts, Culture, and Youth Element is not a State-mandated element. However, it establishes important goals and programs aimed at increasing youth empowerment and leadership, cultural enrichment, public art programs, and community events that celebrate Salinas' unique culture. The goals, policies, and actions of the Arts, Culture, and Youth Element aim to foster a sense of community and enhance the quality of life in Salinas by supporting social programs and facilities, promoting and facilitating public art, and investing in the city's youth.

Salinas is a city that celebrates and honors the diversity, history, art, and culture of its community. It hosts a variety of arts and cultural events and festivals for youth, families, and visitors, including the Asian Cultural Fair, Ciclovía, El Grito, and the California Rodeo. These events foster community pride and celebrate the city's rich diversity. This element aims to expand cultural events and festivals, promote multigenerational education and programming, and encourage historic preservation in ways that honor the city's elders and its cultural diversity.

Salinas has a significantly younger population compared to Monterey County, with a median age of 31. According to the 2020 Census, 29.9 percent of the population is under 19, and 8.1 percent is under five years of age. This element focuses on addressing youth-centered priorities by promoting partnerships to expand education, job training, and leadership opportunities, as well as fostering inclusive and equitable civic engagement.

Goals:

Goal ACY-1: Support the recreational, educational, and social needs of residents through new and existing community facilities.

Goal ACY-2: Promote public art, culture, and creative expression in a manner that fosters community pride.

Goal ACY-3: Support youth leadership and development.

Salinas is committed to supporting the arts as a way to bring people together and honor the stories of its land and people, especially those historically underrepresented. Art has been a part of Salinas' history, and the demand for creative outlets has steadily grown in recent years. In 2017, the City Council established a Public Art Program and Municipal Art Fund, which led to the creation of the Public Art Master Plan in 2020. The Public Art Master Plan outlines the community's unified vision for public art in Salinas.



Underpass Mural.



Youth Dance Group.

Assets and Challenges

Related Plans and Initiatives. In 2019, the City adopted the Parks, Recreation, and Libraries Master Plan to guide efforts in providing high-quality, community-driven programs, parks, libraries, and recreational opportunities across Salinas. The Parks, Recreation, and Libraries Master Plan set the stage for subsequent initiatives like the Public Arts Master Plan, adopted in February 2020, through the Municipal Art Fund and Public Arts Commission. These efforts have also led to the creation of the Public Art Ordinance and the Public Art Plan Grant. The Alisal District Identity Master Plan was developed to foster cultural spaces and promote art in the Alisal community.

Community programs and spaces. The City of Salinas offers a range of programs and spaces across the city. It operates three library facilities—John Steinbeck, Cesar Chavez, and El Gabilan—and seven recreational facilities, including the Salinas Recreation Center, Central Park Recreation Building, Sherwood Community Center, El Dorado Park Recreation Building, Bread Box Recreation Center, Closter Park Recreation Building, and Firehouse Recreation Center. These facilities primarily focus on providing activities and programs for youth.

Funding Opportunities. In 2023, the City approved increasing the Municipal Art Fund from 0.5 to 1 percent of completed Capital Improvement Program (CIP) projects, along with an annual general fund allocation of \$100,000. This increase creates more opportunities for public art throughout Salinas. Additionally, the Clean California Grant, awarded in 2022, established funding for various art and beautification projects, including three large murals under highway underpasses at key entries to the Alisal. Beyond public art investments, the City also approved \$8 million in its 2022 budget for a new community center in District 5, further enhancing community infrastructure.

Partnerships with local organizations and community events. Salinas hosts a diverse range of visual and performing arts organizations and youth-focused groups, such as the Alisal Center for Fine Arts, Building Healthy Communities, the Epicenter, Youth Orchestra Salinas (YOSAL), and First Five. These organizations, along with other community partners, have helped establish arts and cultural events that showcase the city's vibrant cultural scene, including Ciclovía, the Asian Cultural Fair, the California Rodeo, the Salinas Valley Food and Wine Festival, the Salinas PAL Car Show, and the El Grito Festival.



Folklorico Dancers.



Youth Orchestra Salinas.

Limited access to space for visual and performing arts organizations to rehearse and meet. The Parks, Recreation, and Libraries Master Plan identified \$136 million in capital needs for facilities and centers. Many organizations require space for rehearsals, performances, and administrative offices. Currently, the City's facilities cannot adequately support existing programs or meet the needs of Salinas' growing performing arts community.

Salinas lacks a true urban plaza for civic and cultural events. Some of Salinas' largest citywide events are held at Sherwood Hall or the Rodeo Grounds. However, beyond these two venues, the city lacks additional spaces equipped with the necessary amenities (e.g., parking and accessibility) to accommodate civic, arts, and cultural events that attract large audiences.

Range of recreation programs. The City of Salinas currently offers a limited range of recreation programs and services for its residents and faces challenges in delivering these services in an efficient and cost-effective manner. Before the Great Recession, the Salinas Recreation Department provided a diverse range of programs and services, but due to funding constraints, it had to reduce its full-time staff in half and significantly scale back its offerings.

Limited capacity to manage art projects. Since the establishment of the Municipal Art Fund in 2017, the City has committed to enhancing public art throughout Salinas. However, despite having funding for these projects, the City, artists, and organizations often lack the capacity to effectively manage and execute large public art initiatives.

Goals and Policies

Goal ACY-1: Support the recreational, educational, and social needs of residents through new and existing community facilities.

The creation and maintenance of recreational facilities and libraries are vital for any community. The Salinas Public Library (SPL) operates three facilities that are strategically located to serve the city's north, east, and central/south zones. In addition to the library system, the City manages seven recreational facilities. As Salinas expands, new libraries and recreational facilities will be essential to enhance educational programming and provide multigenerational activities.

Policy ACY-1.1: Maintain and continue to develop a high-quality library system.

