City of Salinas

200 Lincoln Ave., Salinas, CA 93901
www.cityofsalinas.org

Meeting Agenda - Final

Tuesday, December 17, 2019

4:00 PM

SALINAS ROTUNDA

City Council

Mayor Joe Gunter
Councilmembers:
Scott Davis, District 1 - Tony Barrera, District 2
Steve McShane, District 3 - Gloria De La Rosa, District 4
Christie Cromeenes, District 5 - John "Tony" Villegas, District 6

Ray E. Corpuz, Jr., City Manager
Christopher A. Callihan, City Attorney
City Clerk's Office: (831) 758-7381

PLEDGE OF ALLEGIANCE

ROLL CALL

SPECIAL PROCLAMATION

PUBLIC COMMENT TIME RESTRICTIONS

Public comments generally are limited to two minutes per speaker; the Mayor may further limit the time for public comments depending on the agenda schedule.

GENERAL PUBLIC COMMENTS

Receive public communications from the audience on items that are not on the agenda and that are in the City of Salinas' subject matter jurisdiction. Comments on Consent, Consideration, and Closed session items should be held until the items are reached. The public may request that the legislative body consider adding an item for consideration on a future agenda. The public may comment on scheduled agenda items, including closed session items, as they are considered. In order to be respectful of all speakers' views and to avoid disruption of the meeting, the audience shall refrain from applauding or jeering speakers who have been recognized by the Mayor.

CONSIDERATION

ID#19-664 **Chinatown Revitalization Plan**

Recommendation: Approve Resolution accepting Chinatown Revitalization Plan as a key strategic plan document.

PUBLIC HEARING

ID#19-678 **West Area Specific Plan Project**

Recommendation: Approve a Resolution certifying the West Area Specific Plan Final Program Environmental Impact Report (ER 2018-003); Approve a Resolution adopting the CEQA Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program for the West Area Specific Plan (SPEC 2013-002); Approve a Resolution for the West Area Specific Plan (SPEC 2013-002), including the incorporation of minor text and figure modifications (the Specific Plan Errata); Adopt an Ordinance approving a Rezone (RZ 2019-001) and amending the City of Salinas Zoning Map accordingly for approximately 797 acres of land located within the West Area Specific Plan Project Area; and Adopt an Ordinance approving a Development Agreement (DA 2019-001) between the City of Salinas and property owners and developers related to the West Area Specific Plan Project Area. The West Area Specific Plan Project Area is bounded by East Boronda Road on the south, San Juan Grade Road on the west, Natividad Road on the east, and Rogge Road and the future extension of Russell Road on the north and will include approximately 4,340 dwelling units, a Village Center with up to 571,500 square feet of mixed-use commercial floor area, eleven parks, up to five schools, open space, and well sites.

CONSENT AGENDA

All matters listed under Consent Agenda may be enacted by one motion unless a member of the Council or the public requests discussion or a separate vote.

ID#19-676 **Minutes**

Recommendation: Approve minutes of December 3, 2019.

ID#19-686 **Financial Claims**

Recommendation: Approve financial claims report.

ID#19-644 **2019 Engineering and Traffic Survey for Speed Limits**

Recommendation: Approve a Resolution to establish speed limits as recommended by the 2019 Engineering and Traffic Survey for speed limits.

ID#19-653 **Parking for the Collision Reporting Center**

Recommendation: Approve a Resolution establishing three "No Parking Tow-Away, Except Police" parking stalls along the frontage of 215 Lincoln Avenue in support of the Salinas Collision Reporting Center.

ID#19-657 **Transfer of Certain Real Property and Facility Lease Agreement with Northern Salinas Valley Mosquito Abatement District - 342 Airport Boulevard**

Recommendation: Approve a Resolution approving a facility lease for 342 Airport Blvd., between the City of Salinas and the Northern Salinas Valley Mosquito Abatement District at the Salinas Municipal Airport; and accept the Quitclaim for 342 Airport Blvd. transferring the rights, title, and interest in and to 342 Airport Blvd. to the City of Salinas.

ID#19-659 **Purchase of one 2019 F-250 Utility Body Truck**

Recommendation: Approve a Resolution authorizing the direct purchase of one Ford F-250 Utility Truck from Salinas Valley Ford Truck Company in Salinas at a total cost of $38,583.24.

ID#19-681 **Audited Basic Financial Statements and Single Audit Report - June 30, 2019**

Recommendation: Accept the audited Basic Financial Statements and Single Audit Report on federal funded programs for fiscal year ended June 30, 2019.

ID#19-683 **Modification to the Classification - Salary Schedule**

Recommendation: Approve a Resolution to amend the Classification - Salary Schedule for the adjustment of temporary employee salaries to comply with the state minimum wage pursuant to SB 3 and adjust impacted classifications in the series.

ID#19-623 **General Plan Amendment 2017-001 and Rezone 2017-002 located at 295 Sun Way in the P-F (Parks - Flood Plain Overlay) Zoning District**

Recommendation: Adopt an Ordinance for Rezone 2017-002. (Second Reading)

ID#19-624 **General Plan Amendment 2017-002; Rezone 2017-001; and Conditional Use Permit 2017-019 located at 10 Simas Street in the IGC-F (Industrial-General Commercial - Flood Plain Overlay) Zoning District**

Recommendation: Adopt an Ordinance for Rezone 2017-001. (Second Reading)

ID#19-606 **Ordinance Regarding Commercial Cannabis Business License Tax Rates**

Recommendation: Adopt an Ordinance amending Salinas Municipal Code (SMC) Sec. 19A.10.070 repealing the scheduled automatic business license tax increase for Commercial Cannabis Businesses. (Second Reading)

COUNCILMEMBERS' REPORTS, APPOINTMENTS AND FUTURE AGENDA ITEMS

Receive communication from Councilmembers on reports, appointments and future agenda items. Councilmember comments are generally limited to three minutes.

ADJOURNMENT

Patricia M. Barajas, City Clerk

AGENDA MATERIAL / ADDENDUM

Any addendums will be posted within 72 hours of regular meetings or 24 hours of special meetings, unless otherwise allowed under the Brown Act. City Council reports may be viewed at the Salinas City Clerk's Office, 200 Lincoln Avenue, Salinas, and are posted on the City's website at www.cityofsalinas.org. The City Council may take action that is different than the proposed action reflected on the agenda.

Disability-related modification or accommodation, including auxiliary aids or services, may be requested by any person with a disability who requires a modification or accommodation in order to participate in the meeting. Requests should be referred to the City Clerk's Office At 200 Lincoln Avenue, Salinas, 758-7381, as soon as possible but by no later than 5 p.m. of the last business day prior to the meeting. Hearing impaired or TTY/TDD text telephone users may contact the city by dialing 711 for the California Relay Service (CRS) or by telephoning any other service providers' CRS telephone number.

PUBLIC NOTIFICATION

This agenda was posted on Friday, December 13, 2019 at the City Clerk's Office, in the Council Rotunda, and the City's website.

Meetings are streamed live at https://salinas.legistar.com/Calendar.aspx and televised live on Channel 25 at 4 p.m. on the date of the regularly scheduled meeting and will be broadcast throughout the day on the Wednesday, Friday, Saturday and Monday following the meeting. For the most up-to-the-minute Broadcast Schedule for The Salinas Channel on Comcast 25, please visit or subscribe to our Google Calendar located at http://tinyurl.com/salinas25. Recent City Council meetings may also be viewed on the Salinas Channel on YouTube at http://www.youtube.com/thesalinaschannel.

File #: ID#19-664, **Version:** 1

Chinatown Revitalization Plan

Approve Resolution accepting Chinatown Revitalization Plan as a key strategic plan document.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **DECEMBER 17, 2019**

DEPARTMENT: **COMMUNITY DEVELOPMENT**

FROM: **MEGAN HUNTER, DIRECTOR**

BY: **LISA BRINTON, PLANNING MANAGER**

TITLE: **CHINATOWN REVITALIZATION PLAN**

RECOMMENDED MOTION:

Approve a resolution accepting the Chinatown Revitalization Plan as a key strategic planning document.

RECOMMENDATION:

It is recommended that the City Council approve the attached resolution accepting the Chinatown Revitalization Plan (Exhibit "A" to the resolution) as a key strategic planning document.

EXECUTIVE SUMMARY:

The Chinatown Revitalization Plan ("Revitalization Plan" or "Plan") represents nearly three years of extensive work guided by dedicated Chinatown stakeholders. Inclusivity was at the center of the Chinatown community engagement process to ensure that Plan content was reflective of and equitable for all stakeholders. To achieve this objective, the Plan's robust engagement process not only involved residents, business owners, housing developers, social service providers, and cultural and faith-based organizations, it also included activities targeted to individuals experiencing homelessness. In addition, the planning process was intentionally paused to ensure that future residents of Dai-Ichi Village and Hikari affordable housing developments, built by the Housing Authority of the County of Monterey Development Corporation (HDC), were provided the opportunity to be part of the planning process. Community recommendations, which evolved into goals, policies and actions are the "heart" of the Revitalization Plan and will inform the update of the City's General Plan, anticipated to begin early 2020.

BACKGROUND

This Plan is not the first community planning effort undertaken to stimulate Chinatown's revitalization. The 2007 Chinatown Renewal and 2010 Chinatown Rebound community plans sought to revitalize Chinatown and restore its unique historical and cultural identity through proposed solutions that addressed identified challenges. However, since these plans were developed, the primary plan implementor, the Salinas Redevelopment Agency, was dissolved in

2012, necessitating the development of a new plan that was more reflective of the existing community needs and visions for the future.

Through the planning process, Chinatown stakeholders revisited recommendations of these past plans, many of which were incorporated into the 2019 Revitalization Plan. However, there has been a shift in community perspective regarding the previously proposed Chinatown Health and Human Services Campus concept for the neighborhood. While many Chinatown stakeholders advocate for the inclusion of services and housing to assist individuals experiencing homelessness in Chinatown, they do not support concentrating homeless services in Chinatown, a small geographic area that is physically isolated from other parts of the City by the railroad, major arterial roadways, and restricted circulation. Focusing social services for those experiencing homelessness into one geographic area is no longer considered a best practice; these services should be distributed evenly across the City and Monterey County. Thus, the 2019 Revitalization Plan endeavors to balance the need for homeless services with the desire to transcend Chinatown's reputation as ground zero for the unsheltered. This Plan outlines policies and actions that support Chinatown becoming a more complete community with a diversity of businesses, housing opportunities, and community programs and amenities.

The plan study area of past planning efforts and the initial plan study area for the Revitalization Plan was bounded by Market Street to the south, Sherwood Drive to the east, Rossi Street to the north, and Main Street to the west. This plan study area, referred to as the "Chinatown Core" was expanded twice throughout this planning process.

Through the community engagement process, the initial study area boundary was extended eastward along Market Street, north of Sherwood Drive, Sun Street and the US 101. The decision to expand the plan study area boundaries was driven by the desire to include the Filipino Community – Salinas Valley Center as a cultural resource along with the Buddhist Temple of Salinas and the Chinese Association of Salinas, and to connect residents of the Housing Authority of Monterey's Haciendas Place Phase I and II to the Dai-Ichi Village and Hikari apartments which are located within the Chinatown Core. By integrating these three affordable housing developments and three cultural centers into a single planning area, the City is in a better position to leverage significant housing investment to transform the surrounding built environment. Staff and stakeholders alike felt that this expanded plan study area would be a stabilizing force and would improve the likelihood of securing future grant funding opportunities.

The plan study area boundary was expanded a second time as a result of the City's continued work with neighborhood businesses, property owners and residents. Recognizing the need to include a broader planning area for employment generating and open space uses, the boundary was extended to the west along Simas Street and the US 101. This expansion provided more industrially zoned parcels and potential areas for future compact urban open spaces for the neighborhood. Chinatown's stakeholders understood that further diversifying the Plan area's land uses would help transform Chinatown into a thriving community inclusive of all uses, residents, businesses and property owners.

Context with other Plans

The Salinas General Plan states the City's vision for the community's future and outlines goals, polices, and implementation measures to achieve its vision. Since its adoption in 2002, the City

has updated the Housing Element (2015), added a new Economic Development Element (2017) and undertaken multiple plans and planning efforts; some addressing regional and citywide topics, while others focusing on geographical areas in the City. Regional and citywide plans include:

1. Consolidated Five-Year Action Plan (2015)
2. Regional Farmworker Housing Study and Action Plan (July 2018)
3. Regional Analysis of Impediments to Fair Housing Choice (2019)
4. Parks, Recreation and Libraries Master Plan (July 2019), and
5. Public Art Master Plan (currently underway– anticipated late 2019).

Area specific plans include:

1. Alisal Housing and Neighborhood Revitalization Strategy (2015)
2. Downtown Vibrancy Plan (2015)
3. East Alisal Street Corridor Plan (January 2019), and
4. Alisal Vibrancy Plan (November 2019).

All plans are available on the City's website.

Community Outreach and Engagement

The Chinatown Revitalization Plan outreach strategy was developed with inclusivity at the center and the objective of engaging members of groups that have previously been excluded from governmental processes and/or resources. The engagement strategy was based in the principles of transparency, inclusion, relevance, fairness and collaboration and included a range of activities to encourage the participation of all stakeholders to help the City obtain a broad base of community input to identify the most relevant issues facing the Chinatown planning area and prioritize improvements to be addressed in the Revitalization Plan.

This planning process was managed by City staff with support of the MIG consultant team and the Institute of Urban Initiatives. The City organized and conducted meetings with individual advisory groups to provide feedback and direction at each stage of the planning process. Between January 2017 and May 2019, staff convened Working Groups comprised of non-technical stakeholders from four distinct interest groups in Chinatown: Asian community-based organizations, business and property owners, homeless individuals and service providers, and housing developers and residents interested in a more sustained level of engagement. Meetings were interactive and designed to gather input on key themes and issues, promote outreach activities, and brainstorm opportunities for community participation.

During this same time period, a Technical Advisory Committee (TAC) comprised of working professionals from the public, private, and nonprofit sectors met six times to evaluate the feasibility of Working Group and community recommendations and identify needs for further analysis based on technical studies and/or planning. TAC members had subject expertise in key topics and themes of the Plan, such as transportation, economic development, social services, and health and safety.

In addition to TAC and Working Group meetings, the City convened nine (9) large community meetings, including two (2) implementation workshops and a final draft Plan Open House, and nine (9) pop-up events, all of which were open to all members of the public. Staff facilitated

activities pertaining to the key themes of the Revitalization Plan at pop-up stations during community events, such as the Asian Festival, Obon Festival, ACE Pop-up Museum, Ciclovía, and City Council meetings. To collect the input of key interest groups and hard-to-reach populations, the City also participated in various meetings and events not explicitly tied to the Revitalization Plan.

Visit the Chinatown website https://www.visionsalinas.org/chinatown for more details regarding the community engagement process, Technical Advisory Committee and Working Group agendas and minutes, community meeting materials and summaries, draft studies and planning documents and the public review draft of the Chinatown Revitalization Plan.

Planning Commission Review

On December 4, 2019, the Planning Commission received a presentation and heard public comment on the public review draft Chinatown Revitalization Plan. Three members of the public spoke in support of the Plan and the Commission unanimously approved a resolution recommending City Council acceptance of the Plan as a key strategic planning document.

DISCUSSION

The Chinatown Revitalization Plan is organized into the following ten chapters:

1. Community Vision and Introduction
2. Community Overview
3. Community Engagement
4. Land Use and Design
5. Housing and Neighborhood
6. Economic Development
7. Community Health and Safety
8. Transportation and Infrastructure
9. Arts, Youth, Programming and Community Facilities
10. Next Steps and Implementation

Chapter 1 states the community's vision for Chinatown and offers a broad overview of the Plan's purpose and policy context. Chapter 2 provides community background, historical context, and a summary of existing conditions. Chapter 3 provides a summary of community engagement that occurred throughout the planning process and led to the vision, goals, policies and implementation actions in this plan.

The subsequent six chapters (Chapters 4 through 9) provide context and recommendations in six key topic areas: land use and design; housing and neighborhoods; economic and workforce development; community health and safety; transportation and infrastructure; and arts, youth and programming and community facilities. Each topic chapter begins with a brief introduction to the chapter topic, a summary of topic goals, and their connection to the Visión Salinas Guiding Principles. An assessment of related assets and opportunities provides the context for the goals, policies and implementation actions recommended by the Technical Advisory Committee, Working Groups and community members. Each goal is discussed followed by an implementation matrix of action items. Most of the goals, policies and actions come directly from the community.

Staff, technical professionals and the consultant team did add a few policies and actions that either did not come up in community conversations, incorporate best practices, or provide for a more comprehensive approach to achieving the community's desired outcome.

The Chinatown Revitalization Plan is action driven and contains efforts that could span 10 to 15 years. Residents, community stakeholders, and the City are to revisit implementation progress and priorities annually. Chapter 10: Next Steps and Plan Implementation provides the planning and California Environmental Quality Act (CEQA), summarizes emerging implementation priorities for each topic chapter, as defined by the community, and describes the priorities that capitalize on current strengths and opportunities to move the community's vision towards implementation. This chapter also identifies potential government funding sources for implementation and acknowledges that it is through strong partnerships between the City, County, other local government agencies, philanthropy, businesses, community stakeholders and residents that the community's vision can be implemented.

Community Vision Statement

The Vision Statement crafted for Chinatown is the product of an iterative process based upon extensive community input. In Spring 2019, the City and its chosen consultant, MIG, Inc. (MIG), drafted a preliminary statement that was based on input provided at past public workshops, meetings, and other outreach events. The City continued to collaborate with the community to refine this draft statement at events, such as the Chinatown Asian Festival, Revitalization Plan Implementation Workshop, and during several community meetings. This feedback was then used to inform subsequent revisions of the statement, ultimately resulting in a vision that embodies and reflects the community's desired future for the neighborhood.

> *Chinatown is envisioned as a thriving, affordable, safe, walkable, healthy, and well-connected community that serves as a cultural center for the arts and a vibrant tourist destination for the City and the region. To support the needs of its existing and growing population, Chinatown will include diverse new land uses that create a more balanced neighborhood, including affordable and market-rate housing, health and social services, healthy and multicultural food establishments, open spaces, and employment options for all residents. Culturally relevant urban design, coupled with the rehabilitation of existing historic buildings, will help ensure that future development serves to complement and preserve the neighborhood's rich cultural fabric.*

Overarching Themes

The policies and implementation actions in the Plan establish the conceptual and regulatory groundwork for comprehensive neighborhood transformation based on principles of social equity, inclusivity, prosperity, and sustainability. The Revitalization Plan is to guide both future private, public, and social investment. Short and long-term strategies identify priorities that support City staff and partners in proactive management neighborhood land uses and resources.

A top priority and overarching theme of the planning process is addressing Chinatown's current physical condition which is unclean, unsafe, includes contaminated properties and blighted buildings, and is isolated from the rest of the City. While the transformation of Chinatown into a

cultural center for the arts was highlighted by stakeholders, it was recognized that this goal cannot be achieved unless the encampments are addressed, and the safety and cleanliness of the neighborhood is restored and maintained. Policies and actions focus on improving safety and cleanliness of the neighborhood, and the maintenance and appearance of public spaces including streets, sidewalks and open spaces, reconnecting Chinatown with the Downtown, Intermodal Transportation Center and the rest of the community, and the need for the diversification of housing options and opportunities for all. Additional priorities include increased access to education, training and employment resources, rehabilitation of historic properties, increased recreational programs and open space for residents, improved mental, physical, and social health services to house individuals experiencing homelessness, and the improvement of underground and above ground infrastructure. Attachment 2 provides a summary by topic of top community concerns and recommendations and Attachment 3 provides a goal summary for each topic chapter area.

As stated above, Chapter 10: Next Steps and Plan Implementation describes the priorities that capitalize on the current strengths and opportunities to move the community's vision towards implementation.

Draft Plan Comments

On November 26, 2019, the Community Development Block Grant/Housing Committee received a Revitalization Plan update. The next day, November 27, 2019, staff released the public review draft Chinatown Revitalization Plan. The Plan was posted on the City and Chinatown Revitalization Plan websites with hard copies made available at City Hall, the Permit Center, John Steinbeck Library, Chinatown Navigation Center and the California State University - Monterey Bay Chinatown Student Learning Center.

Since the release of the public review document, staff have continued to edit the Plan correcting spelling and grammatical errors and refining content, figures and images. No substantive changes were made to the public review document. The only content addition is included in the attached Errata Table. The revised document is Exhibit "A" to the resolution and has been uploaded to the City and Chinatown websites. An email notification was also sent to the Chinatown participants informing them of the updated plan document.

CEQA CONSIDERATION:

The Chinatown Revitalization Plan is a strategic planning document. The proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines section 15378). If recommended policies or actions progress to a "project" level further CEQA analysis will be required to address potential environmental impacts of the proposed project.

STRATEGIC PLAN INITIATIVE:

The preparation and development of the Chinatown Revitalization Plan is a key objective under Economic Diversity and Prosperity. Topic areas covered in the Plan also include recommended policies and actions that address the initiatives of a Safe, Livable Community, Effective, Sustainable Government, Well- Planned City and Excellent Infrastructure and Quality of Life.

DEPARTMENTAL COORDINATION:

The Community Development Department's Plan and Project Implementation and Housing and Divisions led the planning process and prepared the public review draft Plan with consultant support. Staff from other Community Development Department Divisions and City departments including Library and Community Services, Public Works, Police, and Fire participated in or assisted with the facilitation of community workshops, working group meetings and/or pop up events. Multiple departments provided valuable input into the Revitalization Plan.

FISCAL AND SUSTAINABILITY IMPACT:

The City Council budgeted for the preparation of the Chinatown Revitalization Plan by creating a Capital Improvement Project (CIP) account (9070) funded through the sale of 100 Main Street (Steinbeck Center - $197,000) and the General Fund ($31,920). In November 2016 and April 2019, the City entered into Professional Services Agreements with MIG to prepare the Revitalization Plan for total amount not to exceed $192,349. Staff's time working on the preparation of the Plan is included in the City's annual budget.

The Chinatown Revitalization Plan is intended to be the foundation for ongoing collaboration between the City, other agencies, residents, and community stakeholders. The Plan contains efforts that could span 10 to 15 years. It is expected that the City Council will use the Revitalization Plan to inform the budgetary process in future fiscal years and establish new CIPs for core infrastructure projects. As part of the 2020-2021 budget process, staff will present recommendations for the funding of priority policy and action items based on emerging priorities identified in Chapter 10.

It should be noted that many of the Plan's actions would be implemented by partners and therefore would not necessarily require City funding other than staff support.

ATTACHMENTS:

1. Resolution Accepting the Chinatown Revitalization Plan as a strategic planning document
    a. Exhibit "A": Public Review Draft Chinatown Revitalization Plan
2. "What We Heard" – Community identified issues and recommendations
3. Topic Chapter Goal Summaries
4. Errata Sheet

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

RESOLUTION ACCEPTING THE DRAFT CHINATOWN REVITALIZATION PLAN AS A KEY STRATEGIC PLANNING DOCUMENT

WHEREAS, Chinatown's past reflects a legacy of history, culture, heritage and ethnic diversity as a thriving, multicultural, mixed-use neighborhood which welcomed immigrants; and

WHEREAS, due to an increase in criminal activity, centralization of homeless services, and closed connection to the Downtown and Intermodal Transportation Center, a pattern of decline and disinvestment in the neighborhood emerged in the second half of the 20th century; and

WHEREAS, the Chinatown Revitalization Plan is not the first community planning effort undertaken to stimulate Chinatown's revitalization. The 2007 Chinatown Renewal Project and 2010 Chinatown Rebound community planning efforts also sought to restore Chinatown's unique historical and cultural identity through proposed solutions that addressed identified challenges; and

WHEREAS, since these plans were developed, the primary plan implementor, the Salinas Redevelopment Agency, was dissolved (2012), necessitating the development of a new planning effort; and

WHEREAS, several of the City's Economic Development Element's (2017) goals, policies and action items specifically call for the preparation of a community-driven plan to guide the revitalization and enhancement of the economic, social, and cultural fabric of the Chinatown neighborhood; and

WHEREAS, the aim of the 2019 Chinatown Revitalization Plan is to alleviate and reverse the neglect and underinvestment that Chinatown has faced by creating a more vibrant, equitable, and healthy community that builds upon its social and cultural wealth; and

WHEREAS, inclusivity was at the center of the Chinatown planning process to ensure that Plan content was reflective of and equitable for all stakeholders and focused on Chinatown's specific needs and special character; and

WHEREAS to achieve this objective, the Plan's robust engagement process not only involved residents, business and property owners, housing developers, social service providers, and cultural and faith-based organizations, but also included individuals experiencing homelessness and future residents of Dai-Ichi Village and Hikari affordable housing developments; and

WHEREAS over 3,000 residents and community stakeholders participated in the community-led engagement process that resulted in more than 200 recommended strategies that evolved into goals, policies and actions that are the "heart" of the Revitalization Plan; and

WHEREAS, the aforementioned goals, policies and actions provide the framework for the residents, community stakeholders and organizations, and the City and other governmental agencies to work collaboratively to implement specific action steps toward realizing the community's vision; and

WHEREAS, a public review document was released on November 27, 2019 and hard copies made available on December 4, 2019 at City Hall, the Permit Center, the John Steinbeck Library, the Chinatown Navigation Center, and the California State University - Monterey Bay Chinatown Student Learning Center; and

WHEREAS, the Community Development Block Grant/Housing Committee received a Plan update on November 26, 2019; and

WHEREAS, on December 4, 2019, the Planning Commission received a presentation and heard public comment on the public review draft Chinatown Revitalization Plan; and

WHEREAS, the Planning Commission unanimously approved a resolution recommending that the City Council accept the Chinatown Revitalization Plan as a key strategic planning document; and

WHEREAS, at its December 17, 2019 meeting the City Council received the Planning Commission's recommendation, were provided a summary of written public comments received and heard public testimony at the meeting; and

WHEREAS, the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines section 15378). If recommended policies or actions progress to a "project" level further CEQA analysis will be required to address potential environmental impacts of the proposed project.

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

1. The foregoing recitals and Attachments are true and correct and are included herein by reference as findings.

2. The proposed Chinatown Revitalization Plan supports the Core Value and eight Vision Salinas Guiding Principles accepted by City Council and meant to guide city planning documents.

3. Chinatown Revitalization Plan goals, policies, and actions will inform the General Plan update anticipated to begin in 2020.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Salinas City Council hereby accepts the Chinatown Revitalization Plan (Exhibit "A") as a key strategic planning document for the City of Salinas; and

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Manager direct the implementation of the Plan as soon as possible, and seek funding for the recommended capital improvements, policy changes and operating budgets for the Fiscal Year 2020-2021 and in subsequent years.

PASSED AND APPROVED this 17th day of December 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Joe Gunter, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

City of Salinas

Chinatown

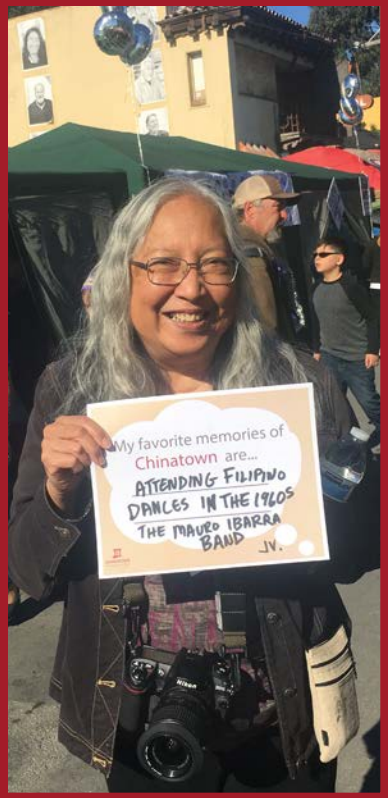
REVITALIZATION PLAN

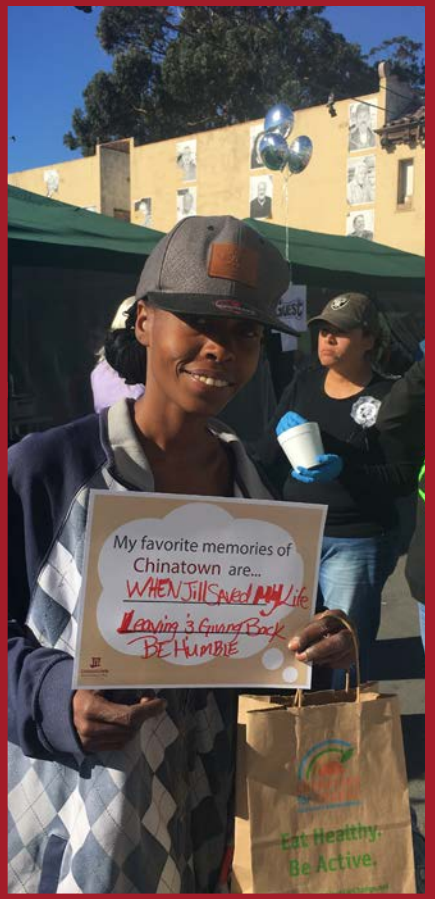
Second Review Draft

December 2019

VISIÓN SALINAS

SALINAS


My favorite memories of Chinatown are...
ATTENDING FILIPINO DANCES IN THE 1960S THE MAURO IBARRA BAND JV.


My favorite memories of Chinatown are...
WHEN Jill Saved MY Life
Learning & Giving Back
BE HUMBLE
Eat Healthy.
Be Active.

My favorite memories of Chinatown are...
Food @ Republic Cafe

City of Salinas

CHINATOWN
Revitalization Plan

Second Review Draft | December 2019

ACKNOWLEDGMENTS

City Council

Joe Gunter, Mayor

Scott Davis, District 1

Tony Barrera, District 2

Steve McShane, District 3

Gloria De La Rosa, District 4

Christie Cromeenes, District 5

John "Tony" Villegas, District 6

Planning Commission

Brad Griffin, Chair

John Meeks, Vice-Chair

Matt Nohr

George Anzo

Joel Hernandez Laguna

Matthew Ottone

Marcelino Rocamora, Jr.

Traffic Commission

Yolanda Hayes - Mayor's Appointee

Elias Nunez - District 1

John Viarengo - District 2

Kendra Howell - District 3

Brandon Hill - District 4

Chris Flescher - District 5

Larry Tack - District 6

City Staff

Ray E. Corpuz, Jr., City Manager

COMMUNITY DEVELOPMENT DEPARTMENT

Megan Hunter, Community Development Director

Lisa Brinton, Planning Manager

Luis Ochoa, Community Development Analyst

Christopher Valenzuela, Planning Manager

Joel Alvarez, Housing Services Supervisor

Francisco Brambila, Community Development Analyst

Christian Anderson, Community Development Analyst

Melissa Ruiz, Community Improvement Assistant

Gloria Mora, Administrative Aide

Tina La Perle, City's Consultant, Homeless Outreach Coordinator

Jonathan Moore, Associate Planner

Carla Becerra, Community Outreach Assistant

Crystal Casillas, Community Outreach Assistant

Tara Hullinger, Planning Manager

Adam Garrett, Assistant Planner

Lorenzo Sanchez, Code Enforcement Manager

Jessica Ng, Administrative Analyst I

Denise Ledezma, Administrative Assistant

Elani Trejo-Ezquivel, Office Technician

Maira Flores, Administrative Aide

Kaylie Low, Former Housing Resources Coordinator, VISTA

Jimmy Stephens, Former Housing Resources Coordinator, VISTA

PUBLIC WORKS DEPARTMENT

David Jacobs, Public Works Director

* Asian Community Working Group Member

** Housing Developers and Residents Working Group Member

James Serrano, Traffic Manager

Andrew Easterling, Traffic Engineer

Eric Sandoval, GIS Administrator

Charles J. Hanley, GIS Technician II

Heidi M. Niggemeyer, NPDES Permit Manager

Don Reynolds, Former Assistant Public Works Director

Gary Peterson, Former Public Works Director

POLICE DEPARTMENT

Adele Fresé, Police Chief

Manuel Martinez, Assistant, Chief of Police

Roberto Filice, Assistant Chief of Police

Bryan Cupak, Police Commander

Gabriel Carvey, Homeless Outreach Team Police Officer

David Shaw, Retired Police Chief

David Crabill, Retired Police Commander

Cameron Murphy, Retired Police Sergeant

FIRE DEPARTMENT

Samuel Klemek, Fire Marshall

Edmond Rodriguez, Former Fire Chief

LIBRARIES AND COMMUNITY SERVICES DEPARTMENT

Kristian Lundquist, Libraries and Community Services Department Director

Ernesto Liazola, Community Education Manager

Consultant Team

MIG, Inc.

Economic & Planning Systems

Kittelson & Associates

Technical Advisory Committee

Albert G. Fong, Chinese Association of Salinas *

Anastacia Wyatt, County of Monterey, Housing Program Manager

Angelica Muro, CSUMB Department of Visual & Public Art

Cathy Chavez-Miller, Asian Cultural Experience, Co-Chair *

Carolina Sahagun, Housing Development Corporation, Sr. Community Development Planner **

Carmen Gil, County of Monterey, PIO County Public Health Department

Cristina Santana, County of Monterey Department of Social Services

Elizabeth Nahas Wilson, MidPen Housing, Director of Special Projects **

Elliot Robinson, Coalition of Homeless Services Providers, Interim Executive Officer

Eric A Daniels, PG&E, External Affairs and Public Policy ****

Eric Lopez, Salinas Valley Mobile Health Clinic ***

Gary Vincelet, California Water Service Company, Supervisor

Glorietta Roland, County of Monterey, Department of Social Services ***

Guillermo Rodriguez, Sun Street Centers, Assistant Director of Recovery Services ***

*** Service Providers and Homeless Individuals Working Group Member

**** Business and Property Owners Working Group Member

Gus Alfaro, California Department of Transportation, District 5

Herb Wong, Chinese American Citizens Alliance *

Jacqui Smith, CSUMB, Chinatown Center Program Coordinator ***

Janet Shing, Community Foundation for County of Monterey, Director of Grantmaking

Jean Vengua, Asian Cultural Experience, Co-Chair *

Jerry Kulpert, County of Monterey Department of Social Services, Management Analyst III

Jill Allen, Franciscan Workers of Junipero Serra, Executive Director ***

Jeff Lehner, Former CSUMB Professor ***

Katherine Thoeni, Coalition of Homeless Services Providers, Former Executive Officer ***

Karen Smith, County of Monterey, PIO County Public Health Department, Management Analyst II

Kelly McClendon, California Department of Transportation, Transportation Planner

Kevin Dayton, Salinas City Center

Korbin D. Creek, Pacific Gas and Electric

Laurel Lee-Alexander, Community Foundation for County of Monterey, Vice President of Grants & Programs

Linda Byrne, Housing Resource Center of Monterey County, Development Director ***

Linda Gonzalez, County of Monterey, Luis Alejo's Chief of Staff

Luis Alejo, County of Monterey, District 1 Supervisor

Lupe Covarrubias, County of Monterey Health Department, Chronic Disease Prevention Specialist II

Larry Hirahara, Buddhist Temple of Salinas *

Mars Roca Mora, Filipino Community of Salinas Valley, Inc., President *

Marilyn Rose, Housing Development Cooptation, Senior Finance Officer **

Monica Tell, PG&E, Stakeholder Engagement Manager

Orchid Monroy-Ochoa, California Department of Transportation, Transportation Planner

Rich Deal, Transportation Agency for Monterey County, Principal Engineer

Rina Benmayor, CSUMB, College of Arts, Humanities and Social Sciences Professor *

Ruben Cortes, Property Owner ****

Rossana Peniche, PG&E, Senior Project Manager

Seth Pollack, CSUMB Professor ***

Starla Warren, Housing Development Corporation, President **

Steve Lundin, Methodist Church of Salinas, Pastor

Spencer Critchley, Boots Road Group, Managing Partner

Virginia Murillo, Transportation Agency for County of Monterey, Former Assistant Transportation Planner

Wellington Lee, Chinese Association of Salinas *

* Asian Community Working Group Member

** Housing Developers and Residents Working Group Member

Working Group

ASIAN COMMUNITY WORKING GROUP (*)

Al Baguio, Asian Cultural Experience Member

Henry Gong, Asian Cultural Experience Member

Richard Villegas, Filipino American National Historic Society Monterey Bay Chapter F.A.N.H.S. Member

Susan Aremas, Filipino Community of Salinas Valley, Inc. Member

Dom Siababa, Asian Cultural Experience, Member

HOUSING DEVELOPERS AND RESIDENTS WORKING GROUP (**)

Brielle Bumba, Haciendas Place Apartments Community Center, Program Coordinator

Luis Preciado, MidPen Housing, Project Manager

Nanette Losada, Stakeholder

SERVICE PROVIDERS AND HOMELESS INDIVIDUALS WORKING GROUP (***)

Erin Peck, Chinatown Community Learning Center Front, Desk Assistant

Ken Cusson, Victory Mission, Executive Director

Pamela Weston, Homeless Advocate

Wes White, Salinas Homeless Union

Cindy Stors, Methodist Church of Salinas, Pastor

Christine Bane, CSUMB Student

Rita Acosta, Homeless Advocate

BUSINESS AND PROPERTY OWNERS WORKING GROUP (****)

Wally Ahtye, Property Owner

Mae Sakasegawa, Property Owner

Kathy Young, Out of the Woods Windows, Owner

Matt Sherman, Imperiouz Autobody, Owner

Veronica Amaya, Imperiouz Autobody, Owner

Armando Ortiz, GoAutoBody, Owner

Jose Luis Hernandez, Property Owner

Jose M Leon, J&M Automotive, Owner

Jorge Placeres, Property Owner

Larry Vera, Property Owner

Glenda Willis, Ralph Willis Automotive, Owner

Ralph Salas, Ralph's Auto Repair, Owner

Luis Lomeli, Green Cab, Owner

Leon De Asis, Property Owner

Clint Willis, Clint Willis Automotive, Owner

Salvador Cruz Gonzalez, Cruz Tires, Owner

Itani Roberta, Property Owner

Esparza Sergio, Property Owner

*** Service Providers and Homeless Individuals Working Group Member

**** Business and Property Owners Working Group Member

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My favorite memories of Chinatown are...
Bring Hope to the lost and show Grace!
Prayer Chris CROSS MC San Jose
My favorite memories of Chinatown are...
2017 Found true Friends & Family in ChinaTown. More support & Love here in this Community than Anywhere.
My favorite memories of Chinatown are...
ATTENDING FILIPINO DANCES IN THE 1960S THE MAURO IBARRA BAND JV.
My favorite memories of Chinatown are...
helping the homeless!
My favorite memories of Chinatown are...
When community comes together for Peace & Love
My favorite memories of Chinatown are...
CHRIS BEING SAVED BY THE LORD & OFF THE STREETS!
My favorite memories of Chinatown are...
Serving at the victory mission
ontribute to the future of Chinatown
More Community Involvement
Build More Housing
Urban Arts Collaborative

Community Vision and Introduction

Community Vision

Chinatown is envisioned as a thriving, affordable, safe, walkable, healthy, and well-connected community that serves as a cultural center for the arts and a vibrant tourist destination for the City and the region. To support the needs of its existing and growing population, Chinatown will include diverse land uses that create a more balanced neighborhood, including affordable and market-rate housing, health and social services, healthy and multicultural food establishments, open spaces, and employment options for all residents. Culturally relevant urban design, coupled with the rehabilitation of existing historic buildings, will help ensure that future development serves to complement and preserve the neighborhood's rich cultural fabric.

The community's vision for the Chinatown Revitalization Plan is forward thinking and aspirational, building upon the history and cultural uniqueness of this Downtown adjacent neighborhood. Although Chinatown today suffers from past disinvestment, blight, and substantial homelessness, significant housing development offers new opportunity and hope. Past plans incorporated a concept of a Service Campus Model within the Core of Chinatown. Yet through widespread community engagement, it became clear that Chinatown stakeholders envision a more balanced neighborhood home to a variety of different residents including those without shelter, artists in live/work units, and urban professionals in market rate housing. Chinatown is also seen as a hub for arts and culture and a place where existing business can be nurtured, and new businesses can grow. The 2019 Chinatown Revitalization Plan is an action oriented, comprehensive strategy to achieve this vision.

1.1 PURPOSE

Planning History

This Plan is not the first community planning effort undertaken to stimulate Chinatown's revitalization. The 2007 Chinatown Renewal and 2010 Chinatown Rebound community plans sought to revitalize Chinatown and restore its unique historical and cultural identity through proposed solutions that addressed identified challenges. Many of the recommendations of these past plans have been re-incorporated into the 2019 plan. However, since these plans were developed, the primary plan implementor, the Salinas Redevelopment Agency, was dissolved in 2012, therefore necessitating the development of a new plan that was more reflective of the existing community needs and visions for the future.

By revisiting these past plans, many community stakeholders expressed concern regarding the Chinatown Health and Human Services Campus concept. While many Chinatown stakeholders advocated for the inclusion of services and housing to assist residents living in nearby encampments, they did not support concentrating homeless services in Chinatown, a small geographic area that is physically isolated from other parts of the City. Focusing social services for those experiencing homelessness into one geographic area is no longer considered a best practice. Thus, the 2019 Chinatown Revitalization Plan endeavors to balance the need for homeless services with the desire to transcend its reputation as ground zero for the unsheltered. Instead the emphasis of this Plan is on becoming a more complete community with diversified of businesses, housing opportunities, and residents as highlighted in the vision statement.

The Chinatown Revitalization Plan represents nearly three years of extensive work guided by dedicated Chinatown stakeholders who helped develop its content including many specific actions and policies. As with all of Salinas' planning efforts, public input was critical and participation from a broad stakeholder base including residents, business owners, housing developers, social service providers, cultural and faith-based organizations, and individuals experiencing homelessness was vital in ensuring this process was reflective and inclusive of the community. The resulting plan communicates the collective community vision. Community recommendations, which evolved into Goals, Policies and Actions are the "heart" of the Revitalization Plan and will inform the update of the City's General Plan, anticipated to begin early 2020.

The policies and implementation actions in the Plan establish the conceptual and regulatory groundwork for a comprehensive neighborhood transformation based on principles of social equity, inclusivity, prosperity, and sustainability. The Plan will guide future private, public, and social investment. Short and long-term strategies will help identify priorities that will support City staff and partners in effectively targeting limited resources to actions most important to community stakeholders.

The intent of the 2019 Revitalization Plan is to reflect and celebrate Chinatown's unique identity, providing focused planning guidance that is driven by the community and focused on its particular needs and special character. The Plan aims to alleviate and reverse the neglect and underinvestment that the community has faced by creating a more vibrant, equitable, and healthy community in a way that builds upon the social and cultural wealth of Chinatown.

1.2 STRUCTURE AND PLAN OVERVIEW

The Chinatown Revitalization Plan is organized into the following ten chapters:

1. Community Vision and Introduction
2. Community Overview
3. Community Engagement
4. Land Use and Design
5. Housing and Neighborhoods
6. Economic Development
7. Community Health and Safety
8. Transportation and Infrastructure
9. Art, Youth, Programing and Community Facilities
10. Next Steps and Implementation

This introduction (Chapter 1) offers a broad overview of the Plan's purpose and policy context. Chapter 2 provides community background, historical context, and a summary of existing conditions. Chapter 3 provides a summary of community engagement that occurred throughout the planning process and led to the vision, goals, policies and implementation actions in this Plan.

The subsequent six chapters (Chapters 4 through 9) provide context and recommendations in six key topic areas: land use and design; housing and neighborhoods; economic development; community health and safety; transportation and infrastructure; and art, youth, community facilities, and programming. Each topic chapter provides the community's aspirational vision and topic connection to the Visión Salinas Guiding Principles, an assessment of related assets and challenges, and goals, policies, and implementation actions. Specific policy ideas and implementation actions recommended by the Technical Advisory Committee, working groups, and community members and stakeholders who participated in the planning process, are summarized in an Implementation

New development will aim to complement and preserve the neighborhood's rich cultural fabric.

The Buddhist Temple of Salinas during the Obon Festival.

matrix.

Each chapter starts with a brief summary of the chapter's goals and follows the format below.

Guiding Principles Connection

This section describes how the chapter's goals, policies, and actions relate to and further Visión Salinas' eight guiding principles further discussed in Section 1.5 of this chapter.

Introduction

A brief summary of the objectives and content in the chapter.

Assets and Challenges

This section describes assets and challenges related to the chapter's topic, with supporting data, background information, and community member input.

Goals, Policies, and Implementation Matrix

Each chapter contains goals and policies to achieve the community's vision. These are intended to provide clear direction for how the City and community partners will work collaboratively to implement the overall vision of this plan. Many of these goals and policies come directly from the community though the community engagement process described in Chapter 3. This section contains:

- Goals. A visionary statement identifying the community context and objective.
- Policies. A description of the recommendation, including the policy's context, purpose and intent.

Within an implementation matrix, a brief summary of goals and policies for each along with more specific actions for policy implementation. The implementation matrix includes:

- Implementation Action. A brief statement and detailed description of the action.
- Department/Organization Lead. Identification of the City, partner agencies, and/or community partners

Lion dance performed at the Asian Festival. Cultural events and institutions are prominent assets the Plan seeks to build on.

FIGURE 1.1 CHINATOWN PLANNING AREA

that will lead the implementation of the action.

- Timeframe. An estimated timeframe organized into the following categories:
  - Ongoing – already started and continuing into the future
  - Immediate – within a year
  - Short – 1-3 years
  - Medium – 4-6 years
  - Long – 6-10 years

Although most of plan content as described above came directly from the community, staff and the consultant team did add some goals, policies, and actions to incorporate best practices or provide for a more comprehensive approach to achieving the community's desired outcome.

Emerging Priorities

Each chapter includes dozens of actions. The emerging priorities section describes the top implementation priorities for the chapter, as identified by the Technical Advisory Committee, and Draft Plan Open House attendees. The community, City staff, and the City Council will revisit these priority actions annually.

Chapter 10 Next Steps and Plan Implementation describes the more immediate actions that capitalize on current strengths and opportunities to move the community's vision forward over the next one-to-two years. This chapter also identifies potential government funding sources for implementation and acknowledges that it is through strong partnerships between the City, County, other local government agencies, residents and other community stakeholders that the community's vision can be implemented.

1.3 PROJECT LOCATION

Chinatown is centrally located within Salinas and proximate to several key destinations, amenities, and institutions. It lies immediately north of the City's Downtown, immediately east of the Salinas Intermodal Transportation Center (ITC), and within approximately three miles of the emerging Future Growth Area to the north east of the City. The City's Alisal Vibrancy Plan and the Carr Lake Project by Big Sur Land Trust are two other recent planning projects and are located within two miles from the Chinatown planning area, which is 104 acres and an area of 17 square blocks.

Boundary Expansion

The original project study area has evolved twice throughout this planning process, which started in December of 2016. The original planning area was bounded by Market Street to the south, Sherwood Drive to the east, Rossi Street to the north, and Monterey Street to the west. This planning area is comprised of approximately 32 acres and 9 square blocks. The original plan area is referred throughout this planning effort as the "Chinatown Core."

As a result of the community engagement process, the original study area boundary was extended eastward along Market Street, north of Sherwood Drive, Sun Street and the US 101. This expansion area is comprised of approximately 48 acres and five square blocks. The decision to expand the boundaries was driven by the desire to include the Filipino Community – Salinas Valley Community Center and the Haciendas Development (Phase 1 and II) into the plan area boundaries.

The Filipino Community Center has had a long cultural and historical connection to Chinatown and along with the Buddhist Temple of Salinas and the Chinese Association of Salinas, represents the

historic populations of Chinatown. Along Calle Cebu, across from the Filipino Community Center, the Haciendas Development was constructed and is managed by the Housing Authority of the County of Monterey (HACM). Two other recently developed HACM projects, Dai-Ichi Village and Hikari Apartments are located within the original planning area. By integrating all three of these affordable housing developments into a single planning area, the City is in a better position to leverage significant housing investment to transform the surrounding built environment. Staff and stakeholders alike felt that this expanded area would be a stabilizing force and would improve the likelihood of securing grant funding.

The planning area boundary was expanded again as a result of the City's continued work with neighborhood business and property owners, and residents.

Recognizing the need to include a broader area for employment, the boundary was extended to the west along Simas Street and the US 101. This expansion is approximately 24 acres and 3 square blocks. This expansion provides more industrially zoned parcels and potential areas for parks and open space. Chinatown's stakeholders understood that further diversifying the plan area's land uses would help transform Chinatown into a thriving community inclusive of all uses residents, business and property owners.

1.4 CONTEXT WITH PREVIOUS PLANNING EFFORTS AND OTHER PLANS

The 2019 Chinatown Revitalization Plan re-evaluates the proposed recommendations stemming from Chinatown's 2007 and 2010 plans. In 2007, the Salinas Redevelopment Agency (SRA) along with the California Local Government Commission (LGC), CSUMB, Walkable Communities and other partners convened a series of community charrettes to advance a vision for Chinatown's economic and cultural resurgence. The input from these charrettes was used in the development of the "Chinatown Renewal Project Plan". Proposed high-level recommendations included preserving cultural heritage, improving housing quality and supply, strengthening access to social services, and creating complete streets that prioritize the

The Alisal Vibrancy Plan and Parks, Rec and Libraries Masterplan are two other Visión Salinas plans accepted in 2019.

safety and comfort of all users.

In 2010, SRA, LGC and its partners then produced an Implementation Strategy – "Chinatown Rebound" – that created a blueprint to translate 2007 planning effort goals and strategies into action. This implementation strategy focused on addressing concerns expressed in the 2007 planning effort, especially around housing densities, connections to the Downtown and to the nearby Intermodal Transportation Center and the lack of open space. The Chinatown Rebound planning effort proposed the transformation of Soledad Street as the "anchor" of new development in the form of housing and retail projects, the relocation of conflicting land uses to other areas, the creation of a Service Campus Model for Service Providers along Bridge Street, the redevelopment of the Housing Authority sites along E. Rossi Street and the return of all streets in Chinatown to two-way traffic. With the economic impacts of the 2008 economic recession still lingering and dissolution of California Redevelopment Agencies in 2012, many of the implementation strategies that were developed as part of the 2007 and 2010 planning efforts could not be realized.

As the City's Economic Development Element (accepted in 2014, adopted in 2017) to the General Plan was being finalized, Chinatown was identified as a key Economic Opportunity Area. As a result of this distinction, a new planning effort for Chinatown was started on December of 2016. Since then, City staff have completed three other reports to inform this planning effort:

1. Homelessness in Chinatown: 2017 Count, Survey and Findings;
2. Local Economics Advisory Program (LEAP) Report (April 2018); and
3. Salinas Chinatown Slum and Blight Designation Report (October 2018)

The first of these reports, Homelessness in Chinatown: 2017 Count, Survey and Findings, was conducted in February of 2017 in conjunction with the Institute of Urban Initiatives (UI). City staff collaborated with Joe Colletti, PhD, Chief Executive Officer of UI and Sophia Herrera, PhD, Director of Research, Planning, & Policy, to develop and conduct this report that counted, surveyed, and documented findings of the homeless population that lives in Chinatown.

The second report was the Local Economics Advisory Program (LEAP) Report conducted by the California Association for Local Economic Development (CALED). This report was completed in April 2018. The report was based upon stakeholder interviews conducted by a five person team composed of Wes Ervin, LEAP Program Manager; Constantine Baranoff, Attorney at Law; Denise Malvetti, Senior Project Manager at the City of Sacramento; Diana Sasser, Director of Economic Development Finance Programs at the National Development Council; Michelle Stephens, Program Manager at CALED; and Paul Wisniewski, Project Manager, SCS Engineers. The purpose of this report was to provide strategies to boost the local economy of Chinatown by recommending a short term (1-3 years) set of actions to catalyze redevelopment, revitalization, and economic activity in the neighborhood.

The third report was the Salinas Chinatown Slum and Blight Designation Report. This report was submitted to the U.S. Department of Housing and Urban Development (HUD) on July 2017 and it was accepted on May of 2019. The designation of Chinatown as a Slum and Blight Area

became effective July 1, 2017 with a term of ten years. With this designation, the City will have more flexibility in allocating Community Development Block Grant (CDBG) funds, particularly around blight by providing financial assistance to property and businesses owners to upgrade and rehabilitate their properties.

In addition to these specific Chinatown planning efforts, the area has been guided by Salinas' General Plan, which more broadly states the City's vision for its future and outlines goals, polices, and implementation measures to achieve this vision. Since its adoption in 2002, the City has updated the Housing Element (2015), added a new Economic Development Element and undertaken multiple plans and planning efforts; some addressing citywide topics, with others focusing on geographical areas. City wide plans include the Consolidated Five-Year Action Plan (2015), Regional Farmworker Housing Study and Action Plan (July 2018), Regional Analysis of Impediments to Fair Housing Choice (2019), Parks, Recreation and Libraries Master Plan (July 2019), and Public Art Master Plan (anticipated late 2019). Area specific plans include the Alisal Housing and Neighborhood Revitalization Strategy (2015), Downtown Vibrancy Plan (2015), East Alisal Corridor Plan (ACP-January 2019), and the Alisal Vibrancy Plan (November 2019). All plans are available on the City's website.

Due to multiple planning efforts occurring at once, the City formed "Visión Salinas" (2017) to coordinate the public outreach efforts of the Alisal Vibrancy Plan, the Chinatown Revitalization Plan and the Parks, Recreation and Libraries Masterplan, to develop "Guiding Principles" to inform the preparation of the three plans, and to ensure policy consistency across documents . It is intended that recommended land use policies and actions from these plans will inform the update of the City's General Plan, anticipated to begin early 2020.

1.5 VISIÓN SALINAS GUIDING PRINCIPLES

As stated in the previous section, one of the primary purposes of Visión Salinas was to develop "Guiding Principles" to inform the preparation of the three plans and the subsequent update of the City's General Plan. The Guiding Principles are intended to be aspirational in nature and reflect the community's values and vision for the future.

The City began drafting the Guiding Principles based on the prior public input received from the community as part of the initial Visión Salinas outreach process in 2017, other current City planning efforts (the Alisal Vibrancy and Corridor Plans; Chinatown Revitalization Plan; Library, Parks and Recreation Master Plan, etc.), and recently adopted City documents (the Housing and Economic Development Elements, Downtown Vibrancy Plan, etc). To ensure the draft Guiding Principles accurately reflected the community's values and vision, the City undertook an extensive bilingual public engagement process between May and August of 2018 to obtain feedback. This engagement process included stakeholder meetings, 9 pop-up events and an online survey, which was sent to approximately 1,200 community members. Over 500 members of the community were ultimately engaged as part of this process, with the majority of community members indicating strong support for the draft Guiding Principles. The comments that were received from the public and stakeholders during the engagement process were incorporated into the draft document.

The Asian Cultural Experience (ACE) was one of the stakeholder groups that specifically reviewed and commented on the draft Guiding Principles. ACE's mission is to preserve, promote, and enrich the history and multicultural identity of Salinas' Chinatown. ACE's comments focused on ensuring the eight principles promote equity and inclusivity across Salinas and positively shape the future Chinatown. This plan utilizes the Guiding Principles to inform the unique goals for the Chinatown community that align with the overall vision for a better Salinas.

Core Value

The City of Salinas has adopted the following Core Value to guide the vision process: ***An Inclusive, Diverse, and Welcoming City where all Persons can Thrive.***

Salinas believes that an inclusive, diverse and welcoming environment is essential to developing and sustaining a livable City, which is working as a community to ensure that all members have equitable access to opportunities to advance their well-being regardless of their circumstances.

The City's decisions, policies and practices are rooted in the principles of social equity and sustainability so that the fundamental needs of all people are met regardless of their race, color, ethnicity, age, religion or beliefs, income or where they live, language, marital status, gender identity or sexual orientation, place of birth, citizenship status, health or disability. This Overarching Core Value is embedded in each of the following Guiding Principles:

The Chinatown Revitalization Plan relates to and builds from the guiding principles identified for Visión Salinas.

GUIDING PRINCIPLES

Economic Prosperity, Equity and Diversity - A City where all persons have equitable access to prosperity through a diversified economy, jobs and educational/ training opportunities:

- Attract emerging industries and support entrepreneurship, innovation and creativity, while continuing to promote Salinas as the premier center for agricultural productivity and AgTech.
- Promote the image of the City as a desirable, safe, and vital location for businesses to locate and people to live, work, and visit.
- Embrace underserved populations and provide them the resources to succeed into different sectors of the economy.
- Foster small business development and ensure that existing businesses gain access to the capital, resources and services that they need to succeed, expand and stay in the City.
- Create a workforce prepared for the future by providing educational and training pathways in specific industries to increase job opportunities and earning power.

Nursing students' graduation at Hartnell College in Salinas

Housing Opportunities for All – A City with a diversity of housing types and affordability levels for its residents:

- Facilitate the development of a variety of innovative housing types throughout the City that meet the diverse needs and income levels of the community, are energy efficient and promote healthy living.
- Ensure that affordable housing options exist for underserved populations such as seniors, the homeless, disabled persons and farmworkers.
- Remove unfair or inappropriate barriers to housing and minimize housing displacement.
- Ensure existing housing and neighborhoods are well-maintained to improve safety, reduce overcrowding, encourage social interaction and bolster community pride.
- Promote higher density mixed-use residential and transit-oriented development near public transportation, bike facilities and along major corridors.

Affordable multi-family units at El Tresor in northern Salinas

Healthy and Safe Community – A City which strives to protect and improve the personal safety, health and welfare of the people who live, work, and visit:

- Build a trusting dialogue between the community and public safety to reduce violence and ensure people feel safe going about their daily activities.
- Address the root causes of violence through investment in strategies that support safe neighborhoods, youth, and families.
- Emphasize crime prevention through the design of the built environment.
- Partner with health providers and organizations to improve the mental and physical health of the community, reduce health inequities, and provide access to health care.
- Promote equitable access to healthy food, parks, recreation and other desired amenities to encourage healthier lifestyle choices.
- Ensure the protection and sustainable use of the City's air, water, land, and natural resources.
- Cultivate the preparedness of our most vulnerable population, improve the resiliency of the City's hard infrastructure, and reduce greenhouse gas emissions to ensure a better response to climate change and natural disasters.

Youth are the Future – A City where youth flourish and have equitable access to education, recreation and a healthy urban environment:

- Develop innovative and culturally relevant collaborations to end childhood poverty, improve literacy and prevent youth violence.
- Ensure all youth have access to quality preschools, schools, afterschool programs, libraries and recreational opportunities.
- Support educational and training pathways and opportunities for all youth so they can gain skills that will help them improve their well-being, upward mobility, secure employment and allow them to remain in the community.
- Foster access to family support services to help parents, families and caregivers fulfill their roles and provide a safe, caring and healthy atmosphere where youth can thrive and achieve their full potential.

"Horsies" race at the California Rodeo, Salinas

Collaborative, Inclusive and Engaged Decision-Making – A transparent and responsive City Government driven by the voices of a participatory community:

- Ensure City policies promote racial equity, align with the Overarching Core Value, Guiding Principle and the General Plan.
- Encourage and engage all people (especially youth) to have an active role in driving City decisions, policies and practices.
- Form community partnerships in the City that foster transparency, effective communication, and lead to tangible outcomes.
- Catalyze and invest in community problem solving and neighborhood improvement efforts by building the capacity of, residents, partners and community groups to create change, bolster community pride, and maximize the impact of limited resources.

Popup event at Ciclovía, 2018

Livable and Sustainable Community – A well-planned City with a thriving community core and commercial corridors, excellent infrastructure (streets, sewers, parks, trees and open spaces, libraries, and community facilities, etc.) that meet the unique and changing needs of the community:

- Promote livability by focusing on sustainable land use planning, targeted circulation and infrastructure improvements that provide equitable access and the efficient use of resources.
- Encourage vibrant and active community gathering spaces such as libraries, community facilities, performance venues, open spaces, parks, and plazas.
- Ensure the City's infrastructure is well-maintained, has sufficient capacity, is accessible for disabled persons, and is adaptable to emerging development patterns, changing land uses, technological advances and lifestyles.
- Work cooperatively with the community members and others to maintain properties, promote volunteerism, ensure effective code enforcement, preserve natural and architectural assets, revitalize disinvested commercial and residential corridors and promote greening and beautification of the City.

Connectivity, Access and Mobility – An active City with a well-connected, eco-friendly network of multi-modal streets, bikeways, greenways and trails, and effective public transportation options:

- Facilitate community interaction by removing physical barriers and improving connectivity.
- Create a modern, safe, sustainable and connected transportation network that provides a variety of mobility choices for all.
- Improve access and connect pedestrian and bicycle linkages and public transit from all neighborhoods to schools, parks, open space, shopping and services, employment centers, downtown and other community core areas to promote connectivity.
- Emphasize walking, biking, and public transit when considering new development or revitalizing existing neighborhoods.

A free Monterey-Salinas Transit (MST) bus ride on New Years Day, 2019

A Community to Celebrate – A City that celebrates, promotes, preserves and honors the diversity, history, art, and culture of its community:

- Promote the rich diversity and culture in Salinas through art, music, festivals, parades and other community events.
- Celebrate the City's history, the architecture of its buildings, the diverse cultures of its people, and its rich immigrant history.
- Foster a sense of place by encouraging community driven transformation, initiating themed districts, and by building upon existing neighborhood identity.