Among the three Salinas libraries, John Steinbeck serves as the City's main library but after 60 years of continuous service, it is showing its age. Investing in improvements at this library and promoting the development of new spaces like the

El Gabilan Library will enhance the community's cultural life. This can be achieved by expanding programming, pursuing joint-use agreements, creating robust multigenerational educational initiatives, and ensuring physical and language accessibility. Additionally, planning for a new facility in the Future Growth Area (Central Area) will help meet the City's target of 0.5 square feet of public space per capita and ensure that library services are accessible within two miles of every City resident. Overall, increasing funding for programming would enhance the educational advancement of current and future Salinas residents.

Policy ACY-1.2: As the City grows, routinely assess the need for additional multigenerational recreational facilities and seek to achieve diverse and rich programming/services.

The City of Salinas prioritizes programs and services for youth and seniors. To address existing gaps, such as limited recreational spaces and multigenerational programming/services, as well as the growing population, it is essential to create new recreational spaces and expand programming at existing facilities. Removing barriers to access is crucial and can be achieved by offering a diverse range of programs and collaborating with community partners and agencies like Monterey-Salinas Transit (MST) to enhance access and reduce transportation costs. As outlined in the Parks, Recreation, and Libraries Master Plan, the City is actively rehabilitating facilities such as the Hebborn Family Center and the Firehouse Recreation Center. However, additional improvements are necessary at additional facilities across the city. When funding becomes available, prioritizing the rehabilitation of existing facilities and the creation of new facilities will further enhance equity and accessibility for all residents. Creating additional facilities and programming is also referenced in policies in the Open Space Element and Health and Environmental Justice Element.

Goal ACY-2: Promote public art, culture, and creative expression in a manner that fosters community pride.

The Parks, Recreation, and Libraries Master Plan, the Alisal Vibrancy Plan, and the Public Art Master Plan, emphasize fostering community pride through public art. Public art encompasses a wide range of forms, sizes, and scales, including murals, sculptures, memorials, integrated architectural or landscape designs, community art, digital media, and performances or festivals. The unifying aspect of public art is its essential role as a community asset. To achieve this, the City must actively support local artists and art projects as a means of promoting and preserving Salinas' cultural identity.

Policy ACY-2.1: Support local artists and community groups in the development and maintenance of public art projects and events.

Recent planning efforts by various City departments, the Public Art Commission, community groups, and local artists have highlighted the need to promote and support local art. With numerous public art opportunities emerging from various grants and initiatives, it is essential to offer training and capacity-building for local artists to enable them to compete for these projects effectively. City efforts to start building this capacity include dedicating \$150,000 from 2024 through 2026 to help local artists to cover costs for items such as insurance or permits. Although this was tied to a specific grant, it served as a pilot program for similar efforts.

Providing spaces for artists to showcase their work, expanding live/work spaces, and collaborating with stakeholders to develop art projects can further strengthen the capacity of local artists. The City can also facilitate partnerships with art organizations and schools to broaden programming, regularly assess potential locations for public art, and work with community partners to enhance cultural and arts curricula in schools. Additionally, supporting culturally responsive community activities and

events, and facilitating the use of City facilities for such purposes, can contribute to the economic opportunity for artists in Salinas.

Policy ACY-2.2: Promote and preserve diverse culture, art, identity, and history of Salinas' unique neighborhoods through context and place-sensitive design.

The rich culture, identity and history woven throughout Salinas can be preserved by establishing an arts district, supporting restoration projects aimed at protecting the value of historic buildings and community spaces, creating digital or self-guided city art tours, working with schools to expand story mapping, and expanding City-led preservation projects. The Community Design Element contains related policies on historic preservation.

Goal ACY-3: Support youth leadership and development.

It is crucial for the City, in collaboration with partner organizations, to create opportunities that encourage young Salinas residents to engage in civic processes, participate in leadership training, and benefit from career development programs. Given the high percentage of youth and the city's anticipated growth in the coming years, it is essential to plan for and invest in today's youth, as they are the leaders of tomorrow.

Policy ACY-3.1: Promote healthy youth development through intentional investment in partnerships for support and resources.

For youth to thrive as leaders, it is vital for the City, schools, and local community organizations to invest in education, enrichment, recreational, and leadership programs. This investment should extend beyond youth programs to include promoting healthy families through parenting classes, family resources, and increased opportunities for interaction between youth and caring adult mentors. Additionally, collaborating with the County Health Department to support outreach, particularly for at-risk and homeless youth, is crucial for ensuring health, equity,

and inclusion. Support for existing youth groups and the City Youth Commission can serve as proactive strategies to reduce youth-related crime and enhance youth engagement. Developing partnerships with local youth-centered organizations that promote health, civic engagement, and professional opportunities will also be essential to bridge any gaps in service.

Art, Culture, and Youth Implementation

The Action Matrix implements Element Goals and Policies through multiple tools, including ordinance changes, recommended studies, specific programs and projects, and further guidance for development. Under each Policy, there is at least one Action, which also indicates the likely responsible City department (or departments) and estimated timeframe. The estimated timeframes include four high-level categories:

- Ongoing: Actions the City is already doing and will continue
- Short: 0-5 years to complete
- Medium: 5-10 years to complete
- Long: 10 years or more to complete

Because the General Plan is a high-level and long-range planning document, funding for implementation activities will vary greatly depending on what is described in each action and the availability of specific funding sources over time. Some Actions do not have a direct cost, while some describe projects that will need millions to fund. Many of the Art, Culture, and Youth Actions are implemented through the General Fund, Measures E and G, as well as the Municipal Art Fund. Additional funding also comes from State and federal grants, such as the Caltrans Clean California Grant, U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG), and the California Department of Parks and Recreation Office of Grants and Local Services.

Arts, Culture, and Youth Element Action Matrix

Goal ACY-1: Support the recreational, educational, and social needs of residents through new and existing community facilities.

Policy ACY-1.1: Maintain and continue to develop a high-quality library system.