Ciclovía—an entirely youth-led event

The Chinatown Revitalization Plan builds upon and adapts these Guiding Principles to respond to the unique challenges facing the Chinatown community. It elucidates the path toward a safer, more active, and more vibrant Chinatown community through a broad range of actions that include, but are not limited to:

- improving housing quality and affordability
- supporting commercial vitality
- strengthening public infrastructure
- maintaining safe and clean sidewalks
- reconnecting streets

These physical improvements will be accompanied by equally important programmatic considerations, including:

- improving health and social services for the most vulnerable individuals experiencing homelessness
- collaborating with community-based organizations to create new community events
- commissioning the development of public art installations
- launching vocational training and education workshops
- youth programming

What help do you need to get into housin
¿Qué ayuda necesitas para entrar a la vivie

Community Overview

2.1 INTRODUCTION

This chapter describes the historic, socioeconomic, cultural, and physical conditions of present-day Chinatown. It creates the foundation for the Revitalization Plan's goals, policies, and actions by summarizing the current conditions of the neighborhood and identifying opportunities to transform and revitalize Chinatown.

2.2 COMMUNITY HISTORY

Established by Chinese merchants on Soledad Street in 1893, Chinatown is one of the oldest and historically and culturally rich neighborhoods in the Salinas. An important crossroads in California immigrant history, it is the largest, active Chinatown between San Francisco and Los Angeles.

Chinatown's past reflects a legacy of multiculturalism and ethnic diversity born out of discrimination. The City of Salinas was incorporated in 1874, and growth in the region's agricultural industry around that time created significant demand for low-cost labor, drawing large numbers of Chinese workers to Salinas. However, the Chinese Exclusion Act of 1882 prohibited Chinese immigrants from living in established city neighborhoods, including Downtown. As a result, many agricultural

workers settled on the outskirts of town just north of the railroad tracks – the core of today's Chinatown.

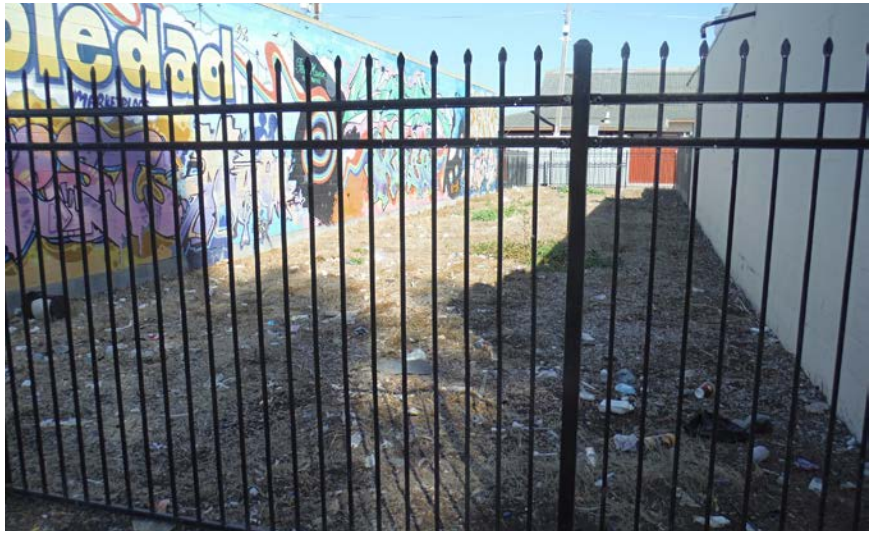
Because they were not welcome in other neighborhoods, migrants from other nations continued to settle in Chinatown in the decades that followed. Japanese farmworkers came to Chinatown in the 1890s, followed by Filipinos in the 1920s, and Mexican "braceros" in the 1940s. These new residents created an authentic and culturally diverse community with a mix of housing, hotels, retail, restaurants, bars, and religious institutions. Well into the 20th century, Chinatown was a thriving, multicultural, mixed-use neighborhood which welcomed immigrants and was a place of refuge for non-white residents.

Despite these vibrant origins, a pattern of decline and disinvestment emerged in the second half of the 20th century. By the 1950s and 1960s, the neighborhood had become well known for its bars, bordellos and gambling houses. Many establishments closed by the 1980s, weakening the once-thriving neighborhood's economic base and paving the way for increased criminal activity including drug dealing and prostitution. Concurrent with these events was the relocation of several homeless community services providers to Chinatown, particularly along Soledad Street.

This deterioration of Chinatown's socioeconomic fabric is exacerbated by its physical isolation from surrounding communities. For many decades, Chinatown was accessible from Downtown Salinas and integrated with other neighborhoods. At-grade railroad crossings at Bridge., Soledad, and California Streets allowed traffic to flow from Downtown into Chinatown. As the neighborhood experienced increases in crime, connections between Chinatown and Downtown were removed. The three at-grade railroad crossings were closed and fenced, and Chinatown was completely cut off from Downtown. Connectivity to the north was closed at Bridge St. when a wall was constructed to create a barrier between the new Housing Authority of Monterey County properties on E. Rossi St., Dai-Ichi Village and Hikari Apartments and the illegal activities of drug dealing and prostitution that was occurring in the Chinatown core.

This separation worsened as Chinatown was cut off by the surrounding arterials including E. Market, Sherwood, E. Rossi, and North Main Streets (State Highway 183). In an effort to curtail criminal activity, many internal neighborhood streets were converted to one-way traffic. However, these changes actually worsened Chinatown's isolation by cutting off access within the neighborhood and discouraging vehicle traffic from other neighborhoods. The area no longer had ethnic restaurants, bars, or other reasons for people to come to the neighborhood.

These deliberate acts of segregation-by-design have reinforced and aggravated the blight, disinvestment and isolation that persist to this day. The lively and vibrant establishments that once anchored this mixed-use neighborhood have long vanished. Remaining businesses, housing and churches in the community have also been marginalized through minimal public and private investment in businesses, infrastructure, and public right of way over time. Today, parts of the neighborhood are dominated by homeless encampments, abandoned buildings, vacant properties, contaminated parcels, dilapidated infrastructure, and recurrent illegal and unwanted activities such as prostitution, drug dealing, and illegal dumping, among others. Despite these challenges, Salinas' Chinatown is a historically, physically



Soil contamination in the historic core of Chinatown creates challenges for land improvement.

Slum and blight are elements of Chinatown's built environment.

and socially distinct neighborhood that is at a turning point in its revitalization efforts, and with this Plan has strategies for encouraging new investment and renewed vitality.

2.3 EXISTING CONDITIONS

This section provides an overview of the existing conditions of the Chinatown planning area and includes demographic information (such as population, income, and race/ethnicity) and a summary of Chinatown's current physical setting and character that describes existing land use and built environment. The data provided in this chapter is inclusive of the entire plan area for the Revitalization Plan, which is bounded Main Street to the west, Rossi Street to the north, Highway 101 to the east, and Market Street/Way to the south. Demographic information that follows is based on American Community Survey 2015 5-year estimates and does not include the new residents of Haciendas Place Phase I and II, Hikari, and Dai-Ichi Village housing developments, nor does it include the future residents of Moon Gate Plaza.

In comparison, Chinatown's population is younger, more ethnically diverse, and has lower levels of educational attainment than Salinas as a whole. It is a predominately low-income community, with families comprising the majority of households. The number of individuals living on the streets in Chinatown has dramatically increased over the years. Individuals experiencing homelessness camp and store personal belonging on public sidewalks throughout the area, including directly in front of and inside vacant properties, a physical condition that it impossible to

avoid or ignore.

As a result of isolation and lack of investment, the physical condition of Chinatown is in a general state of deterioration and meets the federal definition of Slum and Blight where at least 25% of properties and or infrastructure throughout the area experience physical deterioration of buildings, contamination and/or abandonment of properties, and significant declines in property values.

In terms of land use, commercial and light industrial uses predominate in the historic core of Chinatown, however, due to the homeless encampments, there are few active businesses. While single- and multi-family residential structures encompass much of the area east of Sherwood Drive, in recent years, new affordable multi-family, senior and permanent supportive housing units have been constructed immediately adjacent to and within the Chinatown Core, bringing more residents to the neighborhood.

Demographics

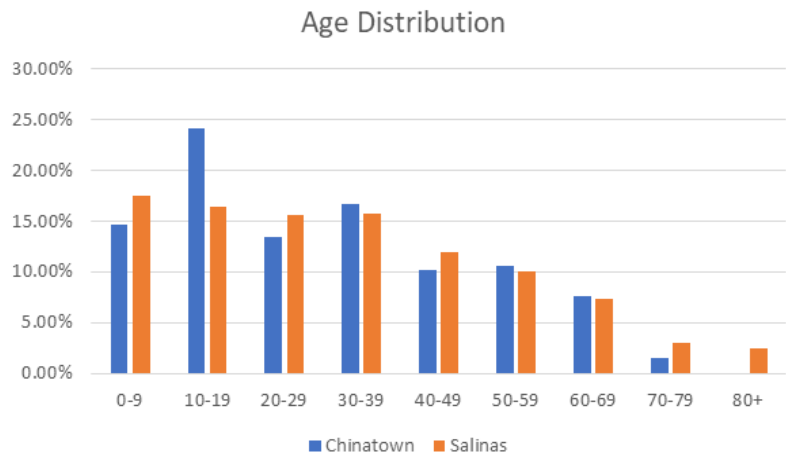
Population

The City of Salinas is home to 157,596 people, 1,886 of whom live in Chinatown. While the population of Salinas as a whole increased by 5.4% in the period between 2000-2010, Chinatown's population decreased by 1.8%. This trend is shifting as recent affordable housing developments constructed and operated by the Housing Authority of Monterey County provide 191 units for seniors and low-income households and Mid-Peninsula Housing's Moon Gate Plaza will soon provide 90 units for extremely low-income and formerly homeless individuals.

Age Distribution

Chinatown is home to a large population of young people. Over half (52%) of Chinatown residents are under the age of 30 and the median age is 28.6 – 1.4 years younger the citywide median (30.0) and 6.1 years younger than the countywide median (34.7). The

FIGURE 2.1 AGE DISTRIBUTION



Source: American Community Survey, 2017 5-Year Estimates

proportion of residents ages 0 to 19 is also higher in Chinatown (38.8%) relative to Salinas as a whole (33.9%). Over a quarter of Chinatown's population (26.9%) is between the ages of 30 and 49, and only 19.7% is over the age of 50.

Household Size and Type

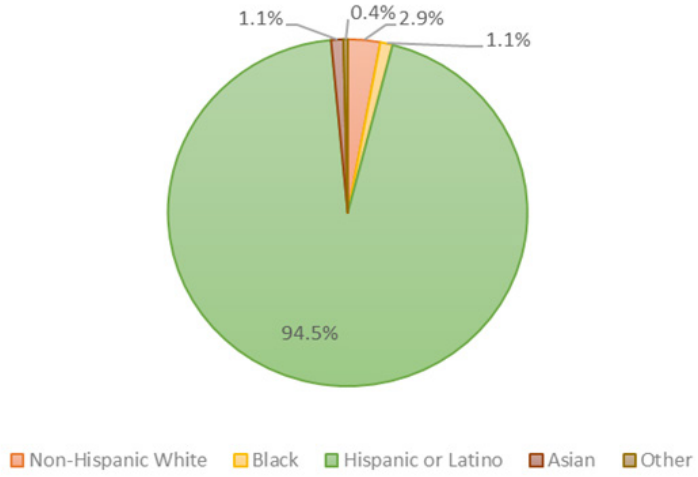
Families are the predominate household type in Chinatown, comprising more than 75% of all households. The vast majority (86.1%) of all families are headed by married couples, with the remaining 13.9% headed by a single-female householder. Single-

parent households are often more socioeconomically vulnerable and therefore may require special assistance in the areas of affordable housing, nearby and low-cost day care, health care, and other supportive services.

Race/Ethnicity and Language

Chinatown's racial and ethnic composition has experienced a dramatic shift since its early days. Although Chinese, Japanese, and Filipino immigrants initially comprised Chinatown's dominant ethnic groups, almost 95% of today's population in the neighborhood identifies as Hispanic or Latino, with over 70% speaking Spanish at home. Only 2.9% of the population identifies as Non-Hispanic White, and even fewer identify as Black (1.1%), Asian, (1.1%), or other groups (0.9%).

FIGURE 2.2 RACE AND ETHNICITY



Source: American Community Survey, 2017 5-Year Estimates

TABLE 2.1 LANGUAGE SPOKEN AT HOME

	CHINATOWN	SALINAS
English	20.6%	33%
Spanish	71.6%	60%
Asian and Pacific Island Languages	7.8%	5.2%

Source: American Community Survey, 2015 5-Year Estimates

Educational Attainment

Given the legacy of disinvestment in the community, it is unsurprising that Chinatown is still more disadvantaged than Salinas as a whole. Approximately 65% of all residents possess neither a high school diploma nor GED credential, which has severely hampered their ability to secure well-paying positions in the job market. As Table 2.2 indicates, the average education level is lower than those of both Salinas and Monterey County.

TABLE 2.2 EDUCATIONAL ATTAINMENT

	CHINATOWN	SALINAS	MONTEREY COUNTY
No Degree	65%	40.1%	27.6%
High School Diploma	17%	23%	21%
Bachelor's Degree or Higher	10.9%	12.9%	24.8%

Source: American Community Survey, 2015 5-Year Estimates

Homeless Population

The combination of physical isolation, public disinvestment, and the over-concentration of shelters and social service providers in Chinatown are among some of the factors that have contributed to the sustained presence of unregulated homeless encampments that compromise the public health and safety of the neighborhood. Many individuals residing in these encampments suffer from severe mental health issues – much of which stems from past domestic violence or trauma exposure – while others suffer from depression, alcohol and drug use, physical disability, chronic health problem among many other health conditions. Recent estimates have counted as many as 200 homeless individuals living on the streets in the Chinatown area.

Setting

Planning Context

Chinatown is adjacent to Salinas' Downtown, and is primed to take advantage of this strategic location. Downtown is beginning to undergo its own renaissance. In 2015, the City accepted the Salinas Downtown Vibrancy Plan which establishes the guiding framework to stimulate development activity, improve multimodal circulation, and create social hubs to enhance the downtown experience. This planning effort has already led to two streetscape design projects – the Main Streetscape Project and Downtown Complete Streets Project – that are currently underway.

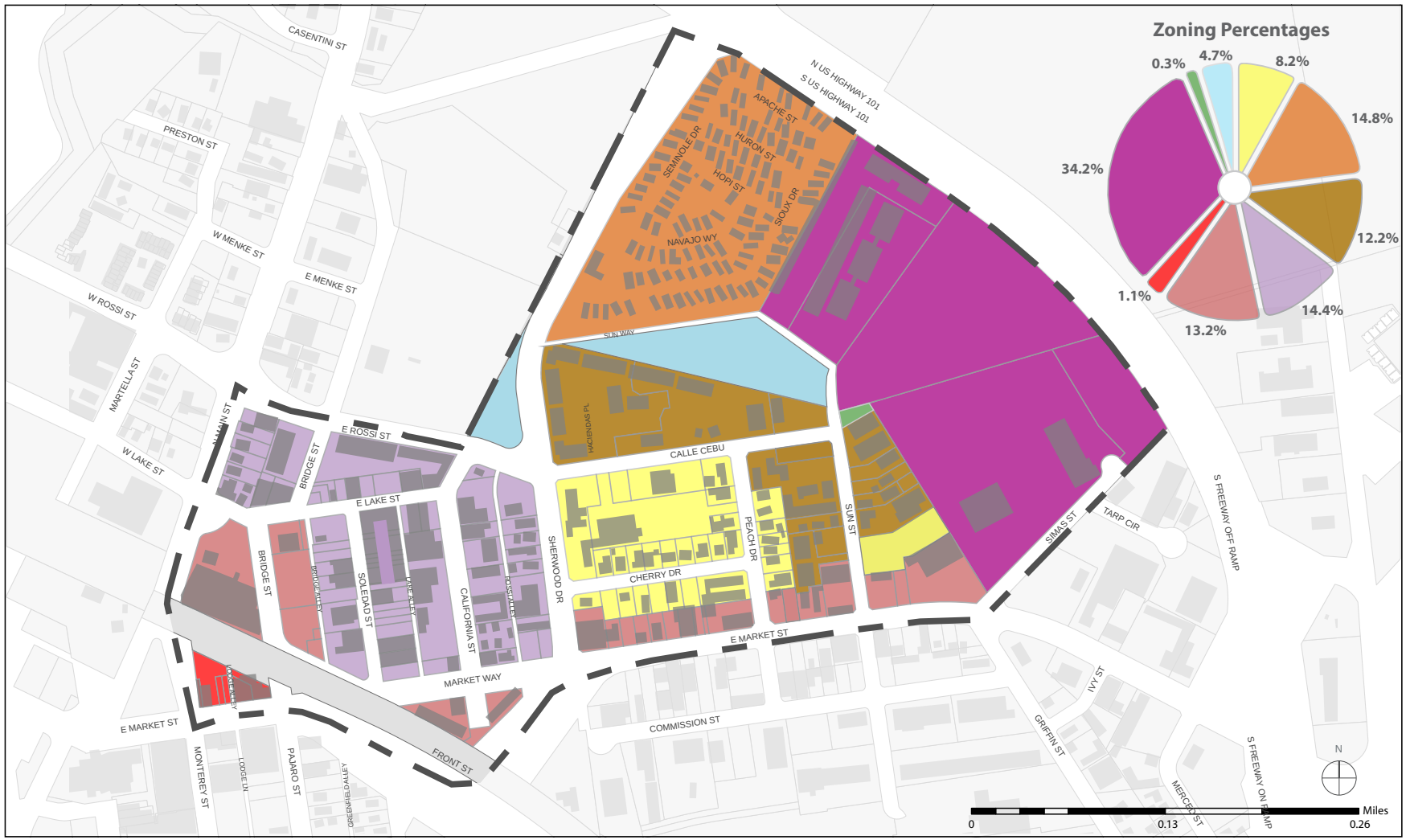
Another related project currently underway is Phase I of the Monterey County Rail Extension project. This project will ultimately extend passenger rail service from Santa Clara County south to Salinas. As part of this transportation project the Transportation Agency of Monterey County (TAMC) has received funding to improve the Salinas Intermodal Transportation Center (ITC) by implementing a range of infrastructure improvements including a new signalized access point to Downtown, a six-bay bus transfer area, bike lanes and lockers, safe pedestrian crossings and sidewalks, and commuter parking that will provide passenger services to the disadvantaged communities of Salinas, Pajaro and Castroville. These improvements to the ITC create an opportunity to explore ways to better connect Chinatown residents to employment and services within the City and region.

Land Use and Zoning

In 2006 Chinatown Core zoning designations were changed from Commercial to Mixed-Use to further the City's General Plan goals of encouraging more compact and dense infill development to provide more housing and promote compatibility of uses. As a result of this change, Chinatown's existing automotive and light industrial uses do not reflect those intended in a mixed-use district. The neighborhood is home to a wide range of light industrial operations, including autobody shops, mechanics, glass repair stores, upholsterers, window/door dealers, and various other manufacturing facilities, and because these businesses no longer conform with land use regulations, they are categorized as legal non-conforming, and are therefore unable to expand and grow their businesses.

Today, over 30% of the study area is zoned to accommodate light industrial uses. The General Industrial (GI) designation accommodates a broad range of manufacturing and service uses, while Mixed Arterial Frontage (MAF) encourages mixed commercial and non-nuisance industries along major corridors. These zones apply mostly to the commercial corridor along Market Street, Market

FIGURE 2.4 CHINATOWN ZONING MAP



Way, and Bridge Street.

The remainder of the planning area consists primarily of residential and other neighborhood-serving uses. Approximately 35% of the neighborhood is zoned for residential uses at different scales and intensities. Mixed-uses that combine neighborhood retail and housing, as well as other public and institutional uses, comprise the remaining 25%.

There is no public and open space in Chinatown. Chinatown's only community garden was displaced with the development of the Moon Gate Plaza. Soil contamination in the historic core of Chinatown creates challenges for land dedication and improvement for public use.

Built Environment

The history and character of Chinatown's build environment provide an eclectic and unique atmosphere, with physical remnants of a vibrant and culturally rich past. The average lot size in the neighborhood is 0.22 acres, and of the non-vacant lots, average lot coverage is approximately 70%. Over 40 % of Chinatown's parcels contain structures that are more than 40 years old. Most buildings are one to two stories tall, with the exception of recent housing developments which are 4 and 5 stories. The architecture reflects a mix of style, including Asian, industrial and small-scale cottage residential structures. See the Slum and Blight section below for more discussion regarding additional conditions and constraints impacting Chinatown Core's built environment.

TABLE 2.3 MEDIAN RENT

	CHINATOWN	SALINAS	MONTEREY COUNTY
Median Rent	$865	$1,465	$1,221

Source: American Community Survey, 2015 5-Year Estimates

Housing

The historic core of Chinatown has a modest yet diverse housing stock. Single-family homes and townhouses are clustered around California Street and Sherwood Drive and a small handful are also peripherally located along N. Main Street approaching E. Lake Street. The housing stock becomes even more diverse east of Sherwood Drive with single-family homes, townhomes, and apartment complexes along Peach Drive, Cherry Drive, Calle Cebu, and Sun Street.

The neighborhood includes several new affordable rental housing developments and with coordinated efforts to house chronically homeless people, provide a strong foundation for neighborhood revitalization. These developments bring new residents,

TABLE 2.4 HOUSING CHARACTERISTICS

	CHINATOWN	SALINAS	MONTEREY COUNTY
Owner-Occupied	46%	44%	51%
Renter-Occupied	54%	56%	49%
Single-Unit	37%	60%	68%
Multi-Unit	51%	36%	27%
Mobile Home	12%	4%	4%

Source: American Community Survey, 2015 5-Year Estimates

community spaces and active ground-floor uses to the neighborhood, offering the opportunity to alter the social dynamics and physical conditions of Chinatown.

With recent new development, multifamily structures now comprise over half of the planning area's housing stock. The three housing developments managed by the Housing Authority of the County of Monterey include: Haciendas Place Phase I and II, Hikari, and Dai-Ichi Village provide 191 affordable units, 14,016 square feet (SF) of open space, 7,500 SF of community space, and other resident amenities. Moon Gate Plaza, a 90-unit permanent supportive housing development by MidPen Housing is currently under construction. This development is mixed-use and will provide new apartments for low- and extremely low- income households, including the formerly homeless, with a restaurant, artist working and exhibition space, and city services on the ground floor. Free onsite support services, combined with affordable housing, will provide the foundation for Moon Gate Plaza residents to improve their lives.

The neighborhood's housing units are predominately renter occupied. As Table 2.3 indicates, median rent in Chinatown is almost half that of Salinas as a whole – an unsurprising figure given the significant investment in affordable housing. The rate of homeownership is almost equal to the citywide figure.

The neighborhood's housing units are predominately renter occupied. As Table 2.3 indicates, median rent in Chinatown is almost half that of Salinas as a whole – an unsurprising figure given the significant investment in affordable housing. The rate of homeownership is almost equal to the citywide figure.

Economic Base

Successful revitalization will require significant diversification of Chinatown's economy. The neighborhood is currently home to approximately 45 existing business operations the majority of which are auto-related with loyal and stable clientele. However, most business are located at the edge of the neighborhood. The range of commercial operations existing in Chinatown include the following:

Imperiouz Auto Body and Suspension mechanic shop along Market Street.

Single family home across along Calle Cebu.

- Auto repair shops and mechanics
- Upholstering services
- A glass repair shop
- A window and door dealer
- A produce wholesaler
- A liquor store and small grocery store
- Bakeries
- Restaurants

Though the cost of land in Chinatown is comparatively less expensive than in other neighborhoods across Salinas, several factors contribute to a high cost of development that discourages private investment. These include:

- Crime and public safety
- Homeless encampments
- Zoning limitations
- Dilapidated building conditions
- Environmental contamination
- Constrained tax base

For these reasons, no major business expansion or new business activity has occurred in Chinatown for several decades.

Neighborhood Character

The neighborhood's rich multicultural heritage, its primary asset, is embodied in its architecture style and further promoted through annual events such as the Asian and Obon Festivals provided by key community religious and cultural institutions. Some of the existing architecture recalls the neighborhood's Asian heritage through tile roofs, upturned roof eaves, detailed balcony railings, and the iconic "Chop Suey" sign in front of the Republic Café. This building is the only one in Chinatown currently on the National Register of Historic Places. Though a thorough historic survey of the neighborhood has not yet been conducted, past research indicates that additional structures may be eligible to become designated as historic properties at the local, state and/or national level.

Chinatown's intrinsic cultural value poises it to reemerge as a regional destination to be celebrated, with historic buildings, distinctive Asian-style and modern architecture, community-sponsored cultural events, and public art. Chinatown's location within the City

Gutierrez Drive In, one of the active businesses at the edge of the neighborhood.

Obon Festival decorations at the Buddhist Temple of Salinas.

is another asset - it is adjacent to the City's Downtown as well as the Intermodal Transportation Center (ITC). In addition to these assets, approximately $109 million of public and private investment through multiple affordable housing projects has started to transform and create a positive image and perception of Chinatown. These developments not only have provided much needed affordable housing but have also strengthened the neighborhood's mix of uses offering a range of residential options.

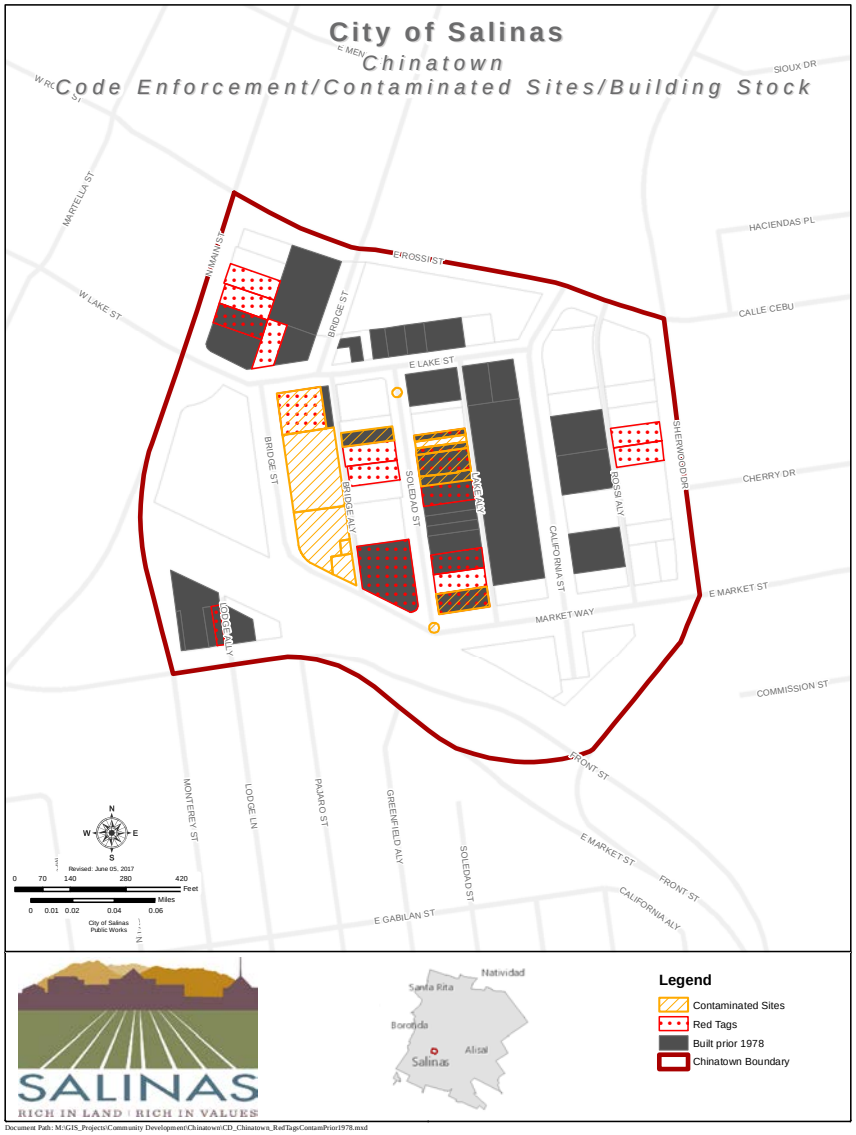
Slum and Blight

Although recent investment through multiple housing projects has helped revamp Chinatown, widespread blight and environmental contamination still plagues the area. The historic core of Chinatown has been designated a "Slum and Blight Area" in accordance with the Department of Housing and Urban Development (HUD) definitions and the California Health and Safety Code.

This designation is associated with several issues that pose environmental health risks for the neighborhood. Between 2000 and 2015, the soils on 27% of all parcels in Chinatown's Core were found to be contaminated with lead, asbestos, petroleum, and/or other toxic pollutants. Approximately 43% of parcels in that same area contain structures built prior to 1978, indicating a potential presence of lead-based paints. Many parcels in Chinatown's Core are also vacant or have abandoned buildings, leaving gaps in the built fabric that create an uninviting pedestrian environment contributing to the existing blight seen today. Figure 2.4 highlights contaminated and red-tagged sites Chinatown over the past 10 years.

As noted above, dozens of people regularly camp in Chinatown

FIGURE 2.5 CHINATOWN SLUM AND BLIGHT MAP (CODE ENFORCEMENT/ CONTAMINATED SITES AND BUILDING STOCK)



Examples of vacant lots and blighted buildings in the Plan area.

Desinvestment and deterioration is visible in Chinatown's built environment.

with limited sanitation facilities. Sanitation issues are compounded by illegal dumping, storage of personal property, and tents pitched in public spaces.

Criminal activity in Chinatown has also been an issue for decades. In recent years, the neighborhood has seen an increase in violent crime and shootings, likely associated with the drug trade. The Salinas Police Department is actively engaged in a focused effort to reduce crime in Chinatown and is coordinating with local businesses, service providers, and other City staff to improve neighborhood safety.