Action	Department/Org	Timeframe
Action ACY-1.1.1: Provide library services and facilities that fulfil the requirements of the Library Plan of Service, the Salinas Public Library Mission, the State of California guidelines for library facilities, and the Library Commission's recommended standards.	Library and Community Services	Ongoing
Action ACY-1.1.2: Improve the library system by building one new branch library in the Future Growth Area and by expanding current library facilities, with interim expansion of service achieved through alternative means such as bookmobiles, portable buildings, and joint-use facilities.	Library and Community Services	Long
Action ACY-1.1.3: Increase funding for programming that improves educational outcomes outside of school, such as library homework centers.	Library and Community Services	Long
Action ACY-1.1.4: Increase language accessibility in programming and services.	Library and Community Services	Short
Policy ACY-1.2: As the City grows, routinely assess the need for additional multigenerational recreational facilities and seek to achieve diverse and rich programming/services.		
Action	Department	Timeframe
Action ACY-1.2.1: Develop new and rehabilitate existing recreational facilities, following PRLMP recommendations, to house vital recreation and enrichment programming.	Library and Community Services	Long
Action ACY-1.2.2: Increase use of recreational facilities and programming by removing barriers to participation such as transportation.	Library and Community Services	Ongoing
Action ACY-1.2.3: Work with Monterey Salinas Transit to provide transit routes to serve new recreational and institutional facilities, and to create youth/student pass program.	Library and Community Services	Long

Goal ACY-2: Promote public art, culture, and creative expression in a manner that fosters community pride.		
Policy ACY-2.1: Support local artists and community groups in the development and maintenance of public art projects and events.		
Action	Department	Timeframe
Action ACY-2.1.1: Offer training opportunities and capacity building for local artists to apply for competitive grants.	Community Development Library and Community Services	Short
Action ACY-2.1.2: Provide resources, such as workspace and funding, to allow artists showcase art, and live and work in Salinas.	Community Development Library and Community Services	Long
Action ACY-2.1.3: Work with local artists, Public Art Commission, and art interest groups to expand/maintain murals and public art throughout the city.	Community Development Library and Community Services	Long
Action ACY-2.1.4: Encourage partnerships with art organizations and local schools to create programming for local artists to expand art mediums and gain a competitive edge.	Library and Community Services	Short
Action ACY-2.1.5: Work with public and private agencies/organizations to facilitate projects and work with interested parties on their development.	Community Development Library and Community Services	Long
Action ACY-2.1.6: Work with community partners to expand community schools' culture and arts curriculum.	Library and Community Services	Ongoing
Action ACY- 2.1.7: Support local community groups in the development and execution of culturally responsive community activities/events with in-kind services and a streamlined permitting process.	Community Development Library and Community Services	Ongoing
Policy ACY- 2.2: Promote and preserve the diverse culture, art, identity, and history of Salinas' unique neighborhoods through context and place-sensitive design.		
Action	Department	Timeframe
Action ACY-2.2.1: Establish arts and culture districts throughout the City with assistance from the Public Art Commission.	Community Development Library and Community Services	Long
Action ACY-2.2.2: Seek funding opportunities for the development and execution of a historic building/events audit/assessments through the recommendations of the Historic Resources Board.	Community Development Library and Community Services	Medium
Action ACY-2.2.3: Support restoration projects aimed at protecting valuable historic buildings and community spaces.	Community Development Library and Community Services	Long

Action ACY-2.2.4: Explore digital options, as well as static mediums (QR codes and info plaques on existing public art/historic spaces), to create interactive mapping to showcase historic landmarks, buildings, events and public art.	Community Development Library and Community Services	Short
Action ACY- 2.2.5: Create partnerships with schools to expand story telling with visuals.	Library and Community Services	Short
Action ACY-2.2.6: Work to re-establish and promote new City-led preservation projects.	Community Development Library and Community Services	Long
Goal ACY-3: Support Youth Leadership and Development.		
Policy ACY-3.1: Promote healthy youth development through intentional investment in support and resources.		
Action	Department	Timeframe
Action ACY-3.1.1: Work with local school districts and other educational organizations to promote youth leadership development and mentorship programs.	Library and Community Services	Ongoing
Action ACY- 3.1.2: Support the development and operation of community centers and recreation facilities as a pre-emptive strategy to reduce youth related crime, substance abuse and bullying.	Library and Community Services	Long
Action ACY- 3.1.3: Increase partnerships with school districts and community-based organizations to offer a range of personal and professional no-cost programming (music, dance, poetry, etc.) and internship opportunities for youth (social media).	Library and Community Services Administration	Ongoing
Action ACY- 3.1.4: Promote and formalize youth participation in City and community decision-making by continuing to support the Youth Commission.	Administration	Short
Action ACY- 3.1.5: Work with community-based organizations and Monterey Health Department to help support outreach, including at risk and homeless youth and create a more centralized system for family resources.	Community Development Library and Community Services	Short
Action ACY- 3.1.6: Foster and develop partnerships with community-based organizations and schools to encourage physical activity and civic engagement/programs.	Community Development Library and Community Services	Short

16. Public Safety Element

Introduction

In this General Plan, safety goals, policies, and actions are addressed through two distinct elements: the Conservation and Environmental Safety Element and the Public Safety Element. The requirements outlined in Government Code 65302(g) are incorporated into the Conservation and Environmental Safety Element, making this a non-mandatory chapter of the General Plan.

During the General Plan update process, community members and the Salinas City Council emphasized the need for a more comprehensive Public Safety Element—one that explores goals, policies, and actions beyond traditional standard safety practices and police and fire department activities. This Public Safety Element was born out of that desire to take a broader, more holistic approach to community safety.

Creating a safe environment where people can live, work, and operate their businesses is essential for fostering a thriving and livable community. The Salinas Fire Department (SFD) and the Salinas Police Department (SPD) serve Salinas' approximately 163,000 residents. The Salinas Fire Department provides all-hazard emergency response, community risk management, and prevention services, and the Salinas Police Department is responsible for law enforcement and crime prevention within the city.