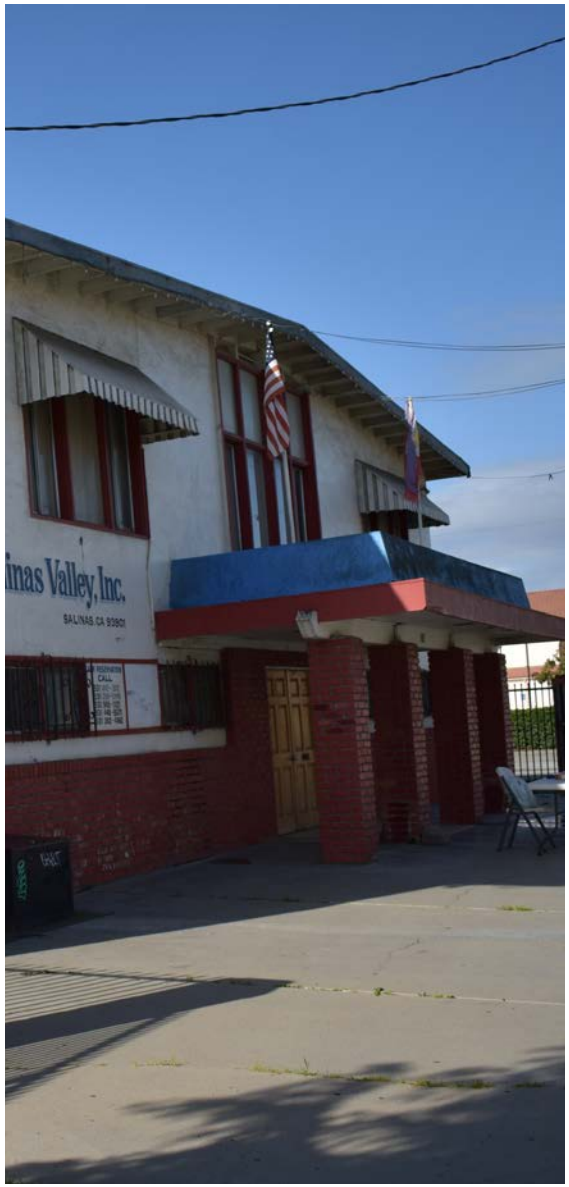
Community Landmarks and Institutions

Chinatown is home to landmarks and resources that provide a variety of services, add cultural and historic value to the neighborhood, and serve as community gathering places. Religious and cultural institutions provide a strong foundation for community gatherings and activities. The Buddhist Temple contains a gymnasium, which is used for athletic events, community classes, and religious and cultural celebrations. Both the Confucius and Filipino United Community-Salinas Valley Community Centers provide classes and religious and cultural events for the neighborhood. The Asian Cultural Experience (ACE) partners with each of these cultural institutions to actively preserve and promote the diverse identity of Chinatown.

Social service organizations also deliver important resources for the community. Dorothy's Place provides services for people experiencing homelessness, including free meals, a drop-in center for basic needs, and a transitional living program for women. Victory Mission provides meals, lodging, and basic services for homeless men that includes a "Life-Change Recovery" program. CSUMB's Chinatown Community Learning Center provides free and public computers and internet, as well as an educational facility for residents to learn job skills, computer literacy, nutrition education, and conflict resolution. Together, this mix of supportive services and cultural spaces serve to strengthen the community and reinforce its unique cultural identity.

Buddhist Temple of Salinas tour during the Asian Festival.

Opening ceremony for the Asian Festival in front of the Salinas Confucious Church.



Filipino Community-Salinas Valley hall accross from Haciendas Place Phase I and II.

What does Chinatown most need?
What kind of uses do you want in Chinatown?
How often do you visit Chinatown?
at least 2-3 times/week
Why do you visit Chinatown?

Community Engagement

3.1 INTRODUCTION

The Chinatown Revitalization Plan was developed with inclusivity as the center of its community engagement strategy. Inclusivity is defined as "the quality of trying to include many different types of people and treat them all fairly and equally." For members of groups that have been excluded from governmental process and/or resources, inclusivity may involve non-traditional approaches to engagement and providing greater resources to compensate for prior exclusion and discrimination. It is the City's goal to be inclusive of all residents and stakeholders in this planning effort.

To achieve this objective, the Plan's robust engagement process not only involved residents, business owners, housing developers, social service providers, cultural and faith-based organizations, it also included activities targeted to individuals experiencing homelessness, low income families, and monolingual speakers (Spanish). In addition, the planning process was intentionally paused to ensure that future residents of Dai-Ichi and Hikari developments were provided the opportunity to participate in the planning process.

Early in the community engagement process it was agreed that a Chinatown Revitalization Plan with inclusivity and equity at the center will:

1. Be stewarded by Chinatown residents

and stakeholders.

2. Build on and activate the social and cultural wealth of Chinatown residents and community organizations.

3. Include policies and provisions that connect individuals experiencing homelessness with resources and maintain a clean, safe and attractive environment for all.

4. Address structural and systemic problems that contribute to heath inequities through clear solutions developed by residents.

5. Include pathways to implement the plan including staff and financial resource and the policy/procedural changes to remove barriers to progress.

The Chinatown Revitalization Plan is not the first time that the City and Chinatown stakeholders are collaborating to create a shared vision for Chinatown. The Revitalization Plan builds off of two past plans and articulates a collective vision for Chinatown that includes bold, transformative strategies and action steps that build upon its cultural wealth to improve the quality of life for all Chinatown stakeholders.

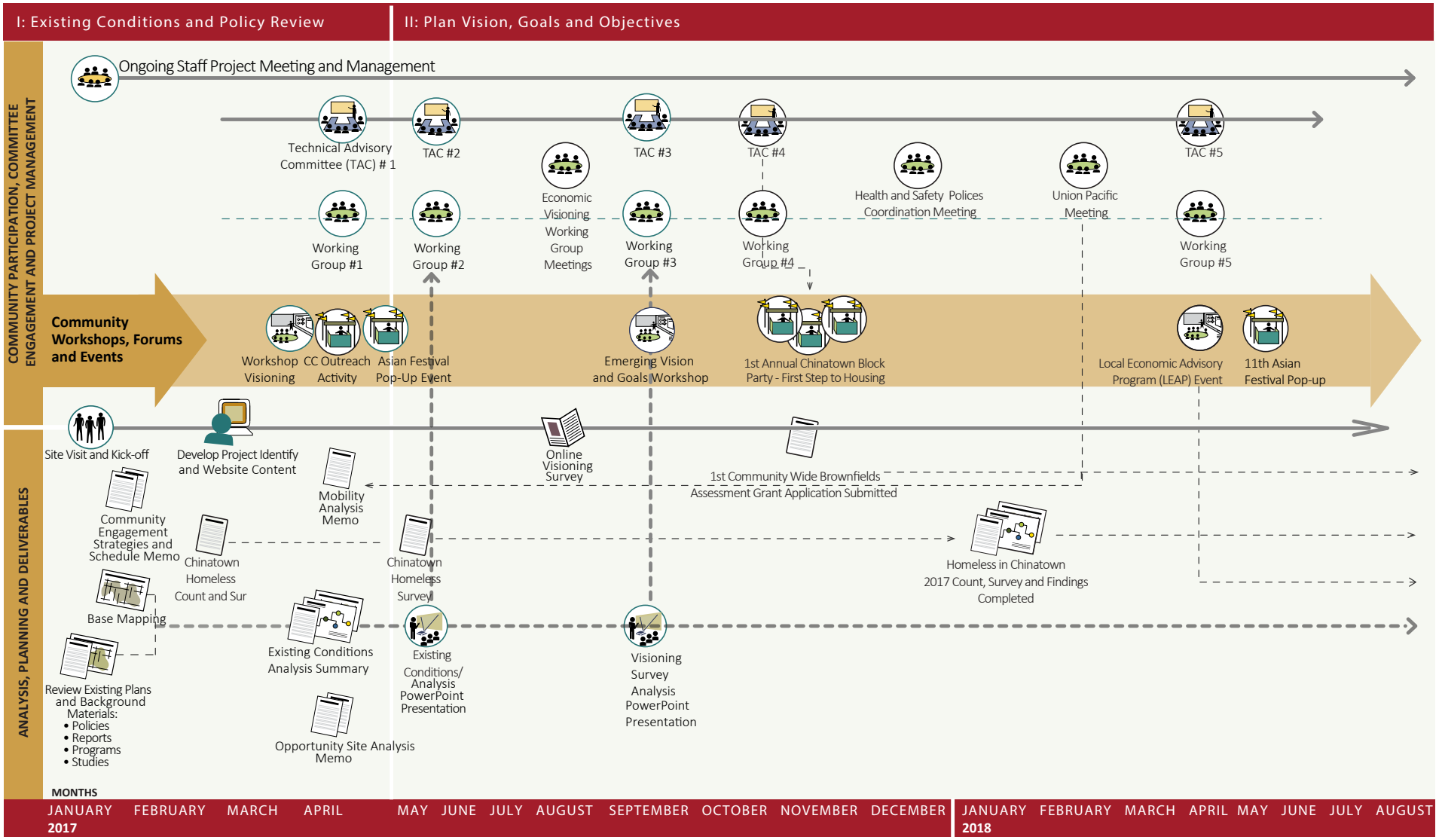
This chapter details the process by which the plan was formulated and underscores the importance of community involvement not only in developing the plan but implementing it.

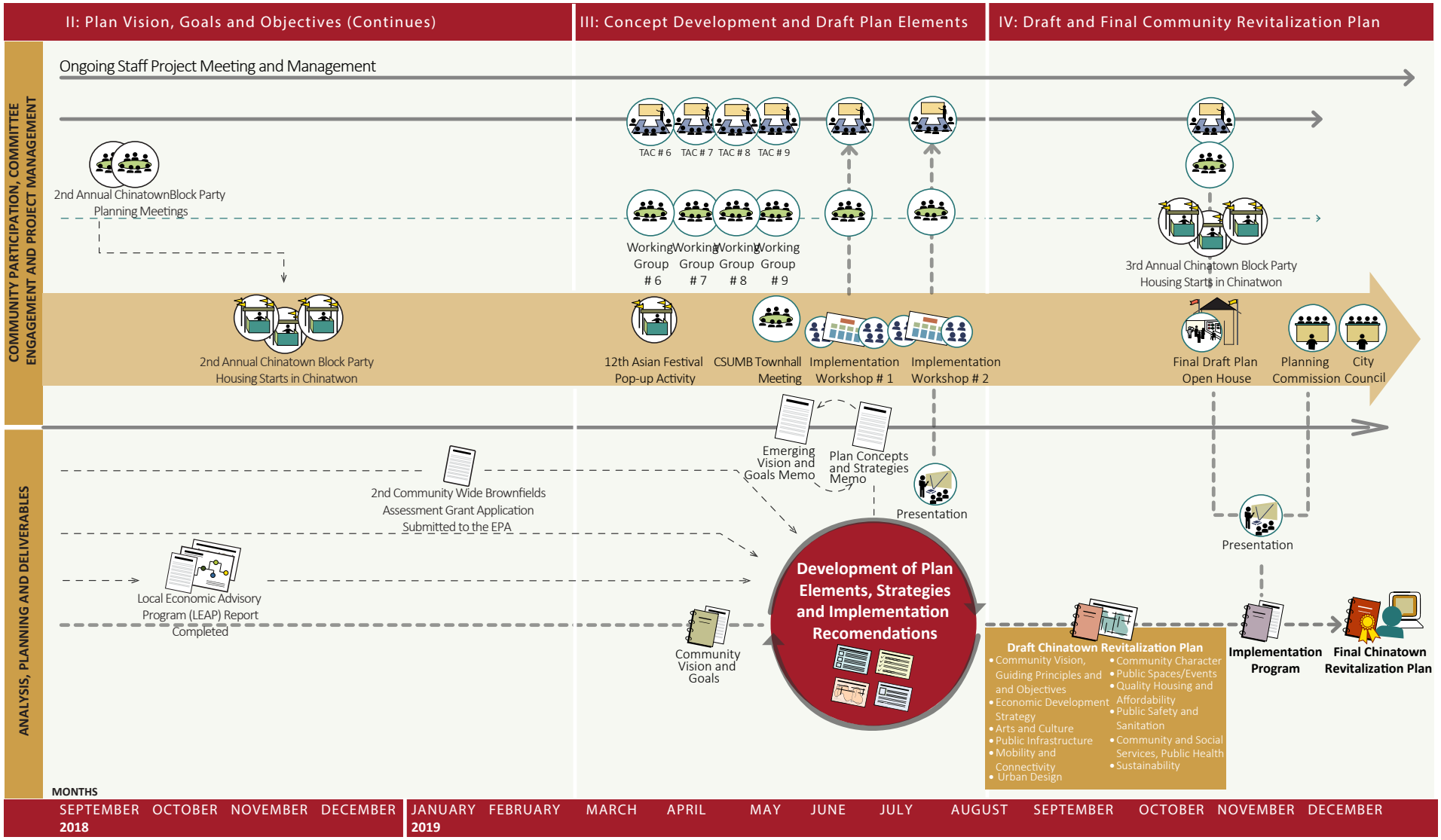
Stakeholders had a variety of opportunities to participate in the planning process.

Technical Advisory Committee meeting at Haciendas Place Phase I and II.

3,000+
People engaged
9
Working Group Meetings
1,050+
Attended Chinatown Block Parties
6
Technical Advisory Committee Meetings
651
People engaged through general surveys
200+
Solutions and recommendations for this planning process.
222
Participants in Chinatown Homeless Count and Survey
9
Pop-ups at community events and public places
9
Large community meetings

FIGURE 3.1 CHINATOWN REVITALIZATION PLAN TIMELINE




II: Plan Vision, Goals and Objectives (Continues)
III: Concept Development and Draft Plan Elements
IV: Draft and Final Community Revitalization Plan
COMMUNITY PARTICIPATION, COMMITTEE ENGAGEMENT AND PROJECT MANAGEMENT
ANALYSIS, PLANNING AND DELIVERABLES
Ongoing Staff Project Meeting and Management
2nd Annual ChinatownBlock Party Planning Meetings
TAC # 6
TAC # 7
TAC # 8
TAC # 9
Working Group # 6
Working Group # 7
Working Group # 8
Working Group # 9
3rd Annual Chinatown Block Party Housing Starts in Chinatwon
2nd Annual Chinatown Block Party Housing Starts in Chinatwon
12th Asian Festival Pop-up Activity
CSUMB Townhall Meeting
Implementation Workshop # 1
Implementation Workshop # 2
Final Draft Plan Open House
Planning Commission
City Council
Emerging Vision and Goals Memo
Plan Concepts and Strategies Memo
Presentation
2nd Community Wide Brownfields Assessment Grant Application Submitted to the EPA
Local Economic Advisory Program (LEAP) Report Completed
Development of Plan Elements, Strategies and Implementation Recomendations
Community Vision and Goals
Presentation
Draft Chinatown Revitalization Plan
• Community Vision, Guiding Principles and and Objectives
• Economic Development Strategy
• Arts and Culture
• Public Infrastructure
• Mobility and Connectivity
• Urban Design
• Community Character
• Public Spaces/Events
• Quality Housing and Affordability
• Public Safety and Sanitation
• Community and Social Services, Public Health
• Sustainability
Implementation Program
Final Chinatown Revitalization Plan
MONTHS
SEPTEMBER OCTOBER NOVEMBER DECEMBER
2018
JANUARY FEBRUARY MARCH APRIL MAY JUNE JULY AUGUST SEPTEMBER OCTOBER NOVEMBER DECEMBER
2019

3.2 COMMUNITY ENGAGEMENT STRATEGY

This planning process was managed by City staff with support of the MIG consultant team and the Institute of Urban Initiatives. To ensure an effective engagement strategy that maximized community participation, the City worked with participants to establish the following set of engagement principles to guide its outreach efforts:

- Transparency
- Inclusion
- Relevance
- Fairness
- Collaboration

These principles were thoughtfully integrated in all facets of the engagement strategy, helping the City leverage a broad base of community input to identify the most relevant issues facing Chinatown and the priority improvements to be addressed in the Revitalization Plan. The table on the following page summarizes how the City actualized these five principles throughout the planning process:

Including Hard-to-Reach Populations

To collect the input of key interest groups and hard-to-reach populations, the City also participated in various meetings and events not explicitly tied to the Revitalization Plan. These supplemental efforts included:

- Hosting pop-up booths at community events such as the Asian Festival, Obon Festival, ACE Pop-up Museum at Star Market, City Council, and Founder's Day.
- Attending the "Cafecito" meetings held at Dai-Ichi Village to invite the seniors to our meetings, keep-up to date with the planning efforts, and listen to their ideas and needs as residents of Chinatown.
- Participating in Chinatown Townhall Meetings hosted by CSUMB to engage and prompt discussion with the homeless population on preferred housing models, identify barriers to housing, and better target social services to house more individuals experiencing homelessness.
- Attending meetings held by the Asian

The vision for Chinatown was developed with diverse stakeholder input.

Transparency	▪ Clearly and explicitly communicated all components of the planning process with stakeholder groups. ▪ Established a shared base of understanding among meeting participants by reviewing the planning process and input to date at each event. ▪ Maintained an "Open Door" policy for stakeholders to provide input at each phase of the planning process.
Inclusion	▪ Provided Spanish-language translation services at all evening meetings and workshops. ▪ Proactively reached out to target audiences including the local property owners, business owners, residents of the extended planning area, residents of Haciendas Place, Dai-Ichi Village, and Hikari, service providers, local foundations, area volunteers and individuals experiencing homelessness.
Relevance	▪ Prioritized culturally relevant solutions to existing problems in the neighborhood. ▪ Emphasized the need to identify and address the core issues facing Chinatown residents and business owners. ▪ Acknowledged residents and stakeholders as experts of their neighborhood.
Fairness	▪ Conducted hard-copy and face-to-face outreach to ensure opportunity for all to participate regardless of internet access. ▪ Scheduled recurrent public meetings at accessible locations (Buddhist Temple of Salinas, Filipino Community-Salinas ValleyCenter) at convenient times for the community (5-8 PM). ▪ Organized a Chinatown Block Party to build community ties and connect the homeless population to important social services. The event includes free food, live music, and youth activities and relied on the active participation of neighborhood-based organizations.
Collaboration	• Created authentic partnerships between the City and active neighborhood-based organizations in Chinatown to help carry out equitable planning processes and implement community-driven solutions. • Participated in the Asian Festival as well as attended the meetings for different groups/service providers in the neighborhood: Asian Cultural Experience, Salinas Downtown Community Board, Chinatown Homeless Action Team (CHAT), CSUMB Townhall meetings, among many others.

Cultural Experience (ACE) at the Republic Café, Salinas Downtown Community Board, Chinatown Homeless Action Team (CHAT) to inform the community of the planning process and notify them of upcoming meetings.

- Hosting a Transportation Walking Tour through Chinatown to better understand the transportation and mobility needs to residents, businesses and the community in general.
- Conducting a homeless count and survey for Chinatown and Downtown area in conjunction with Urban Initiatives and other local organizations and non-profits in 2018.
- Holding a LEAP Event in 2018, which included two days of interviews with residents, businesses owners, community leaders, homeless service providers, Monterey County and City staff to understand the local economics of Chinatown in conjunction with California Association for Local Economic Development (CALED).
- Organizing the Chinatown Block Party in partnership with community volunteers, non-profit partners, and service providers.
- Discussing the potential of an on-grade crossing or bridges over the train tracks from Chinatown into Downtown with Union Pacific personnel.

3.3 COMMUNITY ENGAGEMENT STRUCTURE

The City also organized and conducted meetings with individual advisory groups to provide feedback and direction at each stage of the planning process. These groups included a wide range of stakeholders to appropriately reflect the diversity of the Chinatown community and were tasked to provide input on a range of specific themes and issues. These advisory groups are defined below in greater detail.

Working Group Meetings

Staff convened non-technical stakeholders from four distinct interest groups in Chinatown: the Asian community, business and property owners, homeless individuals and service providers, and housing developers and residents interested in a more sustained level of engagement. Meetings were interactive and designed to allow representatives to provide input on key themes and issues, promote outreach activities, and brainstorm opportunities for community participation.

A total of nine Working Group meetings were held between Winter of 2016 through May of 2019.

Technical Advisory Committee Meetings

The Technical Advisory Committee (TAC) convened working professionals from the public, private, and nonprofit sectors with

Technical Advisory Committee meeting at Dai Ichi Village.

subject expertise on key themes of the Plan, such as transportation, economic development, social services, and health and safety. In addition to providing their own unique recommendations, TAC members evaluated the feasibility of Working Group and community recommendations and identified needs for further analysis based on technical studies and/or planning.

A total of six TAC meetings were held between Winter 2016 through April 2019. This engagement series included a joint walking tour in March 2018 with the Working Groups to survey Chinatown and highlight key challenges and priority improvements in the neighborhood.

Combined Technical Advisory Committee and Working Group Meetings

When planning efforts were restarted In April of 2019, City and MIG staff merged the TAC and Working Group meetings to complete the Revitalization Plan by the end of 2019. Members from the Working Groups and TAC were invited to these meetings. A total of 3 TAC/Working Group Meetings were held between April 2019 through May 2019.

Technical Advisory Committee meeting at the Chinatown Navigation Center.

3.4 COMMUNITY ENGAGEMENT TOOLS AND OUTCOMES

Community Meetings, Implementation Workshops, and Pop-Up Events

The City convened a total of 6 community meetings, 2 implementation workshops, and 1 final draft open house, and 9 pop-up events open to all members of the public. Meetings, workshops and events were facilitated in English and included Spanish language translation services and materials. As previously indicated, the City also staffed pop-up stations at community events, such as the Asian Festival, Obon Festival, Ciclovía, ACE Pop-up Museum, and at City Council and facilitated activities pertaining to the key themes of the Revitalization Plan.

Chinatown Block Party

City of Salinas in conjunction with Monterey County, community based-organizations and non-profit partners

created the Chinatown Block Party. This event brings services and resources to individuals experiencing homelessness and includes activities for families with children that represent a large segment of the population within the neighborhood as demonstrated with Chinatown's young median age of 28.6 years. Now in its third year, this event has grown in number of participants and support and volunteers from non-profit and community-based organizations.

Chinatown Community Survey

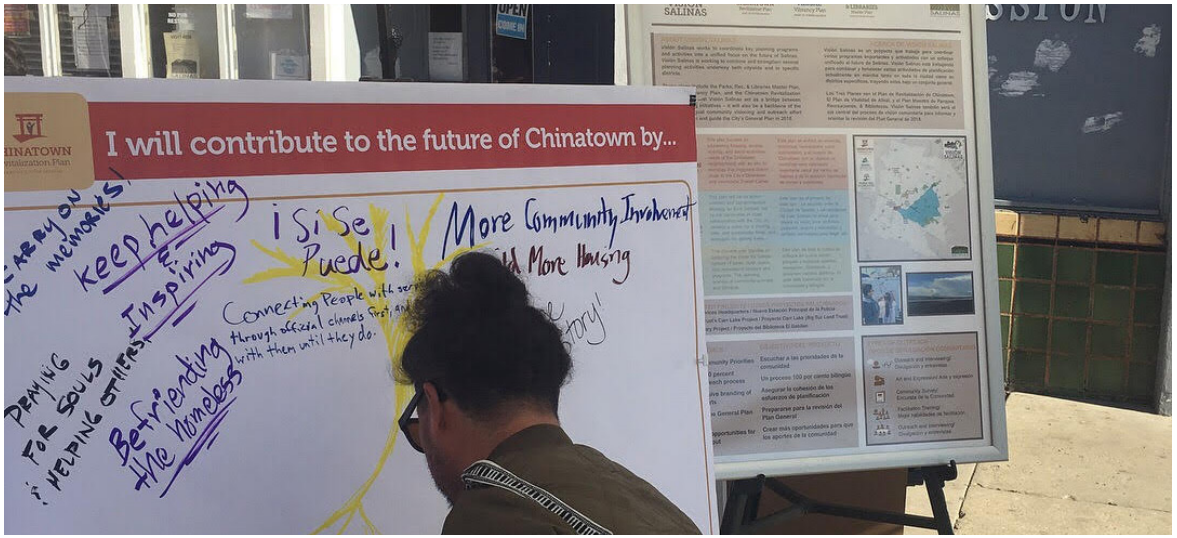
The Chinatown Community Survey's purpose was to collect ideas about the community's current perception and vision for Chinatown. The survey was available in an online version on the Chinatown Revitalization Plan project website. Paper versions were also made available to Chinatown community members who may not have access to the internet. A total of 635 people completed the survey.

Project Website, E-mail, and Mail Campaigns

To raise awareness around the planning process, and as part of the Vision Salinas platform, the City launched an online outreach campaign that featured a Chinatown Revitalization Plan website, which defined and described the planning process, included meeting summaries and public documents, advertised all outreach events, and provided project updates at key intervals. The City further augmented its outreach through letters mailed to property and business owners and residents, articles in the City Manager newsletters and on the City's website, door to door canvassing, e-mail blasts through Constant Contact, social media posts in the City's Facebook and Twitter accounts, and mail campaigns directed to Chinatown residents and other stakeholder groups through Vision Salinas.

3.5 VISION STATEMENT DEVELOPMENT

The Vision Statement at the beginning of Chapter 1 is the product of an iterative process that leveraged extensive community input. In Spring 2019, the City and its chosen consultant, MIG, Inc. (MIG), drafted a preliminary statement that was based on input provided at past public workshops, meetings, and other outreach events. The City continued to collaborate with the community to refine this draft statement at events, such as the Chinatown Asian Festival, Revitalization Plan Implementation Workshop, and throughout several community meetings.



Pop-up activity at the Chinatown Block Party.

This feedback was then used to inform subsequent revisions of the statement, ultimately resulting in an authentic grassroots vision that embodies and reflects the community's desired future for the neighborhood.

3.6 WHAT WE HEARD

The following opportunities and challenges presented below are a high-level summary of key points raised by community members, property owners, businesses owners, service providers, and community-based organizations. Key points are organized by topic:

Land Use

- Currently, there are land-use conflicts between the new mixed-use zoning and the current light industrial and automotive uses that are legal non-conforming.
- The neighborhood lacks parks, urban plazas, and open space within the planning area.
- Zoning changes integrated into the 2006 Zoning Map made several types of current active uses in Chinatown legal non-conforming uses (e.g., auto repair, light industrial uses, etc.), and this prevents business owners from growing or expanding their business.
- Vacant and abandoned properties as well as physical separation from Downtown and the Intermodal Transportation Center have contributed to the current blight and an uninviting pedestrian environment.

Housing and Neighborhoods

- There is strong community interest in diversifying the housing stock in Chinatown by adding workforce and market rate housing alongside the current affordable developments.
- Housing for homeless individuals and very-low income (0%-30 AMI) households is a key community priority.
- Residents and stakeholders would like to have a mixed-income neighborhood.

Homelessness

- Chinatown should no longer be the epicenter of homeless encampments and social services for homeless individuals. Social services should be distributed across the City and Monterey County.

Haciendas Place Phase I and II affordable housing development completed in 2014.

Homeless encampments in Chinatown along Market Way.

- Residents, business and property owners, as well as stakeholders, have expressed that it is of critical importance to reduce encampments in Chinatown to revitalize the neighborhood.
- Homeless individuals in Chinatown indicated that they would prefer to be housed with friends and live-in single-family homes or in a permanent supportive housing complexes like the Moon Gate Plaza project.
- There is support for improved mental health and homeless services.
- Despite Chinatown's bad reputation, it has always been a welcoming place for minorities and the least fortunate.

Health and Safety

- Safety is one of the top priorities for all stakeholders. Crime, illegal dumping, prostitution, and most critically the open drug market, need to be addressed.
- Clean and well-maintained streets, sidewalks, public spaces, and buildings are critical to Chinatown's revitalization.
- Finding a relocation site for the community garden, which was replaced by Moon Gate Plaza development, is a big community priority.
- Businesses feel blamed for the lack of neighborhood cleanliness, though in reality, they are doing plenty of maintenance and would like assistance from the City.

Economic Development

- Crime, homelessness, and blight are considered some of the biggest obstacles to private investment in Chinatown. In other parts of Salinas, there is resistance to reconnecting Chinatown to other neighborhoods due to negative perceptions and safety concerns.

The community expressed high interest in finding a new location for a community garden.

- The existing local art scene in Chinatown should be leveraged to catalyze economic development and transform the neighborhood into a cultural center for the arts.
- Soledad Street should be transformed into a vibrant "Main Street" like corridor with retail storefronts on the ground floor and a diverse array of amenities and businesses for the neighborhood.
- People will visit Chinatown more often if there were more shopping or community activities in the neighborhood.

Transportation and Infrastructure

- There continues to be extensive support for conversion of Chinatown back to two-way streets as recommended in past plans.
- A direct connection/crossing point over the Union Pacific Rail Lines into Downtown and the Intermodal Transit Center is of great importance to reconnecting Chinatown.
- Sidewalks in Chinatown have deteriorated and require significant improvement.
- Improving above and below-ground

A sidewalk in Chinatown in need of serious repairs.

Events like the Obon Festival bring people to Salinas and Chinatown.

infrastructure along with streetscape improvements that promote human scale, engage the public realm, and ensure pedestrian safety are much needed.

Arts, Programing and Community Facilities

- There is strong community interest in additional arts and cultural spaces and programs as Chinatown revitalizes and becomes an arts district.
- Events including food festivals, performing arts and cultural events would help make Chinatown a destination not only for City residents, but also for tourists.
- Public art programming can transform Chinatown into a cultural center for the arts.
- For partnerships with existing community facilities to expand programming and to develop new social and cultural events for the community.

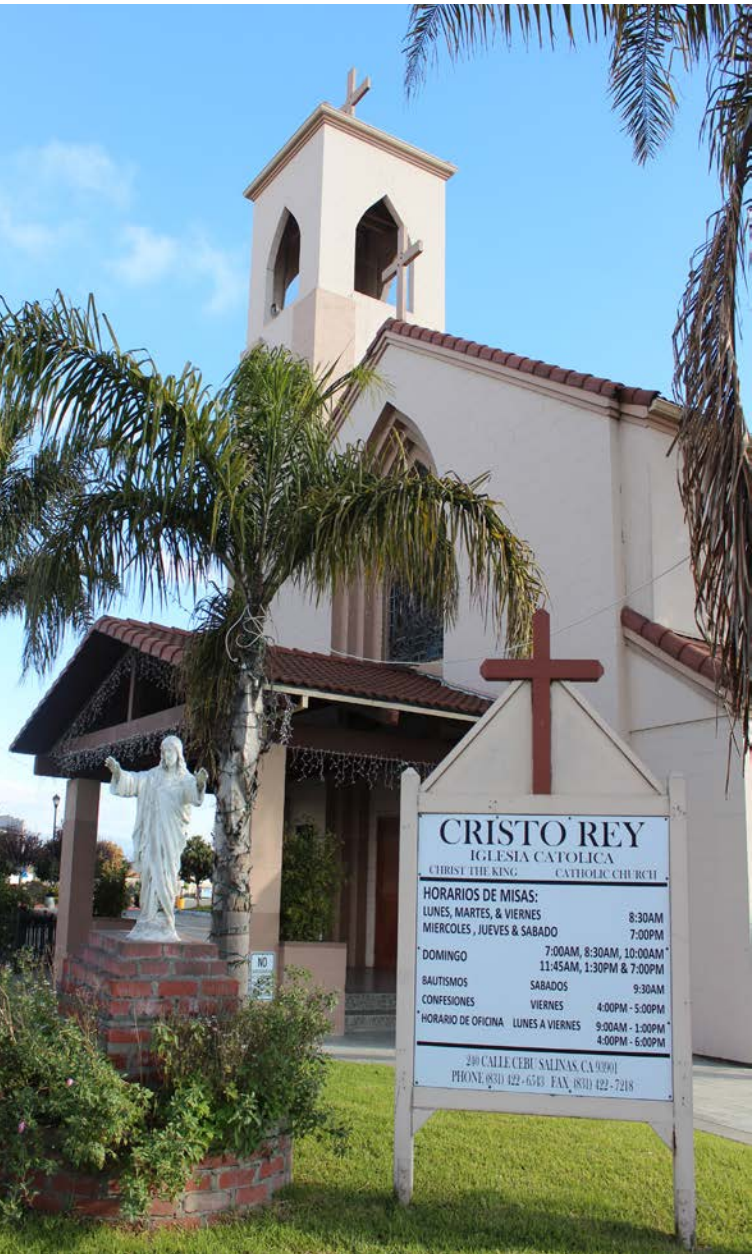
Implementation Through Engagement

Successfully implementing the community's vision, goals, and aspirations for the neighborhood depends on a careful and sustained level of coordination between all levels of government, private and nonprofit partners and residents. In the coming years, the City will continue to engage the public on all planning and development initiatives – both major and minor – to ensure that the community, together, is empowered and enabled to determine how Chinatown will continue to grow and transform. While there is significant work to be done to revitalize Chinatown, the community's relentless pride, commitment, and spirit of engagement keep the neighborhood's unique history and cultural identity alive. It is precisely this sense of community that will help ensure that this Plan's vision becomes reality.

Land Use and Design

Chinatown's physical layout including its centralized location within the City and adjacency to Downtown and the Intermodal Transportation Center (ITC) provide the ideal foundation to foster desired land uses and attractive design. Given these attributes and concentration of opportunity sites, Chinatown has unmatched potential for attracting new investment. However, Chinatown as it exists today has uses that do not align with the zoning districts and result in on the ground land use conflicts that in some instances lead to blighted conditions. Further challenges to investment include deteriorated public infrastructure, contaminated soils, and concentration of encampments leading to sanitation problems.

Chinatown's future land uses are envisioned to complement each other to both provide adequate protection from potential nuisance uses and to form unique and desirable places to live, work, and shop. The Plan recognizes historic Soledad Street as the center of Chinatown and includes goals and policies to reinforce the existing mixed-use zoning, along with preservation and reuse of some of the most important historic structures. In the Chinatown Core including Soledad Street, it is recommended that the mixed-use zoning is coupled with an Arts Overlay District to intensify development and to facilitate the development of live/work opportunities, flexible commercial spaces, and the development of compact urban open spaces.



4.1 INTRODUCTION

The Land Use Chapter seeks to facilitate desired development to address the shopping, neighborhood service, housing, and employment needs of its growing population. As the physical landscape of Chinatown changes with the addition of more mixed-use development, land use conflicts that create nuisances must be addressed while minimizing negative impacts to long-standing businesses. Chinatown has a long history that is reflected in its unique architecture. Rehabilitating these historic assets and incorporating these design features into new development is vital to preserving and enhancing Chinatown's identity.

Chinatown still requires significant development in its infrastructure. Vacant and underutilized parcels that create gaps in the existing build environment must be redeveloped. Despite the current encampments, property disinvestment, and parcel contamination, these vacant and underutilized properties serve as promising opportunities to revitalize Chinatown by assembling larger sites for redevelopment. Ultimately, the land use vision outlined in this Chapter will be implemented through the General Plan Update, which will begin in early 2020.

Guiding Principle Icon Key

- Economic Prosperity, Equity and Diversity
- Collaborative, Inclusive, and Engaged Decision-Making
- Housing Opportunities for All
- Liveable and Sustainable Community
- Healthy and Safe Community
- Connectivity, Access and Mobility
- Youth Are the Future
- A Community to Celebrate

Goal Summary

LUD 1. Preserve the Character of Traditional Neighborhoods While Adding New Housing Units.

Preservation of existing low-and-medium-density housing characterized as more traditional single-family and small multi-family apartments in the expanded study area is important to balance the new high-density projects within the Chinatown core. Allowing low-density areas to intensify their land use through the incorporation of accessory dwelling units (ADUs), duplexes, and triplexes, will open opportunities for the creation of more housing that complements the existing character of the neighborhood.

LUD 2. Expand Mixed-Use Development to Increase Capacity for New Businesses, Services, and Housing

Chinatown is a neighborhood in transformation and the consolidation of parcels to support development of new compact mixed-use projects as well as the rehabilitation of vacant historic buildings will help support the creation of a healthy, vibrant and walkable neighborhood. Vacant buildings and underutilized properties in Chinatown's Core have the potential to be redeveloped as mixed-use projects that include residential units and introduce new and important neighborhood-serving amenities such as retail stores, restaurants, libraries, artist studios, and compact urban open spaces, among other complementary uses.

LUD 3. Provide Employment and Commercial Oriented Land Uses in Appropriate Locations to Advance the Economic Diversity of Chinatown.

Currently, Chinatown is home to a modest range of automotive, light industrial, and manufacturing establishments that comprise much of the neighborhood's economic base. Co-locating these uses within zoning designations that allow them to grow and expand is crucial to diversifying and growing Chinatown's economy. This will also protect the mixed-use and residential areas from adverse impacts created by incompatible land uses and encourage the redevelopment of underutilized parcels into new and diverse commercial and employment-oriented development.

LUD 4. Promote and Preserve and the Culture, Art, Identity, and History of Chinatown Through Context and Place-Sensitive Design.

Preserving Chinatown's historic architecture and multicultural heritage is a community priority for revitalization. The City can implement new development standards and design guidelines through the establishment of an Arts Overlay District to encourage new development to embrace a more cohesive and culturally appropriate architectural style. Commissioning public art that reflects Chinatown's unique and multicultural heritage will to strengthen neighborhood identity.

Guiding Principle Connection

Economic Prosperity, Equity and Diversity

To attract private investment, the City needs to create a business-friendly regulatory environment in Chinatown. Existing land use policies have the potential to be modified to provide more flexibility for commercial and residential uses and development standards, which will help attract a diversity of businesses, services, and housing to serve the daily needs of Chinatown's residential community.

Healthy and Safe Community

Establishing the right mix of land uses across Chinatown that conforms to its existing zoning designations can help bolster economic prosperity, public health, safety and cleanliness of the neighborhood. Implementing neighborhood-serving retail and services brings more "eyes on the street," while creating new compact urban open spaces.

Housing Opportunities for All

Land use regulations directly impact housing development types. Upzoning for higher-density development and streamlining the permitting processes can help expand overall housing types and supply in Chinatown. Policies supporting the production of additional permanent supportive housing must be undertaken to house those who are experiencing homelessness in Chinatown.

Youth Are the Future

Ensuring adequate access to childcare, recreational and educational programming, open spaces, and other community facilities is essential to early childhood and youth development. Supporting land use policies that promote the development of these facilities and community amenities is vital to increasing access to education, recreation and a healthy environment for Chinatown's youth.

Collaborative, Inclusive and Engaged Decision-Making

Implementation of Chinatown's plan requires continuous collaboration and engagement with the community across all stakeholder and age groups. Collaboration is imperative at scales both large and small, from updating the General Plan and Zoning Code to working with developers on community features at specific sites. The formation of an Advisory Committee ensures that stakeholders are an active part of decision-making around land uses.

Connectivity, Access and Mobility

Land use and transportation development decisions are interconnected because a specific land use type could decrease or increase pedestrian and vehicle traffic within the neighborhood. High-intensity development should be located along well-served and easily accessible corridors. Reconnecting Chinatown to Downtown and the Intermodal Transportation Center is a plan priority that could attract new businesses and services.

Livable and Sustainable Community

Forward-thinking, land use policies can facilitate compact urban development patterns, which promote a walkable, pedestrian-friendly, and environmentally friendly environment for Chinatown residents. New housing developments within the planning area exemplify livable and sustainable development integrating community facilities and services, open spaces, and pedestrian orientation including features that promote energy efficiency.

A Community to Celebrate

A thoughtful set of new design guidelines and development standards will ensure that Chinatown's multicultural heritage is reflected in the built environment of a thriving Chinatown. Incorporating public spaces into new developments will provide locations for festivals, performances, and other celebrations that are culturally relevant to the neighborhood.

ADAPTIVE REUSE ORDINANCE

In 2018, the City of Salinas passed an Adaptive Reuse Ordinance which reduces regulatory obstacles by allowing the reuse of existing non-residential buildings for housing without requiring strict compliance with zoning standards. This Ordinance applies to either 1) buildings at least 50 years old in the Central City Overlay District or 2) a historically significant building anywhere in the City.

4.2 COMMUNITY ASSETS AND OPPORTUNITIES

Opportunity Sites for Redevelopment.

Chinatown's planning area has seventeen (17) vacant and underutilized parcels where new mixed-use buildings, housing projects, live-work units, businesses and compact urban open spaces could be developed. While these current gaps in the built environment along with property disinvestment, environmental contamination and encampments contribute to the existing blight and uninviting pedestrian environment of the neighborhood, they also represent a prime opportunity for new infill development and open space that are very much needed to create positive change in the neighborhood.

Development of priority sites along Soledad Street can transform the corridor with culturally relevant shops and restaurants, neighborhood services, and residential units that are into the heart of a vibrant arts and cultural district. The preservation, restoration and reuse of historical buildings including the Chop Suey Republic Café, Suey Sing, and Arres Pool buildings is part of this vision for Soledad Street. Other opportunity sites within the planning area are located along E. Lake Street, Bridge Street, Market Way, E. Market Street, Calle Cebu and Sun Street. These opportunity sites have the potential to introduce new mixed-use development and where feasible adaptive reuse, urban open spaces, and compatible light industrial uses that will provide for the needs of existing and new residents and businesses alike.

Chinatown Centralized Location and Street Grid.

Chinatown's centralized location within the City and its adjacency to Downtown and the Intermodal Transportation Center (ITC) are key assets for attracting new investment. Chinatown's regular street grid is also a plus for the consolidation of smaller parcels to support the development of larger infill projects. To capitalize on its physical layout, critical upgrades must be made to Chinatown's deteriorated street infrastructure to create a walkable and safe neighborhood. Re-establishing direct vehicular and/or pedestrian connection across the Union Pacific train tracks would reconnect the neighborhood and residents to other parts of the City, ITC and Downtown.

FIGURE 4.1 CHINATOWN OPPORTUNITY SITES

Chinatown Revitalization Plan

- Signature Gate
- Community Garden
- Flex Building
- Mixed-Use/Redevelopment Project
- Adaptive Reuse Project (Historic)
- Museum/Cultural Center/Culinary School
- Industrial General Commercial Project
- Neighborhood Park/Open Space

Chinatown's Architectural Style.

Chinatown's architectural style is an emblem of its multicultural heritage. Existing historic buildings display an Asian and Spanish influenced architecture such as upturned roof eaves, tile roofs, and detailed balcony railings. The more recent development, Dai-Ichi, Hikari, Haciendas Place I and II, as well as the Moon Gate Plaza project have added a modern twist to the architectural character of the neighborhood while incorporating culturally relevant Asian motifs. This architectural hybridization should be embraced by new developments and significant redevelopment projects to establish an interconnected and culturally relevant architectural style that embodies Chinatown's diverse multicultural heritage. This can be achieved though the development of specific design guidelines and standards as part of the proposed Arts Overlay District for Chinatown.

4.3 GOALS, POLICIES, AND ACTIONS

The vision, goals, and recommendations contained within this Revitalization Plan were developed through an intensive community engagement process over the past three years. Each of the six primary topic areas were generated collective through the interaction and collaboration of the four Working Groups (WG) and the Technical Advisory Committee (TAC). The content generated in these meetings was collected, evaluated and refined residents, business owners, property owners and community stakeholders, and subsequently presented at a series of public Implementation Workshops. These results then evolved into the Goals, Policies and Actions found in this Land Use and Design chapter.

This section contains two parts. The first is a narrative describing each of the Land Use and Design goals and policies – providing context, rationale, and framing for why certain policies or programs are important. The matrix that follows the narrative includes actions necessary to implement the goals and policies along with other, more detailed recommendations including the responsible entity(ies) or organization(s) and the timeframe of these actions for implementation.

Chop Suey Republic Cafe is in the National Register of Historic Places.

LUD 1. Preserve the Character of Traditional Neighborhoods While Adding New Housing Units.

Established residential neighborhoods provide a high quality of life for residents, which is one of the objectives of the Chinatown Revitalization Plan. Traditional neighborhoods featuring single-family homes, ample private open space, personal parking, and quieter surroundings complemented by supporting uses such as schools and places of worship represent a housing type that typically many residents desire. As housing supply has become more limited and prices less attainable, there is a recognition that subtle increases in density can help alleviate the housing crisis while preserving character of traditional neighborhoods.

As revitalization occurs, new housing development in Chinatown should seek to be compatible, respect and balance the character of established residential neighborhoods along with the new high-density projects within its planning area. Instead of up zoning the low-and-medium-density district within the neighborhood to allow high-density development, the City should use a context-sensitive approach that accounts for and protects the neighborhood's unique character. In lower-density areas, this can involve streamlining the permitting processes for accessory dwelling units (ADUs), providing development incentives for "missing middle" housing (e.g., duplexes, triplexes, townhomes), and requiring new projects to contribute toward supportive neighborhood amenities such as compact urban spaces, schools, and other public spaces. These tools can help expand housing diversity and supply across Chinatown while keeping and maintaining the character of established neighborhoods.

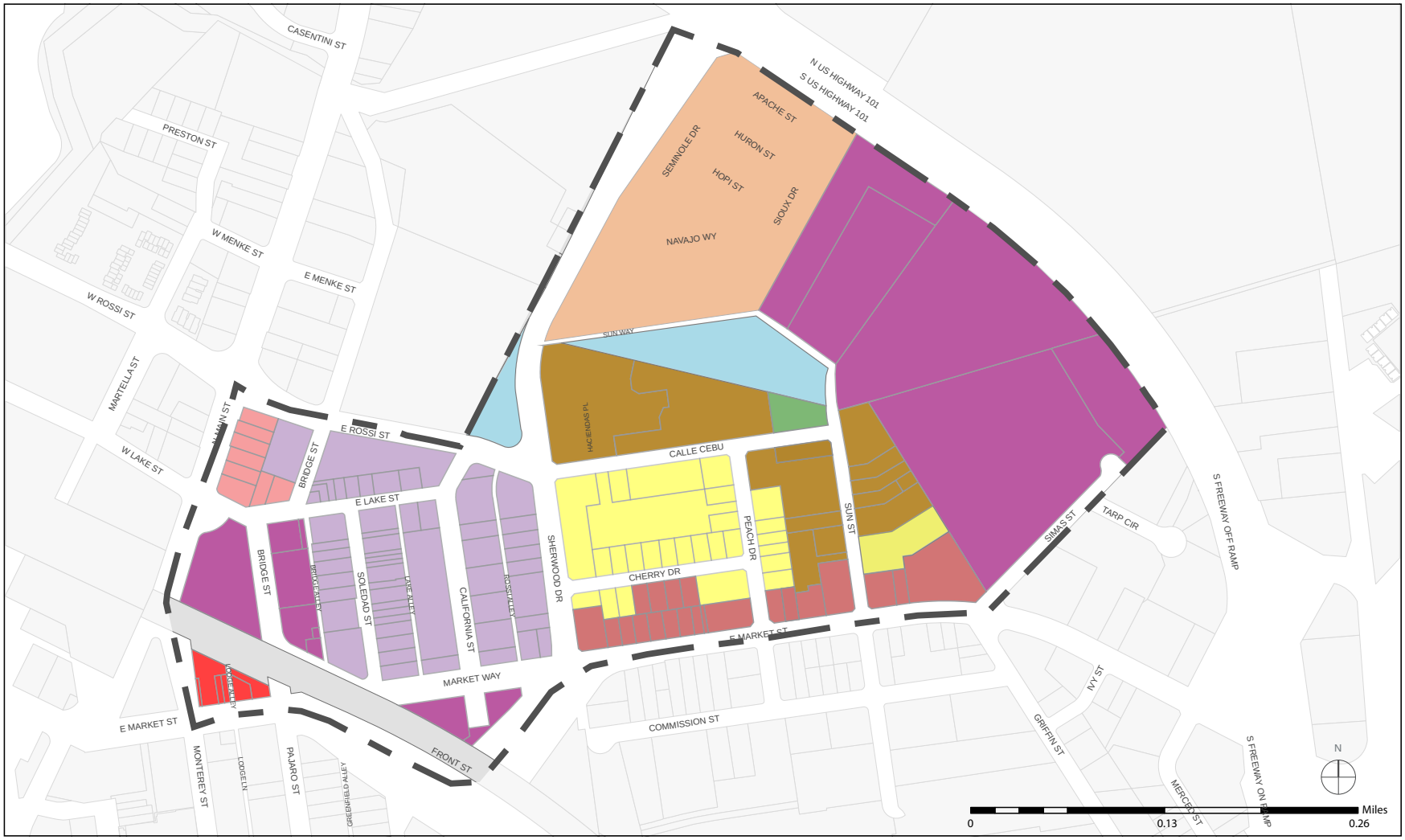
LUD 2. Expand Mixed-Use Development to Increase Capacity for New Businesses, Services, and Housing

Land use and development patterns shape the social, economic, and environmental health of a community. Chinatown is a neighborhood that is undergoing transformation and the consolidation of parcels opens opportunities for future infill developments with live/work units. New mixed-used developments as well as the rehabilitation and reuse of vacant historic buildings help support the creation of a

LIVE/WORK UNIT

A live/work unit is defined as a single unit (e.g., studio, loft or one bedroom) consisting of both a commercial/office and a residential component that is occupied by the same resident.

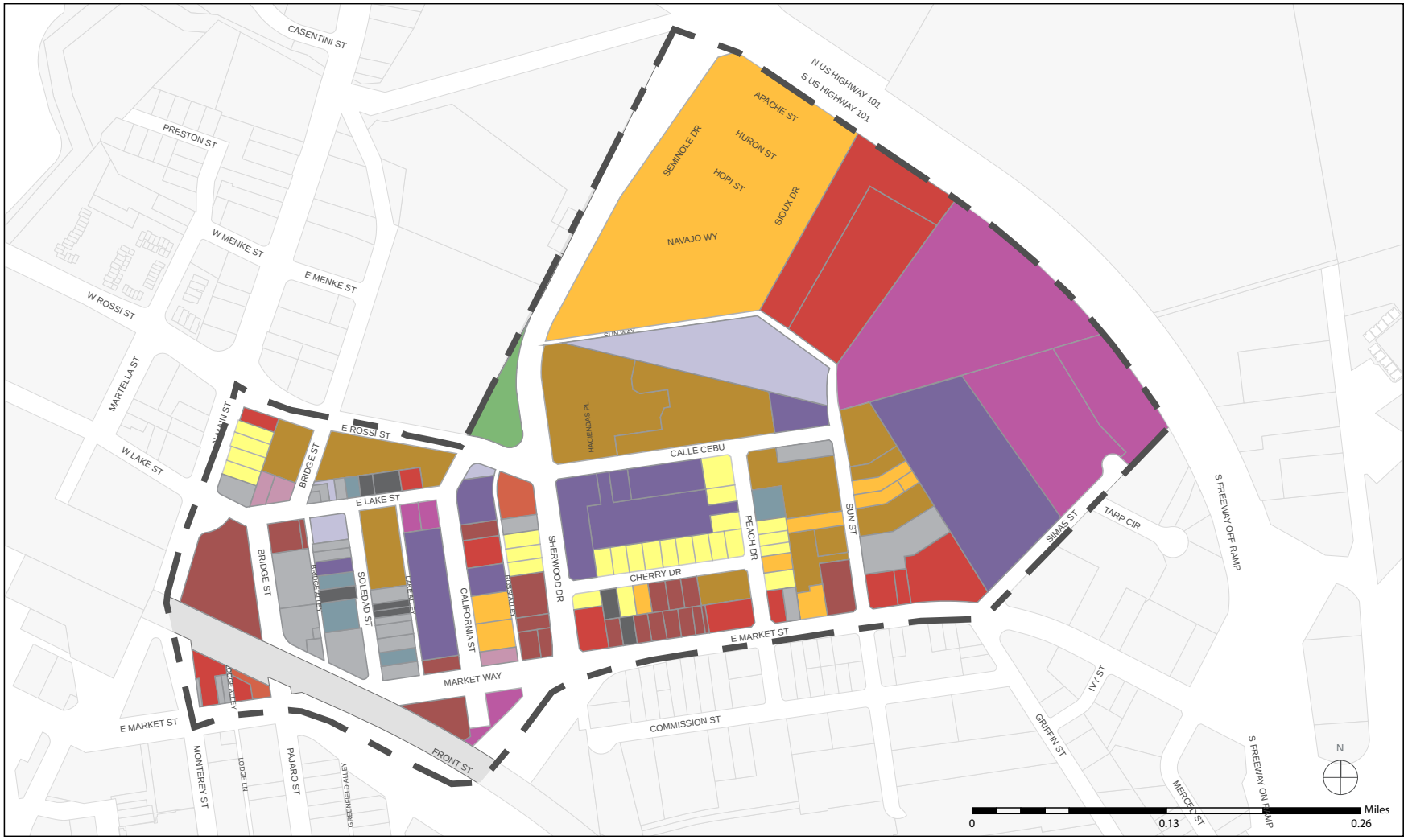
FIGURE 4.2 CHINATOWN GENERAL PLAN LAND USES



Chinatown Revitalization Plan

- Commercial Retail
- Mixed Arterial Frontage
- Mixed Use
- Residential Low Density
- Residential Medium Density
- Residential High Density
- General Commercial/Light Industrial
- Parks
- Commercial Arterial Frontage
- Public/Semi Public

FIGURE 4.3 CHINATOWN EXISTING LAND USES



Chinatown Revitalization Plan

- Auto Business
- Commercial Services
- Food Services
- Single Family Homes
- Duplex/Triplex/Mobile Homes
- Apartment/Mixed Used Project
- Hotel
- Open Space
- Social Service
- Industrial/Light Manufacturing
- Religious / Cultural Facility
- Vacant Building/Lot
- Public Utilities
- Parking Lots
- Other

healthy, vibrant and walkable community. Neighborhoods that co-locate housing along with a diverse range of neighborhood-serving amenities – such as restaurants, neighborhood serving retail, artist studios, exhibitions and compact urban open spaces – create pedestrian-friendly environments that activate publicspaces and build a sense of community for the neighborhood. In addition, this diversification of land use increases pedestrian traffic throughout the neighborhood and creates positive economic "spillover effects" that benefit local retail and service establishments.

Chinatown has the real potential to become a vibrant mixed-use community. Vacant and underutilized parcels in the neighborhood's historic core – particularly along Soledad Street – represent opportunity sites for catalytic infill development, with multi-family housing stacked atop socially and economically active ground-floor uses. The City can encourage mixed-use development through new direct regulatory incentives, relaxed development standards for parking and open space requirements, and financial assistance for rehabilitation of historic structures.

LUD 3. Provide Employment and Commercial Oriented Land Uses in Appropriate Locations to Advance the Economic Diversity of Chinatown.

Light industrial, automotive and manufacturing facilities currently constitute Chinatown's predominate land uses. These commercial operations are clustered in two main areas: the historic core – particularly along Bridge Street, Market Way; and the expansion area – particularly along Market Street. While it is important to recognize the value of Chinatown's light industrial base and ensure its continued growth in the future, these uses need to be compatible with adjacent uses so that they do not pose a barrier to the urban-style mixed-uses envisioned in Chinatown's historic core and other residential areas. See figures 4.1 and 4.2 on pages 66 and 67 for a visual representation of these land use conflicts by looking at the City's General Plan Land Uses and the Existing Land Uses in the neighborhood.

Mural at the Salinas Exposition Grounds.

Creating a truly livable community in Chinatown will therefore require significant re-organization of these uses. Specifically, the Revitalization Plan proposes to co-locate and consolidate existing light industrial and manufacturing uses along Bridge Street, Market Way, Market Street and Simas Street. Encouraging co-location of these uses in the Mixed Arterial Frontage and/or Industrial General Commercial zoning districts will allow them to grow and expand and therefore help maintain and diversify Chinatown's local economy. The City is committed to working closely with business owners in the area to facilitate a smooth and efficient transition. Concentrating these uses in the correct zoning districts will also, in turn, open new opportunities for infill redevelopment in areas envisioned for higher intensity mixed-use, such as Soledad Street, California Street and Sherwood Drive.

LUD 4. Promote and Preserve and the Culture, Art, Identity, and History of Chinatown Through Context and Place-Sensitive Design.

In Chinatown, new development should celebrate the neighborhood's rich heritage by complementing the already existing cultural and aesthetic character of the neighborhood and preserving its historic buildings whenever possible. The district has a rich cultural history that is still reflected in parts of the built environment, from the Asian-style architecture of both the Buddhist Temple and Confucius Church to the historic Republic Café. New design guidelines and development standards should be devised through the formation of an Arts Overlay District. Standard Guidelines will draw on and reinforce this unique multicultural identity through building articulation, massing, and the use of culturally appropriate colors and materials. In addition, the community stakeholders collaborating with the Public Arts Commission can contract local artists to produce murals, statues, and commemorative plaques that both invigorate the built environment and tell the story of the Chinatown community.

Cultural characters at Dai-Ichi Village Senior Apartment Complex.

Torii gate, a traditional element of Japanese architecture at the entrance of the Dai-Ichi Village.

Historical photo of one of the establishments along Soledad Street with traditional Chinese characters around the entry door.

Two models of traditional Chinese and Japanese gates that just to be located at the Chinatown Community Garden, now home to the Moon Gate Plaza development.

Torii gates included in the architecture of the Dai-Ichi Village multi-family apartment complex.