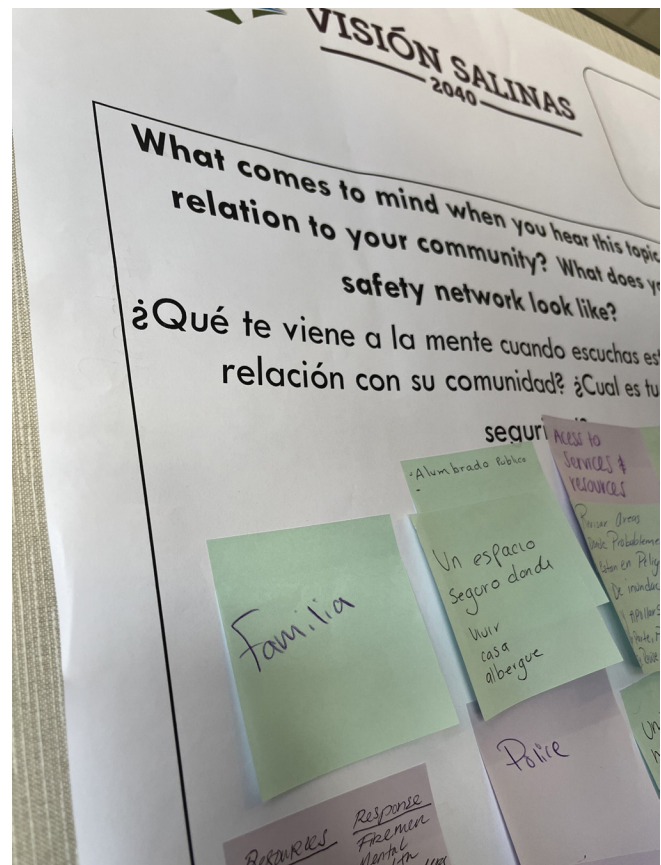
Community barriers, such as the growing population, economic hardships, housing insecurity, and an increase in the unhoused population, have presented significant challenges for both departments. Additionally, the Salinas Police Department is currently facing critical staffing levels, with data indicating that this will remain an ongoing challenge as police staffing continues to steadily decline. This situation places additional strain on law enforcement and response times.

Goals:

Goal PS-1: Continue to play a central role in the creation and maintenance of a community that resolves its problems in non-violent ways.

Goal PS-2: Provide effective and responsive police and fire services to ensure a safe and vibrant community.

Goal PS-3: Create a safer community through the use of design techniques for existing spaces, new developments and reuse/revitalization projects.



human-caused hazards and identifies methods to create a safe and enjoyable environment by: (1) promoting non-violent conflict resolution, (2) providing effective and responsive emergency services, including alternative response options, and (3) implementing building and outdoor design techniques that enhance safety and resilience while mitigating human-caused hazards.

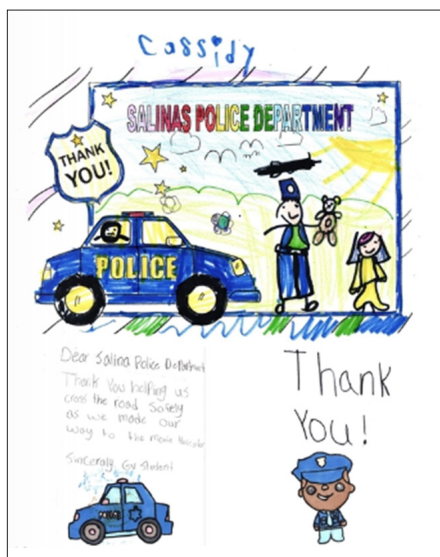


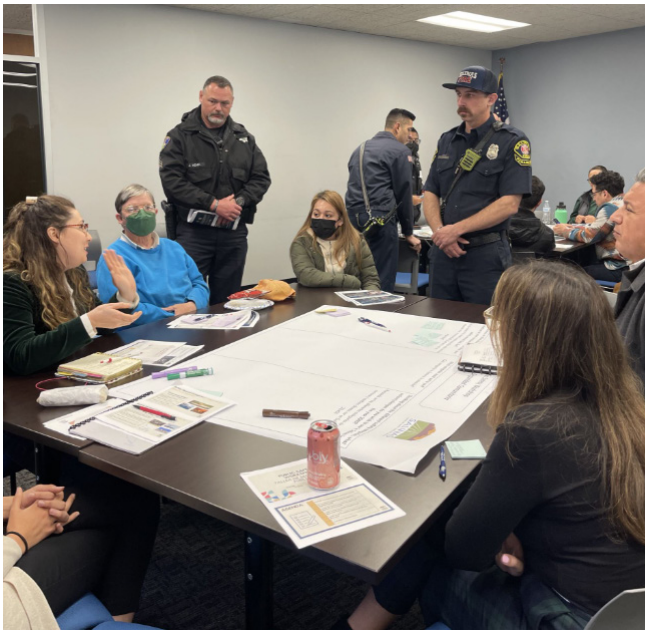
It is therefore essential to consider public safety beyond traditional fire and policing interventions by examining the roles of various organizations, agencies, programs, and practices to help address capacity gaps and enhance community safety. Community-based organizations and programs focused on conflict resolution and crime prevention, especially for Salinas youth, play a vital role in this effort. Furthermore, proper design and effective use of the built environment can help increase the perception of safety, reduce incidence of crime, improve quality of life, and help foster a sense of community.

By recognizing the importance of various community roles and the built environment in enhancing safety, this Public Safety Element addresses issues of crime, violence, and other

Assets and Challenges

Community- driven 21st Century Policing and crime reduction. The Salinas Police Department follows the 21st Century Policing strategies and recommendations, which are organized around six main topic areas: building trust and transparency; policy and oversight; technology and social media; community policing and crime reduction; officer training; and education and officer wellness and safety. Technological advancements and “smart policing” practices like using civilian staff instead of sworn officers, when appropriate, have also helped to reduce crime in the city.





Creating a care-driven community. The Salinas Police Department is committed to community partnerships and programs including the Community Police Academy, Cops and Conversations, National Night Out, Neighborhood Watch, Volunteers in Police Service. SPD also supports various youth outreach, prevention, intervention, and education programs, such as the Salinas Police Outreach Team (SPOT) and the Salinas Police Youth Cadet Program. The Salinas Fire Department also offers a youth Salinas Fire Cadet Program to provide insight into

the firefighting profession. Overall, the City of Salinas, SPD, and SFD are dedicated to community building and hosting events with the goal of promoting safe and healthy neighborhoods.

Partnerships with other public safety

stakeholders. The Salinas City Manager's Office facilitates and convenes the Community Alliance for Safety and Peace (CASP), which is comprised of various agencies that work together towards addressing and reducing violence through partnerships, grants, strategic planning, interventions, and events like the "My Life Story" conference and the annual March for Peace. The Neighborhood Services division also facilitates the Community Leadership Academy (CLA). The CLA was developed as a violence prevention strategy to provide training for residents to be agents of change and community driven solutions in their neighborhoods. This is a free annual program that has graduated over 100 resident leaders in the last 9 years.

Officer and staff wellness. In 2022, the Salinas Police Department received the Law Enforcement Mental Health & Wellness Act (LEMHWA) grant, which helped launch the Wellness Program—an initiative supporting members' emotional and physical health and aiding retention. The Peer Support Program, made up of civilian and sworn personnel, is trained in areas such as stress management, mental illness, substance abuse, family issues, and suicide prevention. Additionally, the Critical Incident Stress Management (CISM) Team offers ongoing support, and efforts are underway to expand the Chaplaincy Program to include diverse faiths. In 2008, the Salinas Fire Department also took steps to implement a CISM Program. Since then, the team has evolved into a Peer Support based model utilizing the CISM component.

Fire Department Master Plan. The Salinas Fire Department Master Plan establishes a long-range strategy for the SFD and the community, outlines budgetary and operational priorities, and helps guide elected officials when making critical decisions that affect current and future growth.

Pilot Mobile Crisis Unit. Beginning January 1, 2024, the City initiated a pilot project in partnership with the Monterey County Behavioral Health Division to provide dedicated mobile crisis response services within the city. The Mobile Crisis Unit offers triage and response services in collaboration with the Salinas Police and Fire Departments to address acute behavioral health issues in the community that would otherwise prompt a law enforcement or medical response. Over the next two years, program data will be evaluated, and adjustments will be made to the program to evaluate its long-term effectiveness and role.

Current safety infrastructure and plans to improve built environment. Salinas is currently home to six Fire Department stations, a Police Department station, the Monterey County Sheriff's Department Headquarters, and Highway Patrol. The new police headquarters opened in 2020 and includes a space for community stakeholders to hold meetings and other events. Several plans including the Active Transportation Plan, Alisal Streetscape Master Plan, Alisal District Identity Master Plan and Future Growth Area specific plans have been developed to help improve and expand existing safety infrastructure and facilities as well as increase safety by promoting Crime Prevention Through Environmental Design (CPTED) principles. Additional details outlining safety concerns related to the built environment are explored in the Circulation, Land Use, Community Design and Health and Environmental Justice Elements.

Ongoing staffing concerns. One of the biggest challenges facing law enforcement is recruitment and retention within police departments. In a 2021 survey by the Police Executive Research Forum, law enforcement agencies reported an 18 percent increase in resignations and a 45 percent increase in retirements compared to the previous year. In the fall of 2024, SPD had 129 sworn officers, falling short of the municipal code requirement of 137. Staffing is also a challenge for the Salinas Fire Department. SFP has an operational staffing level of 0.58 firefighters per 1,000 residents, which is below the national median of 1.2 per 1,000 residents and the western region median of .97 per 1,000 residents.

Disconnect between community and police department. During the community engagement process for the Alisal Vibrancy Plan, some residents expressed varying levels of distrust and fear of the police. This may be due to any number of reasons, such as language barriers, immigration concerns, unfamiliarity or past negative experiences with law enforcement. To improve relations, the City created the Salinas Police Outreach Team (SPOT) in 2023, and in 2023-2024 held or attended over 120 events/presentations to connect with the community.

Unsafe built environment. A major contributor to negative perceptions of safety in Salinas is the neglect and lack of maintenance of the built environment. Throughout various planning processes, residents often mention lack of street and park lighting as a primary safety concern. Another concern is the lack of active transportation infrastructure, such as bike lanes and sidewalks. Lack of housing and overcrowding is another prominent safety concern and issue for public health in the community. Over the past several years, residential fires caused by saturated electrical outlets due to overcrowded housing have increased in frequency and caused extensive damage. This issue is further exacerbated by the limitations faced by the Salinas Fire Department including staffing challenges and facility challenges, and lack of improved technologies.

Lack of funding for community education

support/programming. Department funding for community programs is limited with most of the General Fund budget going to staffing. Although SPD, SFD, and the Library and Community Services Department offers a variety of programs that serve as crime prevention strategies, the departments are limited in terms of capacity and reach.

Growing population and increase in calls.

The development and staffing of fire and police facilities have not kept pace with the City's current and anticipated growth. SFD and SPD face steadily increasing call volumes, especially related to homelessness and substance abuse. Since 2023, the Fire Department's call volume has doubled, now reaching approximately 17,000 calls per year. However, staffing levels and facility resources have not been able to keep up with the demands of the growing population. The Future Growth Area will undoubtedly pose additional challenges with more than 12,000-14,000 housing units planned in the West, Central, and East Areas.

Lack of funding for maintenance and new

facilities. SFD currently estimates \$12 million in deferred maintenance costs to bring all six fire stations into a good state of repair. Furthermore, the Fire Department requires additional funding to purchase land and develop a new facility to serve the Future Growth Area.

Goals and Policies

Goal PS-1: Continue to play a central role in the creation and maintenance of a community that resolves its problems in non-violent ways.

Police, Fire, and Code Enforcement officers are responsible for ensuring the safety and well-being of the community through law enforcement, emergency response, and the enforcement of local regulations. The Fire Department is often the first to respond to medical emergencies, fire

incidents, and natural disasters. Police officers respond to a wide range of calls and are often the first responders in critical situations, ensuring public safety and providing immediate assistance during emergencies. Code Enforcement uses the Municipal Code land use and zoning regulations to ensure the safety and compliance of buildings and the physical environment. Though public safety and officer-community relations can often be a contentious topic, residents have expressed, through community conversations, a desire for more meaningful engagement with public safety officers. Residents want to be heard and recognized as neighborhood experts. They seek to work collaboratively with public safety to develop effective and community-driven solutions. New and existing opportunities for interactions could allow residents and officers to learn from one another and help break down barriers of mistrust, fostering stronger and more cooperative relationships.