LUD 1. PRESERVE THE CHARACTER OF TRADITIONAL NEIGHBORHOODS WHILE ADDING NEW HOUSING UNITS.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
LUD 1.1 – Promote appropriate intensification of land use in low-and-medium-density neighborhoods.	**LUD 1.1.a – Increase density in low-density residential areas.** Allow more medium-density building types (duplex, triplex, etc.,) in low density residential areas to increase housing supply and encourage the diversification of a mixed-income neighborhood.	Community Development Department (CDD), Property Owners	Medium
	LUD 1.1.b – Streamline production of accessory dwelling units. Streamline the processing and approval of accessory dwelling unit (ADU) applications within the appropriate low-density residential areas.	CDD	Medium
	LUD 1.1.c – Identify regulatory barriers. Identify regulatory barriers to building more units and modify the Zoning Code based on design and character instead of strict development standards like density.	CDD	Short
	LUD 1.1.d – Identify underutilized sites. Identify underutilized sites and work with property owners to redevelop sites to increase housing units.	CDD	Short

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
LUD 1.2 – Encourage supporting uses such as schools, urban spaces, community facilities that complement the neighborhood.	**LUD 1.2.a – Co-locate urban public spaces within new developments.** Incentivize the provision of cooperative green and urban public spaces in new housing development to satisfy open space and stormwater requirements.	CDD, Housing Developers	Medium
	LUD 1.2.b - Convert small undevelopable parcels into public space. Evaluate small or remnant parcels for conversion to public space.	CDD, Residents, Property Owners	Short
	LUD 1.2.c – Activate ground floor with community facilities. Work with housing developers to create new community facilities and/or childcare centers on the ground floor.	CDD, Housing Developers	Short
	LUD 1.2.d – Add new community facilities and/or open spaces in private properties. Support the provision of new community facilities and/or open spaces through partnership with private property owners on underutilized portions of their lots.	CDD, Housing Developers, Property Owners	Medium

LUD 2. EXPAND MIXED-USE DEVELOPMENT TO INCREASE CAPACITY FOR NEW BUSINESSES, SERVICES, AND HOUSING.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
LUD 2.1 – Encourage the development of mixed-use projects that activate the ground-floor and incorporate urban open spaces.	**LUD 2.1.a – Create higher-density development zoning incentives for mixed-use zoning.** Devise and implement new zoning incentives that encourage higher-density development in mixed-use zoning. Promote the use of the new state density bonus provisions to increase affordable housing.	CDD, Housing Developers	Medium
	LUD 2.1.b – Reduce parking and or open space requirements. Consider further reductions in parking and/or open space requirements for mixed-use projects that dedicate at least 25% of the ground floor to non-residential public uses.	CDD	Short
	LUD 2.1.c – Increase allowable Floor Area Ratio in mixed-use development. Increase allowable Floor Area Ratio (FAR) for mixed-use projects along designated activity corridors, including Soledad, California, Bridge and E. Lake Streets.	CDD	Medium
	LUD 2.1.d – Evaluate density transfers. Consider density transfer to vacant sites to allow for increased average density across the district.	CDD	Medium
	LUD 2.1.e – Expand the adaptive reuse ordinance to the Chinatown Core. Expand the adaptive reuse ordinance in effect in Salinas' Downtown to also include the Chinatown Core.	CDD, Property Owners, Business Owners	Short
	LUD 2.1.f – Identify and eliminate regulatory barriers for live/work units. Reduce unit size and/or commercial floor area minimums, and other discovered barriers to stimulate their production.	CDD	Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
LUD 2.2 – Rehabilitate and reprogram vacant, abandoned, underutilized, and historic buildings in the Chinatown Core.	**LUD 2.2.a - Create an inventory of vacant and historic buildings.** Evaluate the level of remediation required for adaptive reuse of identified buildings.	CDD, Business Owners, Property Owners	Short
	LUD 2.2.b – Research and pursue potential funding opportunities. Look for funding through Federal and State Agencies as well as Community Foundations to assist owners with rehabilitating historic buildings.	CDD	Short-Medium
	LUD 2.2.c – Connect property owners to financial assistance. Identify resources or incentives to encourage the rehabilitation and reuse of buildings.	CDD, Business Owners, Property Owners	Short-Medium
	LUD 2.2.d – Advocate for the allocation of CDBG funds. Include identified projects in Assist property owners in the rehabilitation of their blighted buildings and properties with CDBG funds.	CDD, Business Owners, Property Owners	Short-Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
LUD 2.3 – Identify and promote opportunity sites inthe Chinatown Core to catalyze a mix of commercial, retail, housing and urban open space.	**LUD 2.3.a – Bundle vacant and underutilized parcels.** Focus on remediation, assemblage, and redevelopment of vacant and underutilized parcels to support higher density development in the Chinatown core, especially along Soledad Street.	CDD, Business Owners, Property Owners	Long
	LUD 2.3.b – Identify locations for mixed-use projects. Evaluate vacant properties along Soledad and East Lake Streets for housing and mixed-use projects. (See ED 3.2)	CDD, Property Owners	Short-Medium
	LUD 2.3.c – Make it easier to establish neighborhood serving uses. Eliminate regulatory barriers and create land use incentives to attract neighborhood serving retail and services such as a grocery store, gym, barbershop, pharmacy, laundromat, restaurants, and art studios in the Chinatown core. (See ED 3.1)	CDD	Medium

LUD 3. PROVIDE EMPLOYMENT AND COMMERCIAL ORIENTED LAND USES IN APPROPRIATE LOCATIONS TO ADVANCE THE ECONOMIC DIVERSITY OF CHINATOWN.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
LUD 3.1 – Support existing and new commercial and industrial uses through appropriate zoning and elimination of regulatory barriers.	**LUD 3.1.a – Concentrate light industrial uses on edge of plan area.** Support and encourage light industrial, manufacturing and warehouse distribution uses to be organized and concentrated within or near areas of complementary use around the periphery of the plan area.	CDD	Medium
	LUD 3.1.b – Support the relocation of automotive uses outside of Chinatown's Core. Work with automotive businesses to identify appropriate locations in Chinatown and help secure financial resources in order to facilitate relocation outside of mixed-use zoning. Evaluate the feasibility of possible development of an auto-oriented business park.	CDD, Business Owners, Property Owners	Short-Medium
	LUD 3.1.c - Advocate for coordination of parking, security, and other resources. Facilitate collaboration between businesses and surrounding property owners on shared security and parking, maintenance of vacant lots and public right of way, code enforcement, and blight elimination.	CDD, Property Owners, Business Owners	Short

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
LUD 3.2 - Protect residential areas from the adverse impacts of adjacent incompatible land uses.	**LUD 3.2.a – Prevent the expansion of incompatible neighborhood uses.** Continue regulations that prevent the expansion of incompatible and nuisance uses in residential areas.	CDD, Property Owners, Business Owners	Ongoing
	LUD 3.2.b - Buffer appropriate land uses. Establish appropriate buffers, landscaping, screening, and open space where possible, to mitigate land use conflicts and enhance the overall attractiveness and pedestrian environment.	CDD, Property Owners	Ongoing
	LUD 3.2.c – Regulate the development of undesired neighborhood uses. Strictly regulate the development of undesired uses, such as new liquor stores in the neighborhood.	CDD	Ongoing
LUD 3.3 – Encourage redevelopment of underutilized parcels, brownfield sites, and vacant properties into commercial and employment-oriented development.	**LUD 3.3.a – Streamline the approval process of redevelopment projects for brownfield sites.** Conduct site assessments of all brownfield and vacant properties in Chinatown and submit grants to fund remediation efforts.	CDD, Public Works Department (PW), National Development Council (NDC), Environmental Protection Agency (EPA), Property Owners	Short-Medium
	LUD 3.3.b – Consolidate brownfield sites. Encourage the consolidation of vacant and brownfield sites to facilitate larger infill projects for employment uses.	CDD, PW, Property Owners, Developers	Medium-Long
	LUD 3.3.c - Evaluate opportunities for the PG&E Site on Bridge Street. Possibilities include consolidation of light industrial and automotive uses, development of a cooperative industrial maker space, or a parking structure for the businesses in Chinatown and Downtown. Explore the development of an urban plaza as a temporary use.	CDD, PG&E	Short

LUD 4. PROMOTE AND PRESERVE AND THE CULTURE, ART, IDENTITY, AND HISTORY OF CHINATOWN THROUGH CONTEXT AND PLACE-SENSITIVE DESIGN.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
LUD 4.1 – Establish design guidelines and development standards unique to Chinatown through the development of an Arts Overlay District to be integrated as part of the General Plan Update.	**LUD 4.1.a – Consider an Arts Overlay District.** Evaluate the current Focus Growth Overlay (FGO) in Chinatown and explore the possibility of revising the provisions to create an Arts Overlay District.	City Departments, Property Owners, Business Owners, Community-Based Organizations (CBOs)	Short
	LUD 4.1.b – Evaluate FGO boundaries. Consider the existing FGO and determine if the boundaries should be amended for the new Arts Overlay District.	CDD, Property Owners, Business Owners, CBOs	Short
	LUD 4.1.c – Develop regulatory language for the Arts Overlay District. Work with stakeholders and City departments to develop new district goals, purpose statement, applicability, land use classifications, development regulations and design standards**.**	CDD, Property Owners, Business Owners, CBOs	Short
	LUD 4.1.d – Update Zoning Code and General Plan to integrate the Arts Overlay District. Integrate the new Arts Overlay District into Zoning Code and General Plan during the update process**.**	CDD, Property Owners, Business Owners, CBOs	Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
LUD 4.2 – Encourage new developments and significant redevelopment projects to conform to a cohesive and culturally appropriate architectural style that embodies Chinatown's diverse multicultural heritage.	**LUD 4.2.a – Develop Chinatown-specific design guidelines.** Work with stakeholders to develop Chinatown-specific design guidelines for new developments within the planning area. Use these design guidelines for the new Arts Overlay District.	CDD, For-Profit and Non-Profit Developers, CBOs, Property Owners, Business Owners	Medium
	LUD 4.2.b – Encourage culturally-relevant design in new developments. Encourage new buildings in Chinatown to incorporate artistic elements outlined in the design guidelines such as culturally significant colors and/or murals, to contribute to a vibrant urban environment.	CDD, For-Profit and Non-Profit Developers, Property Owners, Business Owners	Ongoing
LUD 4.3 – Identify, preserve and protect historic buildings.	**LUD 4.3.a – Create an inventory of potentially historic buildings.** Work with stakeholders to establish the histories of buildings in the Chinatown core and determine those that could qualify for protections.	CDD, Property Owners, CBOs	Short
	LUD 4.3.b – Use Mills Act to protect historic buildings. Utilize inventory to preserve and protect existing historic buildings by encouraging individual property owners to designate structures as historic and apply for the Mills Act.	CDD, Property Owners, CBOs	Short
	LUD 4.3.c – Pursue Historic or Cultural District designation for Chinatown. Evaluate the designation of Chinatown as either a Historic or Cultural District to preserve historic buildings and the neighborhood's cultural identity.	CDD, Property Owners, Business Owners, CBOs	Medium

Housing and Neighborhoods

Chinatown has experienced remarkable investment in affordable housing development – two hundred and eighty (280) units in less than a decade. Not only have these units provided critically needed housing to the City, but they have physically and demographically transformed Chinatown with many new residents. In the shadow of these developments, significant homeless encampments remain, highlighting the urgent priority for affordable housing, not only in Chinatown, but citywide. However, it is necessary to diversify Chinatown's housing stock including high-quality and fair-priced housing at all income levels – market-rate, workforce, and low-income to ensure a balanced and healthy neighborhood. New housing should be woven into the community through mixed-use projects located around community assets and urban spaces.

5.1 INTRODUCTION

This chapter outlines a comprehensive set of housing strategies that aim not only to tackle the housing affordability crisis, but to support the creation of new housing types and assist those most vulnerable – such as the homeless – transition into stable, permanent housing. Goals and policies focus on producing a diversity of new housing types (both market rate and affordable) that build on the historical and cultural context of the neighborhood and, take advantage of Chinatown's proximity to public transportation to foster the development of a safe, healthy, vibrant, and sustainable neighborhood. Fair housing rights and protections must remain a priority to provide housing opportunities for all regardless of race and ethnicity, age, income, health, or disability.

Guiding Principle Icon Key

- Economic Prosperity, Equity and Diversity
- Collaborative, Inclusive, and Engaged Decision-Making
- Housing Opportunities for All
- Liveable and Sustainable Community
- Healthy and Safe Community
- Connectivity, Access and Mobility
- Youth Are the Future
- A Community to Celebrate

Goal Summary

HN 1. Increase Housing Supply and Bring New Housing Types to Chinatown.

Encourage the development of a diversity of new affordable and market rate residential and mixed-use development through financial incentives and new funding. Explore opportunities to rehabilitate and reuse underutilized buildings and properties in Chinatown for housing. Diversify housing options by encouraging the development of accessory dwelling units (ADUs) to increase the number of units, while preserving the character of traditional neighborhoods.

HN 2. Ensure Tenant Protections Are in Place to Protect Individuals and Households of All Ages, Abilities and Income Levels.

As the neighborhood transforms with new and redeveloped units, it is critical to ensure policies are in place to avoid displacement, extreme rent increases, and to provide assistance with relocation when displacement is unpreventable. Facilitating education workshops for tenants and owners to understand new State regulations surrounding housing policies and programs, and their housing rights will also help to mitigate potential adverse effects.

HN 3. Improve the Quality, Condition, and Sustainability of Housing Options for all Chinatown Residents.

Ensure the safety and quality of rental housing in Chinatown through implementing code enforcement best practices and strategies that minimize displacement. Connect households and developers to housing rehabilitation resources that promote environmental sustainability and improve housing and neighborhood conditions.

HN 4. Foster a Sense of Neighborhood Ownership Among Residents to Build Community Unity and Agency.

Collaborate with residents and property owners to support the City's current efforts in neighborhood rehabilitation and maintenance. Promoting resident involvement in planning and implementing neighborhood improvement projects will instill a sense of community pride.

HN 5. Assist the Chronically Homeless in their Search for Permanent and Sustainable Housing Solutions.

Pursue a coordinated, multi-pronged strategy to engage and assist chronically homeless individuals through outreach, intake and assessment and housing navigation services. Continue to explore options for innovative and low-barrier temporary, transitional, and supportive housing alternatives.

Single-family homes along N. Main Street are a key asset of the neighborhood.

Guiding Principle Connection

Economic Prosperity, Equity and Diversity

Access to safe, secure and affordable housing is fundamental to creating the type of stability required for personal and professional success and a high quality of life.

Healthy and Safe Community

Housing quality is directly tied to public health and safety, thus, the importance of bringing older structures into code compliance, remediating contaminated properties and rehabilitating housing stock into a more livable condition. Finding permanent housing for those experiencing homelessness is paramount to stabilizing their physical and mental health.

Housing Opportunities for All

Housing diversification is critical to create an authentic and diverse neighborhood where people of all backgrounds and income levels can coexist. Moving forward, Chinatown's housing strategy will prioritize affordability in the short-term while also pursuing opportunities for new market rate developments in the long-term.

Youth Are the Future

Children require a safe, stable, and comfortable living environment to be able to focus in school and realize their full potential. At the policy level, this means preserving housing affordability across Chinatown while also diligently working to improve building conditions.

Collaborative, Inclusive and Engaged Decision-Making

Community participation in the decision-making processes increases the social cohesion of a neighborhood. It is also vital that policies and neighborhood improvements are driven by the most impacted residents. The City will collaborate with its partners to strengthen neighborhood ties and encourage proactive participation in housing policy and neighborhood initiatives such as beautification programs.

Connectivity, Access and Mobility

Housing location strongly determines how, and how well, residents can navigate their communities. In Chinatown, there is ample opportunity to add residential infill development in already built-up areas, helping to connect residents to important neighborhood amenities and institutions required in daily life. This process of compact development not only improves access to public space, but also promotes sustainability by encouraging people to walk or bike to their destinations.

Livable and Sustainable Community

Household energy consumption is directly tied to the well-being of the environment. Incorporating green technologies such as rooftop solar panels and energy-efficient home appliances, will go a long way in fostering environmental stewardship in Chinatown.

A Community to Celebrate

New housing development can open possibilities to celebrate a community's identity. Mixed-use developments can provide ground-floor spaces for arts- cultural programs and retail, while thoughtful new design guidelines can use architecture as a means to preserve and complement Chinatown's rich cultural heritage. Affordable artist housing can be developed to encourage artists to live in Chinatown

MOON GATE PLAZA PROJECT

MidPen Housing's Moon Gate Plaza development will provide 90 new apartments for low and extremely low- income households, including formerly homeless individuals. Free onsite supportive services, combined with affordable housing, will provide the foundation for the Moon Gate Plaza residents to improve their lives. Ground floor commercial and service uses will create social hubs of activity for the neighborhood.

5.2 COMMUNITY ASSETS AND OPPORTUNITIES

Historic neighborhood fabric.

The Chinatown Core has a walkable, pedestrian-friendly scale that can accommodate new medium- density housing without changing the historic character of the area. Bringing new housing and additional residents to the neighborhood will activate the center of Chinatown, improving safety and increasing activity in public areas. Vacant and underutilized buildings and properties in the Chinatown Core offer a unique opportunity to add creative types of housing, such as live/work units or second-story mixed-use residential development to the neighborhood.

New affordable housing options in Chinatown.

Monterey County Housing Authority Development Corporation's (HDC) four housing projects (Haciendas Place – Phase 1 & 2, Daichi Village, and Hikari) and MidPen Housing's Moon Gate Plaza are catalysts for neighborhood transformation and strengthen the neighborhood by bringing new residents and amenities to the area. They also provide a range of housing types for different resident and household needs, including large units for families, senior housing, and supportive housing. These developments also bring new community spaces and in the case of Moon Gate Plaza, active ground-floor uses to the neighborhood.

Opportunity sites for new housing.

Chinatown contains several vacant and underutilized parcels that could be developed with housing and other neighborhood-serving uses. If they are developed with housing as a priority, the opportunity sites identified in the Land Use and Design chapter can accommodate a meaningful number of new units to strengthen existing neighborhoods.

Quality non-profit developers.

The success of several recent affordable housing projects is due in large part to the stewardship, financial knowledge, and community support generated by affordable housing developers, namely MidPen Housing and HDC. The expertise of these organizations to leverage federal and state tax credits, design viable

Courtyard and community open space at Hikari Apartments.

Courtyard and community open space at future Moon Gate Plaza project, currently under construction.

Haciendas Place Phase I and II landscape areas facing the street.

projects, and navigate the permitting and funding process is crucial to building new affordable units.

5.3 GOALS, POLICIES, AND ACTIONS

The vision, goals, and recommendations contained within this Revitalization Plan were developed through an intensive community engagement process. Each of the six primary topic areas was evaluated and refined by a Working Group of residents and stakeholders, presented at a series of public Open Houses, and vetted by a Technical Advisory Committee. These results then evolved into the Goals, Policies and Actions found in this Housing and Neighborhoods chapter.

This section contains two parts. The first is a narrative describing each of the Housing and Neighborhoods goals and policies – providing context, rationale, and framing for why certain policies or programs are important. The matrix that follows the narrative includes actions necessary to implement the goals and policies along with other, more detailed recommendations including the responsible entity or organization and the timeframe.

HN 1 – Increase Housing Supply and Bring New Housing Types to Chinatown.

Being one the oldest neighborhoods in the City, Chinatown's housing stock is old (pre-1978), contaminated (lead-based paint), dilapidated, and neglected (code violations and red tags). The only residential construction that has occurred in decades is the four affordable housing projects along the periphery of Chinatown's Core and Moon Gate Plaza on Soledad Street. Increased housing diversity is also needed to address local and regional needs. Planning for mixed-income neighborhoods is a holistic approach to the housing crisis that not only satisfies demand across income levels, but also fosters the creation of a vibrant and diverse residential community in Chinatown.

The many vacant and underutilized properties within the Chinatown Core provide opportunities to diversify housing type and affordability in Chinatown. The City should focus on developing the parcels it owns and can use various mechanisms to facilitate development, such as flexible development standards for live/work units, and ground lease agreements. Expanding the Adaptive Reuse Ordinance to include

Hikari Apartments modular unit being dropped into place along the building's foundation.

Dai-Ichi Village is a 40-unit senior affordable development by Monterey County Housing Authority Development Corporation.

Chinatown beyond its historically listed structures can incentivize existing safe and habitable structures to be reused as residential development. A critical aspect of supporting housing affordability is to preserve and protect housing that already exists in a neighborhood, including "naturally-occurring" affordable housing.

Re-investment is also needed in Chinatown's existing housing stock. Completing a Housing Conditions Assessment and exploring rehabilitation funding sources are first steps to identify opportunity sites to target for rehabilitation.

HN 2 – Ensure Tenant Protections Are in Place to Protect Individuals and Households of All Ages, Abilities and Income Levels.

Housing affordability continues to be a major concern both within Salinas and across California. The threat of displacement due to rising rents or redevelopment is a concern. Providing housing rights information through a coordinated outreach campaign to educate tenants and property owners on fair housing laws, tenant protections, and relocation assistance is key to ensuring that both parties understand their rights, responsibilities, and services available to them. Through the City's newly created Technical Advisory Committee for Housing Policies and Programs, Chinatown residents can be informed of new state laws around housing and have a voice in local decisions. These mechanisms, though likely to be implemented citywide, will be particularly beneficial for vulnerable communities living in transitioning neighborhoods like Chinatown.

HN 3 – Improve the Quality, Condition, and Sustainability of Housing Options for all Chinatown Residents.

Housing increasingly is understood to be a social determinant of health. Research shows that children living in dilapidated, overcrowded, or unsafe homes often exhibit comparatively lower levels of psychological health, which compromises their ability to excel in school and receive rewarding job opportunities later on as they age.

In the interest of public health and safety, Chinatown's existing housing stock requires extensive investment in rehabilitation. Apart from the affordable housing complexes and smaller structures constructed within the past decade, many of Chinatown's residential structures are either in disrepair or not code compliant due to age and lack of maintenance. Renovating existing buildings to both ensure code compliance and remove hazardous materials, such as lead-based paint, can go a long way in improving public health.

In general, the quality of Chinatown's housing stock is old and deteriorating. To ensure community health and safety, rental units need to be brought up to code. Starting with education, resident and property owners need to understand City code enforcement processes. Targeting the most extreme public nuisance properties is an effective way to leverage code enforcement to improve neighborhood conditions.

Improvements to building facades, front yards, and lighting can also help activate

Rendering of the Moon Gate Plaza, a mixed-use, 90 unit development by MidPen Housing following the Permanent Supportive Housing model.

Single Room Occupancy unit for extremely low income individuals at the Moon Gate Plaza project.

street frontages and alleviate blight, reducing the prospect of crime across the neighborhood. Sustainable living habits can also provide households with tangible financial benefits. Many low-income renters across California struggle with not only rising rents, but also costly utility bills. These expenses can be mitigated by using green technologies, such as solar panels and energy-efficient appliances, which contribute to reduced demand on the power grid. The City can expand access to and awareness of these technologies through partnerships with environmental nonprofits, such as GRID Alternatives, and new promotional materials that educate households on both the financial and environmental benefits of domestic sustainability.

HN 4 – Foster a Sense of Neighborhood Ownership Among Residents to Build Community Unity and Agency.

Strong neighborhoods are created and sustained as a result of significant investments in public space. In addition, neighborhood beautification and maintenance projects provide major opportunities for communities to come together around a common goal. These processes help build local capacity that lay the foundation for even deeper levels of engagement in the future.

Neighborhoods also benefit when residents are empowered to voice their opinions and take initiative to resolve issues, and a great example of that is the Downtown Streets Team (DST) and their members who are assisting the City with maintaining Chinatown streets clearn (see sidebar about DST on page 141). Identified actions can be pursued either at the grassroots level or in partnership with public agencies. Engaged individuals can point the City toward urgent needs, such as building code enforcement, while locally formed neighborhood groups can help maintain public safety through voluntary neighborhood watch groups. Providing residents with the resources needed to take charge of their community will build capacity and lead to a more inclusive Chinatown in the long run.

The City will work closely with residents, property owners, and local groups – such as neighborhood associations, cultural and religious organizations, and service providers – to create and maintain a high-quality physical environment that addresses the needs of the Chinatown community.

Members of the Down Streets Team, who are helping keep the streets clean, join the Chinatown Block Party.

HN 5 – Assist the Chronically Homeless in their Search for Permanent and Sustainable Housing Solutions.

Chronic homelessness is a term used to describe persons or heads of household who have experienced homelessness for over a year and have a disabling condition such as serious mental illness, a substance use disorder, or a physical disability. A number of chronically homeless persons have not yet established income or their income lands in the Extremely-Low-Income (ELI) category, a notch below the qualifying income threshold for the affordable housing classification. In Salinas and Monterey County, the majority of housing stock is market rate, followed by a limited number of available affordable housing units.

Due to severely limited income as a result of a disabling condition, market rate housing becomes out of reach and affordable housing subsidies, when available, typically fall short of the financial assistance an ELI renter needs to get and to stay housed. Those who cannot stay with family or friends discover few shelter beds, limited bridge housing options, and subsidy shortfalls, which result in living unsheltered on the streets, in parks, and in wooded areas. Subject to these conditions, despair and hopelessness grow. A return to one's former life seems nearly impossible.

True aide, alongside tangible assistance and intervention must convey a belief in people to recover their lives, to create and to direct new, healthy versions of themselves as contributing members of the larger community. Those living unsheltered, constituent groups, and concerned citizens alike are called to work on multiple fronts with the City to implement effective strategies and viable solutions to assist the homeless. For this reason, the City reopened the Chinatown Navigation Center.

Motorcycle club member giving a hair cut to a homeless individual at the Chinatown Block Party.

CHINATOWN NAVIGATION CENTER

The City reopened the Chinatown Navigation Center (formally known as the Chinatown Health Center) Phase 1 on November 1, 2019 as a bridge to permanent housing/permanent supportive housing and provide the homeless population access to bathrooms and showers. City staff continues to work on Phase II of the Chinatown Navigation Center, an overnight shelter.

HN 1. INCREASE HOUSING SUPPLY AND BRING NEW HOUSING TYPES TO DIVERSIFY CHINATOWN'S HOUSING STOCK.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HN 1.1 – Encourage the development of a diversity of new affordable and market rate residential and mixed-use developments.	**HN 1.1.a – Develop partnerships to build mixed-income housing.** Continue successful development of strategic partnerships with nonprofit and for-profit developers to create new mixed-income housing developments.	Community Development Department (CDD), For-Profit and Non-Profit Housing Developers	Ongoing-Short
	HN 1.1.b – Build low-and-moderate-income and workforce housing on City parcels. For City controlled properties, solicit developer proposals to build and manage deed restricted low, moderate, and workforce housing.	City, For-Profit and Non-Profit Housing Developers	Short–Medium
	HN 1.1.c – Consolidate sites to attract market rate development. Collaborate with developers to identify sites for possible lot consolidation and redevelopment to create new market rate housing.	CDD, For-Profit and Non-Profit Developers	Ongoing-Short
	HN 1.1.d – Inform stakeholders of housing opportunities outside of Chinatown. Work with housing providers to inform Chinatown residents and service providers of new and upcoming housing developments throughout the City.	CDD, For-Profit and Non-profit Developers, Public Services Agencies	Short

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HN 1.2 – Create new financial incentives and secure new funding for the development of new affordable and market rate housing projects.	**HN 1.2.a – Reduce development fees.** Explore reducing City's development impact fees and waive permitting fees to encourage the development of more housing projects.	CDD, For-Profit and Non-Profit Housing Developers	Ongoing-Short
	HN 1.2.b – Work with partners to facilitate the production of affordable housing and help developers close the feasibility gap. Work with the United States Department of Housing and Urban (HUD), Neighborhood Infill Finance and Transit Improvement (NIFTI), Opportunity Zones, Community Revitalization and Investment Authorities (CRIA), Housing Authority of the County of Monterey (HACM), Community Development Financial Institutions Fund (CDFIs), philanthropy, Monterey Bay Economic Partnership (MBEP), and other lending institutions to finance housing projects.	CDD, Monterey Bay Economic Partnership (MBEP), Community Development Financial Institutions Fund (CDFIs), Philanthropy, United States Department of Housing and Urban Development (HUD), Banks (Community Reinvestment Act), Housing Authority of the County of Monterey (HACM), Neighborhood Infill Finance and Transit Improvement (NIFTI), Community Revitalization and Investment Authorities (CRIA)	Medium
	HN 1.2.c – Promote Tax Credit funding to developers. Encourage for-profit and non-profit developers to collaborate and pursue California Tax Credit Allocation Committee (CTCAC) funding to create more low-income and market rate housing.	CDD, For-Profit and Non-Profit Housing Developers	Short

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HN 1.3 – Explore opportunities to rehabilitate and reuse underutilized buildings and properties in Chinatown for housing.	**HN 1.3.a – Expand Adaptive Reuse Ordinance to Chinatown.** Expand the Central City Overlay Adaptive Reuse Ordinance to include Chinatown to allow existing safe and habitable nonresidential structures to be reused as residential or mixed-use developments.	CDD	Short
	HN 1.3.b – Conduct a Housing Assessment Survey. Complete a Housing Condition Assessment of existing residential structures to identify potential opportunity sites for rehabilitation.	CDD, Code Enforcement, Residents, Volunteers	Short
	HN 1.3.c – Investigate new financing methods for rehabilitation. Explore other programs to finance rehabilitation of existing housing stock such as a Revolving Loan Fund and providing technical assistance.	CDD, Non-Profit and For-Profit Developers	Medium

HN 2. ENSURE TENANT PROTECTIONS ARE IN PLACE TO PROTECT INDIVIDUALS AND HOUSEHOLDS OF ALL AGES, ABILITIES AND INCOME LEVELS.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HN 2.1 – Develop mechanisms designed to support tenant's rights and uphold fair housing laws.	**HN 2.1.a – Establish a Relocation Assistance Program.** Create a program to financially support renters who must vacate uninhabitable housing and/or those evicted without just cause.	City, For-Profit and Non-Profit Housing, Developers, Rental Property Owners, Tenants, Community-Based Organizations (CBOs)	Medium
	HN 2.1.b – Launch a Fair Housing awareness and education campaign about tenant and landlord rights. Work with Fair Housing partners to create materials and workshops to educate residents and landlords about their rights and responsibilities.	CDD, Center for Community Advocacy, Eden Council for Hope and Opportunity (ECHO), HACM, Legal Services for Seniors	Short
HN 2.2 – Educate residents on the new State laws around housing policies and programs.	**HN 2.2.a – Use new housing committee to develop educational materials and outreach strategies.** Through the City's newly created Technical Advisory Committee for Housing Policies and Programs, educate and inform Chinatown residents of all the new State housing laws and programs. Hold community meetings at existing community facilities and/or pop-up events along with existing community events.	City, For-Profit and Non-Profit Housing, Developers, Rental Property Owners, Tenants, CBOs	On-going

HN 3. IMPROVE THE QUALITY, CONDITION AND SUSTAINABILITY OF HOUSING OPTIONS FOR ALL CHINATOWN RESIDENTS.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HN 3.1 – Ensure the safety and quality of rental housing in Chinatown.	**HN 3.1.a – Work with owners to bring properties and businesses into code compliance.** Coordinate with Code Enforcement Division to proactively work with property and business owners to bring their residential and commercial properties into code compliance.	CDD, Property Owners, Business Owners	Short
	HN 3.1.b – Incorporate CPTED into development. Encourage existing and future developments to incorporate Crime Prevention Through Environmental Design (CPTED) features into their buildings.	CDD, Police Department (PD), Fire Department (FD), For-Profit and Non-Profit Developers, Property Owners, Business Owners	Short
	HN 3.1.c – Provide lead and asbestos information. Educate property and business owners about the dangers of hazardous contaminants like lead and asbestos found in old buildings and soils around them.	City, for-Profit and Non-Profit Developers, Property Owners, Business Owners	Short
	HN 3.1.d – Promote Removal of Lead-Based Paints. Remove lead-based paint hazards in the homes of low-income property owners through the Lead-Based Paint Grant (LBP) and similar programs. Assist residents to apply fro the Lead-Based Paint and Healthy Homes Grant Program through HUD.	City, HUD	Immediate

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HN 3.2 – Leverage code enforcement strategies to improve neighborhoods.	**HN 3.2.a – Use Code Enforcement to address blight.** Reduce blight by using code enforcement, nuisance abatement, and receivership to address significant problem properties.	City, Residents, Property Owners, CBOs	Ongoing
	HN 3.2.b – Provide code enforcement education. Host workshops in Chinatown for residents and distribute educational material on what City Code and code enforcement processes mean for renters and owners of housing.	City, Residents, Property Owners, CBOs	Ongoing
	HN 3.2.c – Continue collaborative efforts between City departments. Continue the effective collaborative effort between the Police Department, Code Enforcement Division, and the Fire Department that has focused on addressing extreme nuisance properties.	City, Residents, Property Owners, CBOs	Ongoing
	HN 3.2.d – Increase the number of code enforcement cases on extreme public nuisance properties. Consider increasing fines or penalties for repeat offenders (for serious infractions threatening life and safety).	City, Property Owners	Short

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HN 3.3 – Connect households and developers to resources that promote environmental sustainability.	**HN 3.3.a – Increase access to alternative energy sources.** Expand funding sources for existing housing stock to access alternative energy programs to improve energy efficiency (solar panels/appliances/weatherization), with priority given to elderly and low-income households.	CDD, GRID Alternatives, Central Coast Energy Services	Short
	HN 3.3.b – Promote use of green technology in new developments. Encourage new developments to incorporate environmentally sustainable building features into their buildings and promote the development of energy efficient and well-designed units.	CDD, For-Profit and Non-Profit Developers, Property Owners, Business Owners	Ongoing

HN 4. FOSTER A SENSE OF NEIGHBORHOOD OWNERSHIP AMONG RESIDENTS TO BUILD COMMUNITY UNITY AND AGENCY.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HN 4.1 – Collaborate with residents and property owners to assist in neighborhood rehabilitation and maintenance.	**HN 4.1.a – Expand the Neighborhood Beautification Program in Chinatown.** Broaden the scope and increase the resources available for the Neighborhood Beautification Program to enhance residents' ability to improve Chinatown planning area.	City, Residents, Property Owners	Ongoing
	HN 4.1.b – Create volunteer teams to organize community clean-ups. Building off existing neighborhood cleanups led by Downtown Streets Team, create formal civic committees and/or teams to organize clean-ups, and expand the number of beautification projects that promote safe, walkable spaces in the neighborhood.	City, City Council Members, CBOs	Ongoing