Policy PS-1.1: Improve community safety and health through civic engagement and relationship building.

The City, along with its safety partners, community-based organizations, business owners, regional agencies, and residents, must collaborate to develop and implement effective solutions that address current community concerns. Partnerships should focus on building resident capacity by providing resources, information, and opportunities for residents to collaborate with City staff in accessing neighborhood safety programs and services. Offering equitable and accessible spaces and resources helps build successful relationships between the City, residents, and other community partners. This includes developing language-inclusive education and meeting materials, incorporating indigenous languages, and ensuring that other resources are accessible to all community members. Furthermore, establishing practices and programs that address disparities

in underserved communities through a racial equity framework can enhance the inclusion of neighborhoods that are often excluded from decision-making. Additional details on this initiative, including the creation of a Racial Equity Assessment Tool, are discussed in the Health and Environmental Justice Element under Goal 7, Policy HEJ-7.1. Other forms of civic engagement can be promoted by supporting youth- and resident-led events, such as Ciclovía, and by establishing police sub-stations that are designed to be welcoming for residents.

Policy PS-1.2: Implement alternative policing methods, community policing strategies, youth programs, and public education initiatives focused on crime awareness to effectively reduce crime rates and enhance community safety.

Residents seek to be actively involved in identifying neighborhood safety concerns and forming partnerships to implement alternative police responses, as well as programming and educational initiatives. Throughout the General Plan update engagement process, residents highlighted the need for more community groups to create a safety net in their neighborhoods. Community members also expressed a desire for increased collaboration with schools to expand youth activities and promote crime prevention training and programs for parents and students. Expanding partnerships with agencies such as the County of Monterey can facilitate the development of innovative pilot programs like the Mobile Crisis Unit, which prioritizes mental health support. Existing resources can be used to augment this endeavor through collaboration with the Salinas Outreach and Response Team (SORT) and their engagement efforts with the unhoused population. Finally, state and federal agency best practices should be reviewed and considered for incorporation to expand methods for enhancing safety in the community.

Goal PS-2: Provide effective and responsive police and fire services to ensure a safe and vibrant community.

The City should implement plans and programs that emphasize emergency preparedness and provide robust support for SFD and SPD staff involved in these efforts. Supporting personnel involves prioritizing resources for staffing, such as increasing training and access to innovative technologies, improving facilities, and creating a built environment that considers emergency services and evacuation routes. In addition to supporting current staff and enhancing technology and resources, the City must actively address the existing staffing needs of the Fire and Police Departments. In addition to staffing challenges, the Salinas Police and Fire Departments face external supply barriers, including an increased lead time for obtaining a new fire apparatus that has extended from 15 to 50 months. This delay will necessitate operating existing fire engines and ladder trucks beyond their normal service life, resulting in more breakdowns and potentially impacting response times and overall service delivery. Police staff reported that procurements are taking three-four times longer than pre-pandemic years, resulting in increased repair and maintenance costs, and operating equipment beyond normal service life. Given current staffing and equipment shortages, additional collaboration with other City departments and engagement with external agencies and organizations is necessary to create a more secure built environment and connect residents with essential services.

Policy PS-2.1: Provide effective and responsive fire, EMS, and police services.

The Salinas Police Department continues to experience staffing challenges, particularly in recruitment and retention, often losing sworn officers to neighboring cities. Meanwhile, the Fire Department has seen a significant increase in calls, rising from 14,600 in 2020 to 17,700 in

2023, while staffing levels have not kept pace with this growing demand. Fire staffing needs can be addressed by increasing response unit hours and adding key leadership and support staff, while the Police Department can enhance its capabilities with more sworn officers. For the Fire Department, adding a battalion chief per shift would meet administrative needs; while re-establishing a Deputy Fire Marshal would enhance planning for future facilities and staffing and help identify opportunities for workload reduction. The Fire and Police Departments should also prioritize services and programs that support mental and emotional health for staff, capacity-building initiatives, and training. Beyond staff support and equipment, maintaining a functional built environment is essential for improving response times and facilitating workloads. This includes ensuring that roads can accommodate emergency vehicles, updating traffic signal pre-emption systems, and mitigating the effects of traffic calming measures. Additional information related to public safety and the City's efforts to maintain appropriate level of service suited to emergency needs can be found in the Conservation and Environmental Safety Element and Circulation Element.

Policy PS-2.2: Improve facilities and access to equipment and technology.

Improving Fire Department facilities and enhancing access to equipment and technology for all public safety staff would boost productivity, improve response times, and aid in reducing and solving crime. The City currently faces limitations due to the number of fire stations, many of which require significant maintenance and improvements, making it challenging to meet the response time goal of five minutes door to door. Securing funding to upgrade facilities, technology, and equipment would enhance working conditions, streamline operations, and ultimately improve response times. A potential method to secure funding is to explore a citywide benefits assessment district, which could help provide necessary resources for public safety and other critical City services.

Policy PS-2.3: The Fire and Police Departments shall collaborate with other City departments and external agencies and organizations to improve the built environment and connect residents to essential services, fostering a safer and more accessible community.

The Fire and Police Departments deliver critical services to residents in dire circumstances but also frequently encounter non-emergency situations. Other City departments and divisions can support SFD and SPD by responding to non-emergency incidents in an effort to prevent events escalating into life-threatening situations. The Housing and Community Development Division can support this effort by assisting community members with housing and shelter needs. The Code Enforcement Division can address concerns related to overcrowding and code violations, as well as assist the Fire Department with a business inspection program. The Public Works Department can play a pivotal role in promoting a safe community by implementing transportation projects that enhance pedestrian and traffic safety Partnerships outside of the city are also crucial in the pursuit of a safer community. Given the pressing need for mental health support services, collaboration with the Monterey County Health Department is vital to implement critical programs focused on mental health, social services, domestic violence, and other support initiatives. Furthermore, collaborations with external agencies and organizations, such as the Red Cross, can offer residents valuable fire prevention assistance. Related goals, policies, and actions can be found in the Housing, Circulation, and Health and Environmental Justice Elements.

Policy PS- 2.4: The Fire and Police Departments shall provide a range of services that support community education and address non-emergency situations.