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HN 4.2 – Promote resident involvement in community planning and City decision-making processes across all age groups.	**HN 4.2.a – Continue engagement with residents on housing and neighborhood challenges and solutions.** Collaborate with community organizations, service providers, developers, and governmental agencies to include residents in the identification of issues affecting their community and the creation of solutions to solve these.	City Departments, Monterey County, CBOs, Service Providers, Developers, Residents	Ongoing
	HN 4.2.b – Create neighborhood-specific engagement strategies. Develop and continually improve a civic engagement strategy that helps increase the capacity of the public to collaborate in the City's decision-making processes with regards to their specific neighborhood. This might include block meetings, sub-area public workshops, or other targeted engagement.	City Departments	Short
	HN 4.2.c – Include youth in engagement. Incentivize and invite youth to participate in community meetings and events and promote initiatives that they feel are needed to improve the neighborhood.	Buddhist Temple of Salinas, Boys and Girls Club on Monterey County, School Districts, Chinese Association of Salinas (CAS), Chinese American Citizens Alliance (CACA), Buddhist Temple, Filipino Community - Salinas Valley (FCSV)	Short
	HN 4.2.d – Encourage use of SalinasConnect Application. Promote use of the SalinasConnect App for reporting dangerous sidewalks, a pothole, abandoned vehicles, tree trimming, graffiti, or variety of other issues.	City, Residents, Neighborhood Watch Group, CBOs	Short

HN 5. ASSIST THE CHRONICALLY HOMELESS IN THEIR SEARCH FOR PERMANENT AND SUSTAINABLE HOUSING SOLUTIONS.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HN 5.1 – Pursue a coordinated, multi-pronged strategy to engage and assist chronically homeless individuals through outreach, intake and assessment, and housing navigation services.	**HN 5.1.a – Develop an individual-centered engagement approach for assisting the homeless.** Implement a street outreach, navigation and engagement approach that includes building a personal connection with the individuals, assessing their immediate needs, and working to identify and overcome barriers to improve health status and social support network, and address their housing needs.	CDD, Monterey County Department of Social Services (MCDSS), Service Providers, Monterey County Continuum of Care (CoC)	Short-Medium
	HN 5.1.b – Help individuals develop a housing plan. Implement a housing navigation approach that focuses on helping homeless individuals develop a housing plan, address the barriers identified during the plan or during regular navigation activities, and assist them with acquiring documentation and completing forms required for housing.	CDD, MCDSS, Service Providers, CoC	Medium
	HN 5.1.c – Hire and train Housing Locators. Housing Locators will, with support from a wide range of community members, focus on identifying and recruiting landlords willing to provide housing opportunities for homeless persons engaged by street outreach workers.	CDD, MCDSS, Service Providers, CoC	Medium
	HN 5.1.d – Help individuals keep their housing. Ensure home-based case management which focuses on helping persons with maintaining their housing by providing a balanced approach that helps clients receive necessary on-site and off-site supportive services consistent with a Housing First approach.	CDD, MCDSS, Service Providers, CoC	Medium
	HN 5.1.e – Create a "Move On" transition program. Implement a "Move On" program that identifies and transitions current permanent supportive housing residents who no longer require intensive services into other housing assistance programs including, but not limited to, Housing Choice Vouchers.	CDD, MCDSS, Service Providers, CBOs, CoC	Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HN 5.1 (Continued)	**HN 5.1.f – Create a "Housing First" program.** Pursue grant funding opportunities with nonprofit partners to establish a "Housing First" program that provides no-barrier access to supportive housing and is staffed with a Housing Navigator and Housing Locator. Ensure that these services connect and link individuals with a Section 8 Voucher.	CDD, Service Providers, CBOs, CoC	Short
	HN 5.1.g – Continue to work with the Monterey County Health Department to conduct street outreach. Evaluate existing barriers to housing access, and propose strategies to expand access through rehabilitation.	CDD, Monterey County Health Department (MCHD)	Ongoing
	HN 5.1.h – Utilize Federal, State and Local Funding to reduce homelessness. Allocate HUD and California Department of Housing and Community Development (HCD) and other local funding to produce additional housing opportunities (i.e., emergency shelter, transitional housing and permanent supportive housing) and improve services (i.e. housing navigation, housing locators, street outreach, rapid re-housing) to reduce homelessness.	CDD, HUD, HCD, Service Providers, CoC, Non-Profit Housing Developers	Short-Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HN 5.2 – Continue to explore options for innovative and low-barrier temporary, transitional, and supportive housing alternatives, such as the Sprung Structure.	**HN 5.2.a – Create a program focused on moving homeless people from encampments to supportive housing.** Launch a pilot program that transitions homeless individuals from encampments to permanent supportive housing.	CDD, MCDSS, CBOs	Short
	HN 5.2.b – Develop incentives for landlords to offer units to persons experiencing homelessness. Provide financial incentives such as holding fees for vacant units, damage mitigation funds, and offsetting potential legal fees to encourage landlords to rent their available units to persons experiencing homelessness.	CDD, Property Owners, Property Management Firms	Short
	HN 5.2.c – Develop more supportive housing units. Increase the number of permanent supportive housing units for low-income persons with a disabling condition for which they pay no more than 30% of their adjusted monthly income and where case-specific services, such as education employment health care, substance use counseling and treatment, trauma care, and emergency assistance, will be provided.	CDD, CBOs	Short

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
Hn 5.3 – Work to remove dismissible criminal records/barriers that are preventing individuals experiencing homelessness from being housed.	**HS 5.3.a – Advocate for the creation of a Homeless Court.** This court would consider the dismissal of criminal records/ barriers that could be removed in the interest of justice to facilitate homeless individuals getting into permanent housing.	Monterey County Courts, CDD, PD, CoC, Service Providers	Medium
HN 5.4 – Create an interdisciplinary team assist homeless individuals find housing.	**HS 5.4.a – Consider expanding the term of service of the Homeless Outreach Team (HOT) Officer within the Police Department.** Along with expanding the term of service, collaborate with Monterey County social workers, and Chinatown service providers to assist individuals experiencing homelessness find permanent housing.	CDD, PD, MCDSS, Service Providers	Medium

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MARKETPLACE

Economic Development

Chinatown will transform into a prosperous neighborhood by providing its residents with education and training opportunities to start up small businesses and participate in employment, and by diversifying its economy through business development and promotion as a cultural and arts hub. Expanding Chinatown's retail and commercial base provides a range of benefits for the community – new types of businesses increase consumer choice and access to everyday neighborhood services, create job opportunities for the local workforce, and generate tax revenue that can be reinvested into revitalization efforts. Chinatown's reputation as an important historic and cultural destination will be capitalized on to attract new residents and visitors resulting in improved economic activity.

6.1 INTRODUCTION

This Chapter focuses on advancing economic development and improving prosperity for Chinatown's residents. Current physical conditions pose many challenges such as property blight, contamination, poor infrastructure, and the lack of public and private investment. However, Chinatown's location, walkability, and number of vacant and under-utilized parcels offer a unique opportunity to stimulate investment and entrepreneurship and reshape this downtown adjacent neighborhood into a vibrant and thriving place. Chapter goals and policies will help reverse decades of isolation and disinvestment in Chinatown by improving its appearance, promoting the neighborhood as a cultural and arts destination, creating a critical mass of economic activity, supporting business growth, and increasing residents' access to education, training, and employment.

Guiding Principle Icon Key

- Economic Prosperity, Equity and Diversity
- Collaborative, Inclusive, and Engaged Decision-Making
- Housing Opportunities for All
- Liveable and Sustainable Community
- Healthy and Safe Community
- Connectivity, Access and Mobility
- Youth Are the Future
- A Community to Celebrate

Goal Summary

ED 1. Improve the Appearance and Cleanliness of Chinatown.

A safe and clean environment is requisite to attract more residents, visitors, private investment, and commercial activity to Chinatown. The neighborhood's current environment of blight, violent crime, and homelessness negatively impacts Chinatown's prospects of a vibrant economy that meets residents' needs. The City will need to find creative ways to work with residents and local businesses to expand the scope of sanitation improvements, such as street sweeping and trash pickup and develop a robust maintenance schedule and improved coordination to maintain a clean and safe neighborhood that is attractive and viable for private investment and commercial activity.

ED 2. Promote Chinatown's Identity as a Unique Cultural, Arts, and Shopping Destination.

Chinatown's rich multicultural history, culture and arts are assets that can be used to counteract the negative reputation of the neighborhood, and attract new residents, visitors, and investment to Chinatown. Promoting cultural programming and events such as the annual Asian and Obon Festivals as well as the creation of new cultural events will draw more residents and visitors to the neighborhood, increasing its economic activity. Coordinated promotion and branding efforts should include a new webpage that tells the neighborhood's multicultural story, showcases recent area improvements, and advertises upcoming events and promotes existing and new local businesses.

ED 3. Foster Business Creation, Retention, Expansion, And Attraction to Create a Critical Mass of Economic Activity Across the Neighborhood.

Growing the number and diversifying the type of business and services in Chinatown are essential to building a stronger economic base that creates job opportunities for Chinatown's workforce, provides retail options for the neighborhood's growing consumer base, and increases revenue for public and private re-investment in the neighborhood. Vacant and underutilized buildings and properties have the potential to become low-cost live/work units, business incubators, and flexible makerspaces for artists, entrepreneurs and emerging industries. These emerging businesses will need business education, technical assistance and access to capital to thrive.

ED 4. Increase Access to Education Training, Entrepreneurship Programs, and Employment Opportunities for Existing and Future Residents.

Accessible and affordable education, training, and career pathway programs will prepare current and future residents for higher paying employment opportunities thus improving their economic stability and quality of life. Programs should include targeted food culture and "Ag Tech" opportunities related to Salinas' agricultural industry, and focus support for marginalized populations, such as individuals experiencing homelessness and undocumented immigrants, who often face discrimination in the job market.

Guiding Principle Connection

Economic Prosperity, Equity and Diversity

Providing businesses and employees with the resources, training, support, and access to capital and education that they need will stimulate economic growth, support self-sufficiency and expand employment opportunities.

Healthy and Safe Community

Public safety and economic revitalization reinforce one another. People are more likely to patronize shops in low-crime areas. These new consumers in turn bring more "eyes on the street" to further deter criminal behavior and maintain a safer, cleaner neighborhood.

Housing Opportunities for All

Expanding households' access to employment opportunities and well-paying jobs provides the means to afford decent, safe, and secure housing. As incomes climb and savings accumulate, households will have access to homeownership opportunities to provide a greater degree of stability and accrue property wealth for future generations.

Youth Are the Future

Today's youth are the future workers of Salinas. Providing Chinatown's youth with educational pathways and technical training will equip them with the skills and experience necesary to achieve economic mobility and contribute to the community where they live.

Collaborative, Inclusive and Engaged Decision-Making

Securing resources needed to spur economic development requires transparent and sustained dialogue between stakeholders. Specifically, the City and the Chinatown community will continue to work on identifying obstacles to economic revitalization and will collaborate on solutions to eliminate these barriers.

Connectivity, Access and Mobility

A neighborhood's economic vitality relies on its local street infrastructure and mobility of its residents and visitors. Retrofitting Chinatown's streets to be more pedestrian-friendly can increase foot traffic, stimulating business activity for local retail shops and restaurants. Restored connections to adjacent neighborhoods and streetscape improvements along Chinatown's edges can grow its consumer base.

Livable and Sustainable Community

The demand for products and services in the "green economy" is growing precipitously across the nation. Chinatown can leverage its strengths in both manufacturing and agriculture to pave the way for new, eco-friendly companies to thrive in this area. Chinatown's businesses will also be encouraged to embrace sustainable practices in operations and tenant improvements.

A Community to Celebrate

A robust marketing campaign can promote and reinforce Chinatown's reputation as a historic and cultural destination, helping draw residents and visitors to patronize local establishments, and bring money to the neighborhood economy.

6.2 COMMUNITY ASSETS AND OPPORTUNITIES

Arts as an Economic Engine.

Chinatown is home to historic landmarks and religious and cultural resources that add value to the neighborhood by opening their facilities for community gatherings and activities. In addition, annual events such as the Asian and Obon Festivals celebrate the rich history and culture of Chinatown and attract visitors to the neighborhood. Opportunities exist for community arts to be used as an economic driver to activate vacant buildings and bottom floor retail space in new mixed-use developments. The artist display area that will be in Moon Gate Plaza's ground floor has the potential to bring a critical mass of artists and visitors to Chinatown. However, the opportunity to utilize arts and annual events as an economic engine cannot be maximized without first addressing Chinatown's physical condition and encampments. Coordinated communication with all stakeholders and development of a brand for Chinatown can transform current negative perception into a positive image.

Neighborhood Retail.

Chinatown's central location, walkability, and low land costs are ideal for innovative and new business concepts, including local and ethnic restaurants. Organizations such as El Pájaro Community Development Corporation (ELPCDC), also support small business growth by providing an array of education, technical assistance and access to financial resources. However, the key to supporting start-ups, small businesses and entrepreneurial success is attracting clientele to an area that feels safe and inviting. Unfortunately, these conditions are not presently in place in the neighborhood. Encampments need to be better managed and routine clean-ups and beautification put in place. In addition, connections to Downtown, the ITC, and the rest of the City must be re-established to diversify and grow Chinatown's economic base. As the neighborhood transforms, new and creative approaches are needed to provide fresh, healthy, local, and affordable foods and other neighborhood services and retail options to existing and future Chinatown residents.

Training Programs for Target Populations.

Several organizations in Chinatown are dedicated to connecting individuals experiencing homelessness with educational, social and housing resources. California State University at Monterey Bay (CSUMB) operates a Student Learning Center in the heart of Chinatown that provides free classes in computer literacy and job readiness for the homeless population. The Downtown Streets Team program not only offers homeless individuals financial stipends for community service, but also connects participants to housing and employment opportunities. In return participants support neighborhood clean-up and beautification efforts. These resources, and others, are key to support individuals' transition from a life on the street into permanent housing and employment.

Local Agriculture and Food Production.

As the "Salad Bowl of the World," the Salinas Valley is poised to capitalize on a growing interest in local, sustainable food production, agricultural technology, and an ever-growing culinary culture. Chinatown

is an ideal location for small agriculture start-ups, food production, and shared kitchen facilities, offering easy access to Downtown bars, restaurants, cafés, coffee shops, and bakeries at a low cost. A few facilities in Chinatown have large commercial kitchens which may provide opportunities for shared usage to support catering and small-scale food production.

6.3 GOALS, POLICIES, AND ACTIONS

The vision, goals, and recommendations contained within this Revitalization Plan were developed through an intensive community engagement process. Each of the six primary topic areas was evaluated and refined by a Working Group of residents and stakeholders, presented at a series of public Open Houses, and vetted by a Technical Advisory Committee. These results then evolved into the Goals, Policies and Actions found in this chapter.

This section contains two parts. The first part is a narrative describing each of the Economic Development goals and policies – providing context, rationale, and framing for why certain policies or programs are important. The matrix that follows the narrative includes actions necessary to implement the goals and policies along with other, more detailed recommendations including the responsible entity or organization and the timeframe.

ED 1. Improve the Appearance and Cleanliness of Chinatown.

Chinatown has an image problem. Over the past two decades, widespread blight, violent crime, and homelessness have overshadowed the neighborhood's rich cultural history, existing businesses, and strong community based organizations.

Not surprisingly, these circumstances profoundly impact Chinatown's prospects of creating an inclusive and growing economy. Businesses require a safe, supportive, and attractive public environment to be successful, which is largely lacking in Chinatown. Many in the community point to crime, homelessness,

Historic and present day view along Soledad Street and the Chop Suey Republic Cafe Building in Chinatown.

Gutierrez Drive In Restaurant is the only food service establishment in the neighborhood.

Arold' s Upholsetry is one of a few light industrial and manufactoring establishments in the Chinatown Core.

poor sanitation, and dilapidated infrastructure as major deterrents to private investment. For this reason, minimal business expansion has occurred in the area over the last couple of decades. Poor neighborhood conditions contribute to a stagnant local economy, and a stagnant economy contributes to chronic unemployment and disinvestment in the community.

Improving Chinatown's physical condition is a prerequisite for economic development. The City will need to find creative ways to finance new initiatives that beautify Chinatown so that it becomes an attractive and viable area for commercial activity. This includes working with residents, local businesses and property owners to expand the scope of maintenance efforts, such as coordinated street sweeping and trash pickup. Establishing regular community organized clean-ups and a new "Adopt-a-Block" program can encourage local businesses, property owners, residents and nonprofit organizations to take ownership of their surrounding areas.

ED 2. Promote Chinatown's Identity as a Unique Cultural, Arts, and Shopping Destination.

Establishing design guidelines and coordinated marketing are required to change current negative perceptions regarding Chinatown. A website should be developed to tell the neighborhood's story, showcase recent improvements to the area, and advertise upcoming social events. Efforts to combat negative perceptions will in turn entice outsiders to visit Chinatown more frequently, helping to open possibilities for new private investment and expand the consumer base for local retailers.

To advance economic development, Chinatown should be promoted as an arts and cultural destination. When people

visit galleries, other cultural institutions, and attend events, they infuse money into the local economy by paying admission fees and patronizing nearby restaurants, cafes, and shops. Chinatown's rich cultural heritage lends itself well to the creation of new cultural spaces that can serve this very purpose. New places to gather for performances, entertainment, and other street activities will be created to foster creative expression while also showcasing the vibrancy of the local culture.

ED 3. Foster Business Creation, Retention, Expansion, And Attraction to Create a Critical Mass of Economic Activity Across the Neighborhood.

Growing Chinatown's commercial base is essential to the neighborhood's revitalization. Businesses provide much-needed job opportunities for the workforce, creating pathways toward economic mobility that can improve households' financial security. When employees have more disposable income, they become more likely to put money back into the local economy as consumers.

Business growth can take various forms. For example, entrepreneurship is often praised for its ability to stimulate local economic development as it leads to innovation – whether in process or product. This type of business expansion eventually increases local employment demand, providing dynamic job opportunities for workers who would otherwise have few options.

Strategies to stimulate commercial activity extend to the retail sector as well. In any vibrant neighborhood, a "main street" serves as an anchor for local commerce. By clustering retail options close together, these corridors provide convenient access to a broad range of amenities – including grocery stores, coffee shops, hair salons, and gyms – all within walking distance of one another. This clustering of uses increases foot traffic in public spaces, which allows businesses to interface more frequently with consumers, thus generating more sales revenue.

A range of financial, regulatory, and programmatic tools can be used to support Chinatown's commercial renaissance. To promote small business growth, the City can create a new microloan program to help local entrepreneurs get off the ground more easily. Partnerships with community organizations and other business

OPPORTUNITY ZONE

The federal Opportunity Zones (OZ) Program was created by the 2017 Tax Cuts and Jobs Act. These zones are designed to stimulate economic development and job creation in distressed communities throughout the U.S. by providing tax benefits to investors who invest capital in eligible OZ areas. The Chinatown planning area is entirely within Census Tract 13, which is one of 5 Census Tracts in the City designated as OZ.

NEW MARKET TAX CREDIT

The NMTC Program attracts private sector investment capital to underserved markets by permitting individual and corporate investors to receive a credit against their federal income taxes in exchange for equity investments in for-profit or non-profit operating businesses and real estate projects in low-income communities. The NMTC program is flexible with regard to project type and purpose and can be used to finance equipment, operations, or real estate. Real estate financing can purchase or rehabilitate retail, manufacturing, agriculture, community facilities (e.g., health services, museums, or charter schools), rental or for-sale housing, or combinations of these.

assistance providers can also facilitate the creation of new live/work units, business incubators, and flexible makerspaces that can accommodate a variety of existing and emerging industries. Chinatown's designation as a federal Opportunity Zone and New Market Tax Credit Program eligibility can also incentivize private sector investment.

ED 4. Increase Access to Education Training, Entrepreneurship Programs, and Employment Opportunities for Existing and Future Residents.

Workforce development is essential to ensuring inclusive economic growth. Structural changes to a neighborhood's economic base demand a high degree of adaptability from local workers, which exerts pressure on those with limited skills who wish to remain employable in an ever-evolving job market. Just 35% of Chinatown's current population has a high school diploma or higher education - these individuals may struggle to find opportunities to participate in new economic opportunities without targeted and sustained support.

The agricultural industry, which employs nearly one out of every four workers in Monterey County, presents a unique opportunity for education, training and job opportunities in Chinatown. As advancements in automation continue to reduce labor demand in the fields, many workers can be transitioned into the blossoming "AgTech" industry. Creating pathways for Chinatown's youth and workforce to enter this field presents an opportunity for an inclusive economic development process.

Individuals experiencing homelessness face greater challenges re-entering the workforce or finding permanent employment due to barriers that exist in their lives. Barriers that prevents them from finding or retaining employment range from having a criminal record to a drug/alcohol addiction, a chronic mental health problem, and/or a physical disability. The 2017 Chinatown Count and Survey conducted by the City and the Institute of Urban Initiatives showed that 18% of the homeless surveyed in Chinatown were employed, most of them having a part-time job and only a few of them having a full-time job. A great majority of the survey participants, 60.7%, indicated that they were unemployed. Survey participants

indicated that the main reasons for being unemployed included: a physical disabling condition (24.6%), a drug/alcohol problem (24.6%), a health problem(s) (14.8%), and no tools to perform a trade (21.3%). Non-profit organizations like the CSUMB Student Learning Center as well as the Downtown Streets Team, both of which are located in Chinatown, offer employment training and assist participants with gaining skills needed to re-enter the workforce. Continued efforts to remove employment barriers will assist homeless individuals to be better prepare for employment opportunities.

To create a truly livable and inclusive Chinatown, this Revitalization Plan outlines an agenda that centers on closing the local skills gap. The City and its partners can implement new job training programs, mentorship schemes, and other strategies following best practices such as We Are MORTAR that equip workers with the tools they need to thrive for years to come. This will include targeted support for marginalized populations, such as undocumented immigrants, formerly incarcerated, and homeless individuals who often face discrimination and "implicit bias" in the job market.

The Ted Taylor Ag Vocational Center will offer training for highly -skilled, living-wage agricultural jobs and a high school diploma.

Ted Ponton Glass Shop in Chinatown.

WE ARE MORTAR

Since 2014, MORTAR has provided historically marginalized entrepreneurs access to resources needed to start and run successful businesses. During a 15-week Academy aspiring entrepreneurs make real decisions as they develop a business plan and determine if entrepreneurship is a path they want to continue to pursue. Academy graduates receive 18-months of continued mentoring and coaching, technical and marketing assistance, accounting and financial literacy and support accessing capital. Program Alumni have launched arts and entertainment, retail and service, food and beverage, and social enterprises.

ED 1. IMPROVE THE APPEARANCE AND CLEANLINESS OF CHINATOWN.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
ED 1.1 – Develop a streetscape plan to beautify the neighborhood and attract businesses.	**ED 1.1.a. Develop a Streetscape Plan.** Work with community members to create a streetscape plan that identifies amenities that will support a vibrant and clean retail corridor.	Community Development Department (CDD), Property Owners, Business Owners, Public Works Department (PW), Private Developers, Community Base Organizations (CBOs)	Medium
	ED 1.1.b. Focus on Keeping Public Spaces Clean and Safe. Prioritize safety and sanitation improvements on the public right of way to help encourage the return of local small and medium sized "mom and pop" businesses.	CDD, PW, Business Owners, Property Owners	Medium
	ED 1.1.c. Enlist Business and Property Owners to Maintain Streetscape. Establish maintenance agreements with business and property owners to maintain the streetscape.	CDD, PW, Business Owners, Property Owners	Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
ED 1.2– Establish a consistent neighborhood maintenance program.	**ED 1.2.a. Expand Trash Pick-up and Street Sweeping Schedules.** Expand trash pick-up and street sweeping schedules. Set regular maintenance schedules that meet the needs of the district and community. Educate the community so that cars can be removed to maximize trash pick-up and street sweeping.	Property Owners, Business Owners, Residents, Business Associations, CBOs	Short
	ED 1.2.b. Establish and Adopt-a-Block Program. Establish an Adopt-a-Block Program. Create program guidelines and seek program funding sources. Engage corporations, businesses, and faith-based organizations to take ownership of maintaining the areas around their businesses.	Business Associations	Short
	ED 1.2.c. Increase Number of Organized Clean-Ups. Increase the number of organized community clean-ups. Improve coordination and execution of quarterly corridor clean-ups that instill a sense of pride in the community.	City, Business Associations, Affordable Developments	Immediate
	ED 1.2.d. Continue to Collaborate with Downtown Streets Team. Partner and continue to collaborate with Downtown Streets Team to work with homeless individuals to maintain the public streets and places in Chinatown and keep them free of debris and trash.	CDD, Downtown Streets Team	Short
ED 1.3– Support creation of key cultural spaces, such as the creation of an Asian Museum/Cultural Center to bring visitors to Chinatown.	**ED 1.3.a. Transform Republic Café into Museum or Cultural Center.** Partner with community stakeholders and nonprofit partners to transform the Republic Café into an Asian Museum and/or Cultural Center.	CDD, Nonprofit Partners, Asian Cultural Experience (ACE), Property Owner	Long
	ED 1.3.b. Seek Funding for Museum or Cultural Center. Engage potential donors and foundations that could help fund, program, and operate the museum/cultural center.	CDD, Nonprofit Partners, Community Foundations	Long

ED 2. PROMOTE CHINATOWN'S IDENTITY AS A UNIQUE CULTURAL, ARTS, AND SHOPPING DESTINATION.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
ED 2.1 – Develop a neighborhood branding and promotional strategy as commercial activity in the Chinatown core increases to promote Chinatown as a cultural, art and retail destination.	**ED 2.1.a – Develop a district identity theme.** Create a district branding program that includes logo, hashtag, and slogan that focuses on the uniqueness of Chinatown. Consider investing in a branding expert to develop and coordinate branding efforts.	City, Business Owners, Property Owners, CBOs	Short
	ED 2.1.b – Use social media to promote branding and district identity and pride. Improve social media presence, educating business owners on social media platforms and distributing promotional content to advertise Chinatown businesses.	City, Business Owners, Property Owners, CBOs, Residents	Short
	ED 2.1.c – Promote Chinatown businesses. Create a website for Chinatown that promotes district efforts and local businesses through an online business directory.	CDD, CBOs, Business Owners, Property Owners	Short
	ED 2.1.d. Establish a Chinatown Community Calendar. Create a Chinatown events calendar and increase the number of community, cultural, and art events. Work with community groups and businesses to develop calendar and come-up with new and culturally relevant events.	CDD, CBOs, Business Owners, Property Owners	Short
	ED 2.1.e. Include Business and Property Owners on Community Advisory Boards. Consider the creation and/or formation of a Community Business Association for the existing and new businesses in Chinatown.	CDD, Business Owners, Property Owners	Short

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
ED 2.2 – Establish corridor design guidelines to improve appearance, create district identity, and increase safety.	**ED 2.2.a – Establish Design Guidelines.** Create standards for colors, materials, building form, and frontage character that reflect Chinatown as a cultural and arts district for existing and new businesses to follow.	Property Owners, Business Owners, Residents, Residents, City	Short
	ED 2.2.b – Promote art in privately-owned spaces. Create a program to encourage the creation of more murals on blank business walls.	Arts Commission, Business Owners, Community Arts Groups	Short
	ED 2.2.c – Implement Crime Prevention Through Environmental Design (CPTED) concepts. Incorporate CPTED principles into design guidelines as a proven strategy for increased safety and community driven, neighborhood enhancements. Work with developers and business owners to incorporate CPTED design guidelines.		Short

ED 3. FOSTER BUSINESS CREATION, RETENTION, EXPANSION, AND ATTRACTION TO CREATE A CRITICAL MASS OF ECONOMIC ACTIVITY ACROSS THE NEIGHBORHOOD.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
ED 3.1 – Transform Soledad Street into a retail-oriented corridor with a diverse array of amenities and businesses.	**ED 3.1.a. Create a Neighborhood Retail Strategy.** Work with community stakeholders to develop a strategy on how to attract neighborhood services such as retail, live/work units, restaurants, and art studios.	CDD, NDC, Economic Development Division (EDD), Property Owners, Business Owners, Developers	Medium
ED 3.2 – Identify vacant and/or underutilized buildings that could be used as incubator spaces for innovative business models that nurture entrepreneurship and attract home grown businesses.	**ED 3.2.a – Research Co-Working or Incubator Space Models.** Collaborate with business assistance providers to investigate successful models in other cities. Explore models that incorporate Chinatown's rich cultural, social, and artistic identity, combined with technology.	CDD, Property Owners, Business Owners	Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
ED 3.3 – Expand access to capital for existing and prospective small businesses in Chinatown that serve the daily needs of the existing and growing local population.	**ED 3.3.a. Identify Funding for Business Expansion and Property Improvements.** Pursue funding from the CDBG program and Grow Salinas Funds to assist business owners in rehabilitating and expanding their properties.	CDD, National Development Council (NDC)	Ongoing
	ED 3.3.b. Increase Business Access to Capital. Connect businesses to microloan programs to support their growth and expansion.	CDD, Pajaro Community Development Corporation (Pajaro CDC), Small Business Development Center (SBDC), Other Lenders	Medium
	ED 3.3.c. Simplify Regulatory Processes. Seek opportunities to streamline the business permitting and licensing process for new businesses seeking to locate or expand services in Chinatown.	CDD	Short
	ED 3.3.d – Create a Business Navigator Position. Create a City staff position to help current and future Chinatown business owners navigate regulatory processes from start to finish.	CDD	Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
ED 3.3 (Continued)	**ED 3.3.e – Develop a Business Coach/Mentorship Program.** Create bilingual coaching/mentorship opportunities that can help business owners write business plans. Match entrepreneurs with existing business owners. Identify both veteran and younger business owners to be mentors.	CDD, Pajaro CDC	Short
	ED 3.3.f. Provide Business Education and Technical Assistance. Provide relevant, bilingual business assistance workshops in topics like ADA Compliance, Lease Negotiation, Customer Service, Loans, Management, Business Plans, Bookkeeping, and Social Media. Explore offering online training and services.	CDD, Pajaro CDC	
	ED 3.3g. Foster Entrepreneurship. Research and pursue partnerships with national nonprofits, such as "We Are Mortar," that collaborate with local partners to support local entrepreneurship.	CDD, Non-Profit Partners	Short

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
ED 3.4 – Highlight investment opportunities in Chinatown for business owners and prospective investors.	**ED 3.4.a- Promote Chinatown's Investment Opportunities.** Utilize Chinatown's qualifying census tracts under the Opportunity Zone and New Market Tax Credit to attract investors.	CDD, Economic Development Division	Medium