Community education is essential in the pursuit of a safe and thriving community. This is especially the case when it comes to fire and police services outside of emergency situations. Given the staffing limitations for SFD and SPD, securing funding opportunities to support local schools with first aid and safety training and demonstrations can help raise awareness and prevent serious injuries. Schools can serve as valuable resources to promote services such as the Safe Zone Exchange and the Police Department's anonymous tip line, while also gathering input on other programmatic needs. Moreover, establishing and sustaining partnerships with institutions like the Regional Occupational Program (ROP), colleges, and high schools can enhance the development of the local workforce and provide opportunities for youth engagement, further supporting current strategies. Overall, enhancing public education and messaging around risk reduction, home fire safety and prevention, and safe zones can help minimize emergency situations and prevent harm.

Goal PS-3: To create a safer community by implementing design techniques in existing spaces, new developments, and reuse or revitalization projects.

The appearance of an area can contribute to how safe or unsafe it is perceived. This concept is rooted in a multi-disciplinary approach known as Crime Prevention through Environmental Design (CPTED). This approach considers factors such as street orientation, building placement, and the design of clearly defined and visible public spaces. Ideally, these strategies should be applied not only to new developments but also to reuse and revitalization projects. The cleanliness and maintenance of the built environment can also

significantly influence the perception of safety. Related goals, policies, and actions pertaining to the built environment, including its design, can be found in the Land Use, Community Design, and Circulation Elements.

Policy PS-3.1: Promote the use of Crime Prevention through Environmental Design techniques/strategies in both public and private projects.

The proper design and effective use of the built environment can lead to a reduction in incidence of crime, improve the quality of life, and help create a sense of community. This design approach can be further enhanced by implementing CPTED strategies. CPTED strategies incorporate physical features such as clearly marked entrances and exits, adequate lighting, and thoughtful landscaping, which can help control access to certain areas and improve safety. Other design features like signage and public art can be utilized to create welcoming and accessible community spaces that also promote security. Overall, incorporating CPTED techniques throughout the community is a straightforward and effective method to enhance safety while considering the City's aesthetics and community spaces.

Policy PS-3.2: The City shall cultivate a safe and clean neighborhood environment, ensuring that residents, employees, and visitors feel comfortable and secure at all times.

Clean neighborhoods foster a sense of safety. Residents and stakeholders often cite a lack of cleanliness and cohesion as a top community concern. This issue can be addressed by ensuring that streets, sidewalks, and public spaces are clean and well maintained. Several City initiatives are already in place, including the Public Works street sweeping program and the Amor Salinas movement, which focuses on neighborhood

cleanups and beautification. Another common concern among community members is insufficient lighting in parks throughout the city. Enhancing lighting and implementing other infrastructure improvements, particularly those related to pedestrian and traffic safety, are crucial to ensuring that residents, employees, and visitors feel comfortable and safe at all times.

Public Safety **Implementation**

The Action Matrix implements Element Goals and Policies through multiple tools, including ordinance changes, recommended studies, specific programs and projects, and further guidance for development. Under each Policy, there is at least one Action, which also indicates the likely responsible City department (or departments) and estimated timeframe. The estimated timeframes include four high-level categories:

- Ongoing: Actions the City is already doing and will continue
- Short: 0-5 years to complete
- Medium: 5-10 years to complete
- Long: 10 years or more to complete

Because the General Plan is a high-level and long-range planning document, funding for implementation activities will vary greatly depending on what is described in each action and the availability of specific funding sources over time. Some Actions do not have a direct cost, while some describe projects that will need millions to fund. Many prevention initiatives fall under the Library and Community Services Department, with funding typically drawn from sources such as the General Fund, Measures E and G, and the Recreation and Parks Fund. Public safety initiatives also rely on the General Fund, but due to limited available resources, securing

additional support through state and federal grants is essential for many programs.

Key grants to pursue include the U.S. Department of Justice's Edward Byrne Memorial Justice Assistance Grant and the COPS Hiring Program, along with the FEMA Assistance to Firefighters Grant. On the state level, funding opportunities include the California Violence Intervention and Prevention (CalVIP) Grant, the Proposition 47 Grant, and various other grants offered by agencies such as the California Office of Emergency Services (Cal OES), the California Department of Justice (DOJ), the California Highway Patrol (CHP), the California Department of Forestry and Fire Protection (CAL FIRE), and the California Department of Public Health (CDPH).

This strategic mix of local, state, and federal resources is crucial for sustaining and expanding public safety and community services initiatives.

Public Safety Element Action Matrix

Goal PS-1: Continue to play a central role in the creation and maintenance of a community that resolves its problems in non-violent ways.

Policy PS-1.1: Improve community safety and health through civic engagement and relationship building.

Action	Department	Timeframe
Action PS-1.1.1: Provide language inclusivity (including indigenous languages) to increase communication and connections with community members.	City	Ongoing
Action PS-1.1.2: Support and facilitate youth and resident led community events like National Night Out and Ciclovía with staff participation/engagement, streamlined permit process and funding, when appropriate.	City	Ongoing
Action PS-1.1.3: Continue to support CASP activities and find other opportunities to convene residents, community organizations, schools, and the County to improve the criminal justice system.	Police Administration Library and Community Services	Ongoing
Action PS-1.1.4: Work with community to establish practices/programs to help address disparities in underserved communities (racial equity framework).	City Manager Community Development	Short
Action PS-1.1.5: Encourage the creation of police sub-stations to facilitate community relations.	Police	Medium

Policy PS-1.2: Implement alternative policing methods, community policing strategies, youth programs, and public education initiatives focused on crime awareness to effectively reduce crime rates and enhance community safety.

Action	Department	Timeframe
Action PS-1.2.1: Promote neighborhood cohesion programs, and Neighborhood Watch programs to reduce the risk of criminal activity.	Police Library and Community Services	Ongoing
Action PS-1.2.2: Build partnerships with schools and support and facilitate youth programs and activities (e.g., Youth Cadet Programs, outreach positions for at-risk youth)	Fire Police	Short
Action PS-1.2.3: Offer crime/violence prevention trainings/programs for parents and youth.	Police Library and Community Services	Short
Action PS-1.2.4: Continue to collaborate with regional partners to formalize the pilot mobile crisis unit, which currently prioritizes mental health support.	Police Fire	Short
Action PS-1.2.5: Work with Salinas Outreach and Response Team (SORT) to support engagement/communication with unhoused residents.	Community Development Fire Police	Ongoing
Action PS-1.2.6: Pursue ongoing application of Department of Justice report recommendations.	Police	Ongoing

Goal PS-2: Provide effective and responsive police and fire services to ensure a safe and vibrant community.		
Policy PS-2.1: Ensure Salinas' residents have effective and responsive fire, EMS, and police services.		
Action	Department	Timeframe
Action PS-2.1.1: To address Fire staffing needs, the department will add response units during peak incident activity, increase the number of battalion chiefs per shift, plan for new facilities and staff in growth areas, explore opportunities to reduce response workload, address administrative and support staff needs, and re-establish the Deputy Fire Marshal position.	Fire	Short
Action PS-2.1.2: Offer mental health/emotional support services for fire/police officers.	Fire Police	Ongoing
Action PS-2.1.3: Encourage capacity building and trainings for staff.	Fire Police	Short
Action PS-2.1.4: Collaborate with all departments to ensure roads in future developments accommodate fire protection equipment and other emergency vehicles.	Community Development Fire Police Public Works	Long
Action PS-2.1.5: Update traffic signal pre-emption equipment to help improve response times.	Fire Police Public Works	Short
Action PS-2.1.6: Mitigate impacts of traffic calming measures on response times.	Fire Public Works	Ongoing
Policy PS-2.2: Improve facilities and access to equipment and technology.		
Action	Department	Timeframe
Action PS-2.2.1: Seek funding to modernize fire facilities to help improve work conditions and response times.	Fire	Long
Action PS- 2.2.2: Extend use of cameras at intersections and high traffic public spaces.	Police Public Works	Short
Action PS- 2.2.3: Seek funding opportunities to purchase new and improved fire/police equipment.	Fire Police	Ongoing
Action PS- 2.2.4: Leverage advancing technologies to decrease dispatch and overall response times.	Fire Police	Short

Policy PS-2.3: The Fire and Police Departments shall collaborate with other City departments and external agencies and organizations to improve the built environment and connect residents to essential services, fostering a safer and more accessible community.

Action	Department	Timeframe
Action PS-2.3.1: Work with the Community Development Department to respond to community members with housing/shelter needs.	Community Development Fire Police	Ongoing
Action PS-2.3.2: Work with Code Enforcement to help mitigate safety concerns due to overcrowding.	Community Development Fire Police	Ongoing
Action PS-2.3.3: Support Public Works with active transportation projects to ensure pedestrian and traffic safety.	Community Development Fire Police Public Works	Long
Action PS-2.3.4: Work with County of Monterey to connect residents with mental health, social, domestic violence support programs and other services.	Community Development Fire Police	Ongoing
Action PS-2.3.5: Build partnerships with outside agencies, and organizations, like the Red Cross, to provide fire prevention assistance to residents.	Fire	Short
Action PS-2.3.6: Work to improve the emergency communications and dispatch agreements with Monterey County and explore alternatives to current arrangements to contain costs and maintain/improve service levels.	Fire	Short
Action PS-2.3.7: Establish a business inspection program.	Community Development Fire	Short
Action PS-2.3.8: Reduce reliance on mutual aid responses into the city from neighboring fire departments.	Fire	Long
Action PS-2.3.9: Explore partnerships and alternatives for the provision of ambulance transport within the City to assure availability of medical transport resources.	Fire	Ongoing
Action PS-2.3.10: Stabilize/reduce ambulance billing rates for residents.	Fire	Ongoing
Action PS-2.3.11: Provide critical capacity and redundancy during times of peak call-volume and local/regional disasters.	Fire	Ongoing

Policy PS- 2.4: The Fire and Police Departments shall provide a range of services that support community education and address non-emergency situations.

Action	Department	Timeframe
Action PS-2.4.1: Seek funding opportunities to support local schools with first aid and safety trainings/demonstrations.	Fire Police Library and Community Services	Ongoing

Action PS-2.4.2: Continue to promote Safe Zone Exchange and work with community to identify additional programmatic needs.	Police	Ongoing
Action PS-2.4.3: Increase public education and messaging related to community risk reduction, home fire safety/prevention and safe zones.	Community Development Fire	Ongoing
Action PS-2.4.4: Promote the use of the Salinas Police Department anonymous tip line.	Police	Ongoing
Goal PS-3: To create a safer community by implementing design techniques in existing spaces, new developments, and reuse or revitalization projects.		
Policy PS-3.1: Promote the use of Crime Prevention through Environmental Design techniques/strategies in both public and private projects.		
Action	Department	Timeframe
Action PS-3.1.1: Update the City's Municipal Code to require that new development incorporate physical features that improve building visibility, well-marked entrances and exits, proper lighting, and landscape design to improve or limit access to certain areas.	Community Development	Ongoing
Action PS-3.1.2: Create welcoming and accessible community spaces with both safety and design features (e.g., signage, public art, large planters/ boulders to discourage vehicles, etc.)	Community Development Public Works	Long
Action PS-3.1.3: Support repair and general upkeep of neighborhoods, debris, trash and graffiti removal, and street, lighting and sidewalk repairs.	City	Ongoing
Policy PS-3.2: The City shall cultivate a safe and clean neighborhood environment, ensuring that residents, employees, and visitors feel comfortable and secure at all times.		
Action	Department	Timeframe
Action PS-3.2.1: Maintain clean streets, sidewalks, and public spaces.	City	Ongoing
Action PS-3.2.2: Improve lighting in public spaces.	Library and Community Services Public Works	Ongoing
Action PS-3.2.3: Install infrastructure improvements that increase pedestrian and traffic safety.	Public Works	Long

17. Economic Development Element

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**A revised Economic Development Element Chapter will be released with the second version of the public review draft.*



Crime Prevention through Environmental Design (CPTED) | Prevención del Crimen A Tráves del Diseño Ambiental



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