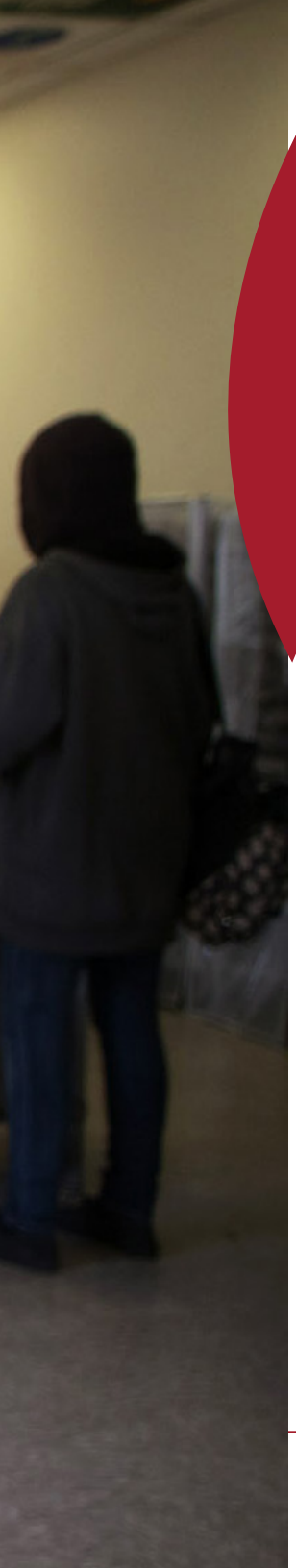
ED 4. INCREASE ACCESS TO EDUCATION TRAINING, ENTREPRENEURSHIP PROGRAMS AND EMPLOYMENT OPPORTUNITIES FOR EXISTING AND FUTURE RESIDENTS.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
ED 4.1 – Create or recruit new job training programs (e.g., JobCorps) to both bring job opportunities for Chinatown's residents and satisfy the needs of local industry.	**ED 4.1a – Expand Vocational Training Opportunities.** Partner with regional stakeholders to create new, culturally competent vocational training programs and career fairs around retail and art business models and increase access to existing ones.	CDD, CBOs, Hartnell, California State University, Monterey Bay (CSUMB), Workforce Development Board	Short
	ED 4.1.b – Promote Available Educational Resources. Connect residents to educational resources that are tailored to the needs of the local industry through newsletters, program directories, promotional brochures, and displays at existing community centers.	CDD, CBOs, Center for Employment Center, Salinas Adult School	Short
	ED 4.1.c – Foster Relationships with Hartnell College. Collaborate with Hartnell College and existing community organizations and affordable developments to forge both informal and formal relationships with the Chinatown community via internships, workshops, and open house events.	CDD, Hartnell College, Buddhist Temple of Salinas, Chinese Association of Salinas (CAS), Chinese American Citizens Alliance (CACA), Buddhist Temple, Filipino Community - Salinas Valley (FCSV), Housing Authority of the County of Monterey (HACM)	Medium
	ED 4.1.d – Recruit College Graduates for Americorps VISTA Program. Engage community organizations, nonprofits, etc. to pursue Americorps partnerships such as CivicSpark to attract recent college graduates to support and implement affordable housing, mobility, and other projects/ initiatives.	CDD	Short

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
ED 4.2 – Leverage local agriculture, food, and non-profit resources to create entrepreneurial development, micro-lending, and job opportunities.	**ED 4.2.a – Foster Opportunities in Food Culture.** Educate residents interested in operating a Home Kitchen Microenterprise.	CDD, CBOs, County Health Department, Residents	Short
	ED 4.2.b – Establish a Community Kitchen. Create a community commercial kitchen on the ground-floor of a new mixed-use development or adaptive reuse building.	CDD, CBOs, For-Profit and Non-Profit Developers	Medium
	ED 4.2.c – Create Culinary Incubator Space. Establish strategic partnerships with El Pajaro CDC and stakeholders in the agricultural industry to create food startup opportunities in incubator spaces.	CDD, CBOs, El Pajaro CDC	Short
	ED 4.2.d – Pilot a Culinary Career Pathway Program. Develop a training program for those interested in pursuing a culinary career.	CDD, CBOs, El Pajaro, CDC, Rancho Cielo	Short
ED 4.3 – Support organizations that assist the homeless, undocumented immigrants, and the formerly incarcerated find employment and become self-sufficient.	**ED 4.3.a – Promote Downtown Streets Team.** Collaborate with Downtown Streets Team and promote their program as a steppingstone for homeless individuals into employment.	CDD, Downtown Streets Team (DST)	Immediate
	ED 4.3.b – Remove Barriers to Job-Entry and Re-Entry. Remove barriers to job entry and re-entry via implicit bias training and awareness workshops.	CDD, CBOs, Service Providers, DST	Short
	ED 4.3.c – Evaluate Employment Pathways for Marginalized Populations. Evaluate the idea of creating educational and vocational training programs that target the formerly incarcerated or individuals experiencing homelessness.	CDD, CBOs, Service Providers, DST	Short-Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
ED 4.4 – Integrate adult learning programming, such as general education development (GED) courses and English as a Second Language (ESL) classes, into vocational training and workforce development programs.	**ED 4.4.a – Develop Adult Career Pathways.** Create career pathways that help adults obtain a GED and develop the language skills required to enter into postsecondary and vocational training.	School Districts, CBOs, HACM, MidPen Housing	Ongoing
	ED 4.4.b – Expand adult learning opportunities. Collaborate with workforce development board and service providers to expand adult learning opportunities including workforce development training at existing community centers and affordable housing developments.	Workforce Development Board, School Districts, CBOs, HACM, MidPen Housing	Ongoing
ED 4.5 – Provide childcare professional development opportunities for Chinatown residents.	**ED 4.5.a. – Expand Childcare Career Pathways.** Expand pathways for residents to become licensed childcare providers, including advocating for Hartnell Community College to add state-required childcare certification courses.	Hartnell College, Residents	Ongoing
	ED 4.5.b – Connect childcare operators with business and financial education. Provide small business and financial management classes to support providers with establishing, managing, and expanding their business operations.	City, Hartnell College, Residents,	Ongoing
	ED 4.5.c – Help individuals navigate the childcare licensing process. Collaborate with child development organizations to provide educational workshops and materials to assist potential childcare providers with understanding and complying with State regulatory processes.	Mexican American Opportunity Foundation	Short

Calistoga



Health and Safety

Residents, business owners, faith-based and cultural organizations, service providers, and the City have coalesced around prioritizing the creation of a safe and clean Chinatown. Through programs like Downtown Streets Team and the Homeless Outreach Team (HOT) Officer, the City has invested as never before in creating a clean, safe, and welcoming community poised for new housing and businesses. By stepping up collective efforts around health and safety, Chinatown will finally become a vibrant, clean and well-maintained neighborhood.

Chinatown stakeholders are willing and ready to build trusting partnerships with public safety officials (police, fire, and code enforcement) to reduce criminal activity and blight and make critical infrastructure investments around lighting and security. Through continued collaboration with service providers, the Health Department, hospitals, and the City, medical and mental health services can be expanded to residents including those experiencing homelessness. With so many vacant properties, Chinatown is ripe for revitalization so long as remediation of these opportunity sites occurs. Significant affordable housing development has made Chinatown home to a large residential population in need of greater access to healthy and fresh foods.

7.1 INTRODUCTION

During the planning process, many in the community prioritized improvements to public safety, security, and health. However, the ongoing homeless encampments were identified as the biggest impediment to a safe and clean Chinatown. Ultimately, the solution to Chinatown's encampments is housing, but in the meantime, there must be a balance between homeless services including medical and mental health, enforcement, security enhancements, and clean-up efforts. In the short-term, it is critical that daytime camping on the public right of way in Chinatown no longer occurs especially as new case management services and new housing options become available. Chinatown's stakeholders effectively determined the most important actions to improve health and safety. As a result, this Chapter focuses on four main goals and associated policies and actions including: improving cleanliness and safety, renovating properties, strengthening the provision of social services, and increasing access to healthy food.

Guiding Principle Icon Key

- Economic Prosperity, Equity and Diversity
- Collaborative, Inclusive, and Engaged Decision-Making
- Housing Opportunities for All
- Liveable and Sustainable Community
- Healthy and Safe Community
- Connectivity, Access and Mobility
- Youth Are the Future
- A Community to Celebrate

Goal Summary

HS 1. Cultivate a Safe and Clean Neighborhood Environment in Which Residents, Employees, and Visitors Feel Comfortable and Safe at All Times.

A safe and clean environment encourages residents to spend time outside their homes while being active and socializing with neighbors. It also brings visitors to the neighborhood and increases foot traffic for local shops. By stimulating economic development, new businesses will be more willing to invest in the neighborhood, thus creating job opportunities for the local workforce invest in the neighborhood and creating job opportunities for the local workforce.

HS 2. Continue to Provide Needed Social Services to Stabilize the Homeless Population.

For a long time, homeless services have been concentrated in Chinatown. While these services are becoming more widely distributed throughout Salinas and Monterey County, unsheltered residents must continue to be supported by these social services throughout the revitalization process. As new housing and increased services for those experiencing homelessness are provided, daytime camping must in turn be phased out.

HS 3. Address Contaminated Parcels, Dilapidated Buildings, and Abandoned Properties to Ensure They Are Safe to Residents and Visitors.

Parts of Chinatown's built environment pose serious risks to public welfare. A dilapidated built environment can serve as an invitation for criminal behavior and pose serious fire risks. Additionally, exposure to hazardous building materials – like lead and asbestos – can cause health complications. A robust set of improvements will ensure the community's health and safety for years to come.

HS 4. Expand Access to Healthy and Affordable Foods for All Residents.

Creating a strong and resilient community requires a healthy food culture. Currently, access to healthy and affordable foods is severely limited in Chinatown except for established food assistance programs. Efforts should focus on organizing a grocery store, farmers' market, community garden, buying club, community kitchen, or/and educational campaign, which can go a long way in expanding access to fresh produce.

Guiding Principle Connection

Economic Prosperity, Equity and Diversity

Public health and safety are directly tied to the economy, at the individual and neighborhood levels. Reducing crime is also considered a prerequisite to attracting new private investment in a neighborhood. In Chinatown, challenges from homelessness, criminal activity, blight and trash accumulation are depressing economic activity and causing businesses to leave. Several strong businesses remain, but it is critical to work with them to address their immediate safety and cleanliness concerns.

Healthy and Safe Community

Individuals are less likely to walk, cycle, or exercise in public spaces such as parks and gymnasiums when they do not feel safe in their neighborhood. Lack of access to health and affordable foods can also lead to poor diets and compromise community health. Although Chinatown has limited access to public parks, numerous private facilitates can provide recreational opportunities in a safe setting. Service providers can continue and expand their role in fulfilling food security for Chinatown's low-income residents.

Housing Opportunities for All

Promoting public health and safety starts at home. In Chinatown, this means removing lead-based paints and remediating properties contaminated with lead or asbestos. It also means addressing blighted and vacant buildings that pose a risk to the new housing developments.

Youth Are the Future

Childhood experiences have a huge influence in shaping the people we become. Creating a safe and secure neighborhood means ensuring a bright future for our youth. Chinatown's sizable youth population makes it more critical than ever to ensure the neighborhood is safe and has access to health services for families.

Collaborative, Inclusive and Engaged Decision-Making

Community stakeholders and residents can bring attention to key safety concerns when they are empowered to participate in planning and governing. This improves transparency and creates an open dialogue with public agencies, ultimately resulting in public action to address concerns in the community. Community stakeholders have been extremely engaged in this planning process and are willing to participate in plan implementation.

Connectivity, Access and Mobility

Creating a safe interconnected network of bike lanes, trails, and greenways can encourage residents to walk and cycle through their neighborhood. Little investment has been made to improve Chinatown's connectivity and basic infrastructure; but through funding can be allocated toward improving infrastructure, connectivity, and overall safety in Chinatown.

Livable and Sustainable Community

Public health and safety are dependent upon the quality and sustainability of the local environment. Compact urban spaces, attractive neighborhoods, and community gardens are ideal components for a more livable Chinatown. Historically unregulated businesses must also be remediated for successful environmental redevelopment.

A Community to Celebrate

Vibrant public facilities offer spaces for the community to congregate, recreate, and socialize. They also increase "eyes on the street," which help to deter crime, encourage community gatherings and celebrations, and promote wellness for all. Community celebrations, like the Chinatown Block Party, can also be used to connect residents to health and housing services.

"EYES ON THE STREET"

The phrase 'eyes on the street' refers to an increased level of activity on a street and perceived safety to users as a result of the physical design. Well-lit streets, with pedestrian-scale amenities, clear lines of sight, and visibility into storefront windows create an environment that encourages higher levels of activity and reduces crime, thus improving neighborhood's perceived safety and social cohesion.

7.2 COMMUNITY ASSETS AND OPPORTUNITIES

Access to Fresh and Healthy Food.

Though there is a shortage of healthy and fresh food options within the neighborhood, Chinatown benefits from the social service agencies that provide food assistance. The Food Bank of Monterey County is the primary food resource to a network of 140 Monterey County nonprofit agencies that serve the elderly, chronically ill, homeless, unemployed and working poor. Member agencies include multiple service providers in Chinatown such as Dorothy's Place, Victory Mission, and Sun Street Centers. By feeding over 10,800 people every week, the Food Bank also provides valuable assistance to low-income residents by reducing food expenses so that they can afford to pay rent and stay housed. Dorothy's Place uses donations from the Food Bank to prepare nutritious meals for very low-income residents and those experiencing homelessness. The commercial kitchen, known as Dorothy's Kitchen, serves approximately 400 meals daily in Chinatown. This food assistance is often an effective outreach tool and a way to connect people who are experiencing homelessness with case management.

Structured food assistance programs have fulfilled an essential need; however, unstructured food donations have actually worsened conditions in Chinatown. Salinas residents frequently go down to Chinatown and hand out food directly to homeless individuals. Although it may feel like a good deed, it is often extending the amount of time people live on the street before seeking help. More importantly, it adds to safety and cleanliness problems in Chinatown by increasing waste that attract vermin, which can carry disease. Instead Salinas residents should be encouraged to donate and volunteer for established food assistance programs.

Access to a Strong Network of Social Service Providers.

Chinatown has an established network of social service providers dedicated to addressing homelessness. These long-standing organizations have been active participants in revitalization efforts while strongly advocating for the needs of those experiencing homelessness. Although these organizations have always worked well together, the revitalization plan, along

with new state homeless and housing funding, provides an even better incentive to closely collaborate especially around housing. The California Department of Housing and Community Development (HCD), along with other state agencies, also offer technical assistance to help jurisdictions and service providers build capacity to forge partnerships, leverage resources, and improve services and housing outcomes.

Clean Streets and Public Spaces

Chinatown has had ongoing sanitation challenges largely due to the concentration of encampments, which have led to accumulation of tons of trash and public urination and defecation. This problem is exacerbated by direct donations of household items, clothes, and food to homeless individuals as well as illegal dumping that adds to the waste stream. To mitigate immediate life and safety concerns associated with all this trash, Public Works has been conducting regular and expensive clean-up efforts. However, the City wanted a more sustainable solution and therefore, recruited the Downtown Streets Team (DST) Program to expand to Salinas. Through DST, homeless team members work Monday through Friday, four hours per day to keep Chinatown clean. The members also receive case management and housing navigation services. The Program has been a huge success resulting in a significantly cleaner Chinatown. In addition to DST, the City also extended access to bathroom facilities through strategic use of port-a-potties and opened of hygiene services at the Chinatown Navigation Center. These efforts have helped to reduce human waste along public streets, sidewalks, and other spaces.

Clean Streets and Public Spaces

Chinatown is regarded as one of the most dangerous areas of the City and is known for its open-air drug market. Due to changes in California law, it is harder to prosecute the narcotics trade, making it more difficult to halt the activity in Chinatown. This reality has frustrated both law enforcement and community stakeholders who would like to stop drug sales and significantly reduce crime. Despite these challenges, the Salinas Police Department (SPD) has stepped up investigations and worked effectively with stakeholders to identify perpetrators and make big arrests.

SPD's commitment to Chinatown is not just about enforcement, but also about community policing. Over a year ago, SPD initiated the Homeless Outreach Team (HOT) program based upon similar models in other communities to proactively engage those experiencing homelessness. A HOT Officer has been assigned to coordinate this team and works closely with Community Development's Housing Division. Early next year, SPD will establish offices on the ground floor of Moon Gate Plaza to support both its enforcement and community policing functions. These efforts are paying off by building trusting relationships between Chinatown stakeholders and SPD, and by creating a safer environment for everyone.

7.3 GOALS, POLICIES, AND ACTIONS

The vision, goals, and recommendations in this Revitalization Plan were developed through an intensive community engagement process. Each of the six primary topic areas was evaluated and refined by a Working Group of residents and stakeholders, presented at a series of public Open Houses, and vetted by a Technical Advisory Committee. These results then evolved into the Goals, Policies and Actions found in this chapter.

This section contains two parts. The first is a narrative describing each of the Health and Safety goals and policies – providing context, rationale, and framing for why certain policies or programs are important. The matrix that follows the narrative includes actions necessary to implement the goals and policies along with other, more detailed recommendations including the responsible entity or organization and the timeframe.

HS 1. Cultivate a Safe and Clean Neighborhood Environment in Which Residents, Employees, and Visitors Feel Comfortable and Safe at All Times.

A community thrives when its members feel safe and secure. People are more likely to spend time in public when they are comfortable with their surroundings. As a result, there are more interactions between neighbors, active lifestyles, and recreational opportunities for children at all times of the day. A lack of safety can also compromise a community's economic wellbeing. Prospective businesses are less likely to invest or expand in higher-crime areas due to fears of property crime, theft, or a lack of robust consumer base for retail establishments.

New housing development in Chinatown is starting to create a positive and secure perception of the neighborhood, but further work must still be done. Improving safety in Chinatown will require robust investment in resident, civic, and proprietor engagement, alongside evaluating targeted infrastructure improvements to support the phased transitioning of the district envisioned by stakeholders and residents alike. New lighting across the neighborhood will help reduce or eliminate dark spots along key neighborhood

COMMUNITY PARAMEDICINE TEAM

Community Paramedicine is a new and evolving healthcare model that combines public health, primary healthcare, and preventative services. A CP team is group of licensed paramedics and EMS professionals that provide and connect patients to primary care services, offer post hospital follow-up care, and integrate local health agencies and providers with underserved communities.

corridors, including Bridge, Soledad, California, and East Lake Streets. Other initiatives that could assist in changing this perspective include the regular and continued corridor maintenance that is currently underway by the Downtown Streets Team, expanding and continuing the Community Policing model of the Homeless Outreach Team; (HOT) Officer in Chinatown; as well as a donor education campaign to direct and better manage civic generosity. New design guidelines and development standards through the implementation of Crime Prevention Through Environmental Design (CPTED) can also require ground-floor storefronts to include large, unobstructed windows and public seating in high-traffic, high-visibility areas. With a combination of all these initiatives and with an increased the number of "eyes on the street," it is possible to deter criminal behavior and illegal activities and increase the community's sense of security.

HS 2. Continue to Provide Needed Social Services to Stabilize the Homeless Population.

Over the past few decades, cities across the nation have treated homelessness as a criminal behavior rather than a complex multi-dimensional public health issue that encompasses current socioeconomic determinants as well as personal factors like exposure to trauma and/or breakdowns in family structure. Some unsheltered individuals engage in survival-based behaviors or turn to substance abuse to attempt to meet their own personal needs or to cope with the overwhelming circumstances they face on a daily basis.

The 2017 Chinatown Count and Survey conducted by the City and the Institute of Urban Initiatives revealed that 42.6% of individuals living in the streets of Chinatown were homeless for the very first time in their lives. Also, 54% of individuals were chronically homeless for one year or more and 71% of the individuals experiencing homelessness in Chinatown were City residents. Many individuals living in Chinatown streets became homeless for a combination of reasons, but the most recurring reasons were the high cost of rent, job loss (27.9%), alcohol and drug use (19.7%), chronic mental health issues (16.4%), and/or domestic violence (32%). These factors are symptoms of deeply rooted socioeconomic and mental health issues that prevent individuals from being self-sufficient and productive members of our communities.

WHOLE PERSON CARE

Whole Person Care (WPC) is a 5-year pilot program, organized by the Monterey County Health Department and its community partners to provide comprehensive physical, mental, and social service case management for Medi-Cal recipients who are high users of hospital and emergency facilities. The population served by this program includes individuals who struggle with homeless/chronic homeless, mentally ill or substance abuse.

A sustainable solution to homelessness requires an empathetic approach that accounts for the socioeconomic issues responsible for such vulnerability. Stronger collaboration and expansion of access to free and improved health services such as substance abuse counseling, trauma-informed therapy, and other preventative programs will better connect individuals with the resources they need to rehabilitate themselves and put them on a path toward self-sufficiency.

HS 3. Address Contaminated Parcels, Dilapidated Buildings, and Abandoned Properties to Ensure They Are Safe to Residents and Visitors.

The quality of the built environment has a big impact on public health and safety of a community. Past research has suggested that there is a direct relationship between urban blight and crime. The frequency of violent and property crime in a neighborhood tends to increase as properties become more and more run-down. Safety hazards can also arise within buildings, even if these structures are regularly maintained and inhabited. All of these conditions currently exist in Chinatown.

Although many buildings in Chinatown are deteriorated, its rich cultural history is also anchored in these historic buildings. Thus, revitalization efforts are challenged with preserving the Asian cultural heritage and creating a renewed built environment in alignment with what stakeholders and residents envision for the future. Many of Chinatown's historic structures contain antiquated building materials, such as lead based paints and asbestos, that have since been discontinued due to their hazardous impacts on human health. In some cases, these buildings are too far gone to repair and sadly, the only option is to thoroughly document them for history and salvage any architectural features that could be displayed or potentially reincorporated into new construction. Hazardous materials in historic buildings must be fully remediated before remediation or rehabilitation.

In addition to its several aging and dilapidated structures, Chinatown also is subject to widespread soil contamination across several parcels, which pose major threats to public health and safety. To address issues of blight, deterioration, and contamination while trying to preserve Chinatown's historic resources, the City will need to devise creative funding strategies to assist property owners with environmental

DOWNTOWN STREETS TEAM

The DST addresses homelessness in a comprehensive manner. Its two pronged approach: provide a level of structure and support for individuals to build job skills and experience and secure housing, as well as benefit the community through debris removal and street clean-ups. Since July 2019, DST has removed tens of tons of trash and engaged between 15-20 homeless individuals to help with the cleaning efforts in Chinatown.

remediation, rehabilitation of historical buildings, and compliance with the current building codes.

HS 4. Expand Access to Healthy and Affordable Foods for All Residents.

Public health outcomes are tied to the foods we eat, yet Chinatown residents have very limited access to fresh, healthy and affordable produce. Incentivizing local stores to sell fresh food; establishing a nearby farmers' market; creating a community kitchen; and continuing to support local food assistance programs are just a few ways to expand access to affordable and fresh produce and encourage a balanced diet for Chinatown residents.

Across the entire planning area, the Smart & Final grocery store on the corner of Market and Simas Streets is the only commercial establishment offering healthy food options for residents. The former community garden on Soledad Street, which provided limited fresh produce to the community, was redeveloped for much needed affordable housing and now is the site of the Moon Gate Plaza Project. Residents suggested the inclusion of healthier and fresher food options at the Chin Brothers store on North Main street and East Rossi Street, which is predominantly focused on liquor sales. However, under the current conditions, community members are left with very few options for healthy food establishments.

Fortunately, there are several ways for the City to promote and expand access to sustainable and locally sourced food. The City's strategic location within the Salinas Valley gives it access to some of the best produce in the country, yet this strategic location must be catalyzed, and connections must be made to bring fresh produce to Salinas and Chinatown residents. Local farmers may be interested in establishing a weekly farmers' market in Chinatown perhaps in partnership with the deeply-rooted cultural and faith-based institutions in the neighborhood. The City can also connect zoning tools and other land use policies to both identify a new location site for the Chinatown Community Garden and incentivize the development of a local grocery store in Chinatown.

HOMELESS OUTREACH TEAM (HOT) OFFICER

In January 2019, Salinas Police Department initiated a Community Policing model in Chinatown, enacted through a Homeless Outreach Team (HOT) Officer, with the aim of fostering a stronger collaboration with law enforcement in the district. The HOT Officer's role is to engage with unsheltered individuals, service providers, and business owners alike.

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HS 1. CULTIVATE A SAFE AND CLEAN NEIGHBORHOOD ENVIRONMENT IN WHICH RESIDENTS, EMPLOYEES, AND VISITORS FEEL COMFORTABLE AND SAFE AT ALL TIMES.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HS 1.1 – Implement a community-oriented policing approach to increase safety and reduce criminal activity in Chinatown.	**HS 1.1 a – Provide Public Safety and Other Services at Moongate Plaza.** Operate a police command post from the future City's Office Space at the Moon Gate Plaza Project, the Chinatown Community Alliance. Police Department and other City departments will conduct outreach activities and community engagement for Chinatown residents.	Police Department (PD), Community Development Departmenht (CDD), Other City Departments	Short
	HS 1.1.b – Build Trust Through Increased City Engagement. Host outreach events and community meetings with the Salinas Police Department to build trust with the Chinatown community.	CDD, PD	Short
	HS 1.1.c – Form a Neighborhood Watch Group. Establish a neighborhood watch group that trains residents and businesses to be vigilant and alert and collaborate with the Police Department.	CDD, PD, Community Base Organizations (CBOs), Residents	Short
	HS 1.1.d – Improve Security Through Cameras. Explore the idea of installing cameras on the public right-of-way and on buildings, where appropriate, to improve neighborhood security.	CDD, PD, Property Owners, Business Owners	Short
	HS 1.1.e – Establish an Interdisciplinary Outreach Team. Increase community policing through the creation of an Interdisciplinary Outreach Response Team, which will include the Homeless Outreach Team (HOT) Officer, County social workers, and service providers.	CDD, PD, Service Providers, County Social Workers	Medium
	HS 1.1.f – Promote the "Tip Line". Encourage residents to use the City's existing "Tip Line" to anonymously report crimes.	CDD, PD	Short

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HS 1.2 – Work with high utilizers of medical and homeless individuals in Chinatown to reduce emergency visits and calls to regional hospitals.	**HS 1.2.a – Create a Paramedicine Team.** Explore the possibility and feasibility of building a Community Paramedicine Team in Chinatown.	PD, Fire Department (FD), Regional Hospitals, County Health Workers, Peers, Volunteers, Neighborhood Navigators, Community Doctors, MidPen Housing	Medium
	HS 1.2.b – Strengthen Whole Person Care (WPC) Collaboration. Improve communication and case management among service providers through Whole Person Care coordination to intentionally reduce emergency visits to the hospital by Chinatown's highest utilizers. Establish a sustaining case management system to replace WPC as it is phased out.	PD, FD, Regional Hospitals, County Health Workers, Peers, Volunteers, Neighborhood Navigators, Community Doctors	Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HS 1.3 – Install infrastructure improvements that increase public safety.	**HS 1.3.a – Promote "eyes on the street".** Ensure that new uses and windows front both main streets and alleyways to increase the number of "eyes on the street."	CDD, Property Owners, Business Owners	Medium
	HS 1.3.b – Conduct a Lighting Survey. Complete a lighting needs survey to identify locations in need of urgent lighting improvements.	CDD, Public Works (PW)	Short
	HS 1.3.c – Install Lighting Strategically to Reduce "Dark Spots". Eliminate so-called "Dark Spots" based on the Lighting Needs Survey to deter crime after sundown.	CDD, PW	Medium
	HS 1.3.d – Employ Sustainable Lighting Technology. Utilize efficient and sustainable lighting technologies, such as solar-powered lighting.	CDD, PW	Medium
	HS 1.3.e – Reduce Trespassing Through Fencing. Work with and incentivize private property owners to improve fences where needed to deter illegal trespassing.	CDD, PD	Short

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HS 1.4 – Ensure that streets, sidewalks, and public spaces are clean and well-maintained.	**HS 1.4.a – Continue Support for the Downtown Streets Team (DST).** Partner with DST to continue maintenance activities and seek a permanent source of funding to sustain the program in Chinatown.	CDD, Downtown Streets Team (DST), Residents	Short
	HS 1.4.b – Focus Giving on Organizations, Not Individuals. Create a campaign to discourage residents and businesses from donating household goods, clothes, and food directly to individuals experiencing homelessness to avoid trash problems in Chinatown. Encourage donations to service providers working on reducing homelessness.	CDD, DST, Community Foundations, Donors	Short
	HS 1.4.c – Stop Illegal Dumping. Enforce measures to prevent unwanted activities such as illegal dumping on the public right of way and on private properties.	CDD, PD	Short
	HS 1.4.d – Improve Street Outreach During Clean-ups. Strengthen Police and Public Works' Departments communication with the homeless population in Chinatown in advance of street maintenance activities.	CDD, PD, PW	Short

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HS 1.5 – Work with property owners, business owners and homeless individuals to prevent future fires in Chinatown.	**HS 1.5.a – Promote Proactive Fire Prevention.** Educate property and business owners on fire prevention techniques.	CDD, Property Owners, Business Owners	Medium
	HS 1.5.b – Seek Funding for Fire Prevention Improvements. Pursue funding opportunities to assist property and business owners to conduct fire prevention upgrades, including the installation of fire sprinklers.	CDD, Property Owners, Business Owners	Medium
	HS 1.5.c – Secure Vacant Buildings and Prevent Encampment Fires. Prevent future fires by limiting access and securing vacant buildings and properties and discouraging encampment fires as a warming source for those experiencing homelessness.	CDD, Property Owners, Business Owners, Services Providers, Residents	Short

HS 2. CONTINUE TO PROVIDE NEEDED SOCIAL SERVICES TO STABILIZE THE HOMELESS POPULATION.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HS 2.1 – Expand physical and mental health services to homeless individuals, particularly in connection to housing.	**HS 2.1.a – Link Services to Housing.** Strengthen practices to improve the linkage to services and therefore create positive outcomes by increasing the number of homeless individuals housed.	CDD, PD, Monterey County Health Department (MCHD)	Medium
	HS 2.1.b – Increase Access to the Mobile Health Clinic. Coordinate with the mobile health clinic to continue providing free health services for the Chinatown community.	CDD, Clinica de Salud del Valle de Salinas	Ongoing
	HS 2.1.c – Offer Transportation to Health Services. Work with Monterey-Salinas Transit (MST) to provide subsidized transit passes to connect Chinatown vulnerable populations with needed health resources in other areas of the City.	CDD, Monterey-Salinas Transit (MST)	Short
HS 2.2 – Through an interdisciplinary team, provide substance abuse counseling and rehabilitation services to individuals experiencing homelessness.	**HS 2.2.a – Establish Safe Places to Detoxify from Substances.** Coordinate with service providers to establish a safe location for substance abusers to detoxify and seek rehabilitation.	CDD, Monterey County's Continuum of Care (CoC), Service Providers, PD, Monterey County Courts	Short
	HS 2.2.b – Expand Substance Abuse Counseling. Partner with the County Health Department and local service providers to improve the quality and breadth of substance abuse counseling in Chinatown.	CDD, PD, MCHD, Monterey County Courts	Short

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HS 2.3 – Help improve access to bathrooms and personal hygiene supplies for individuals experiencing homelessness.	**HS 2.3.a – Explore Use of Mobile Bathrooms.** Work with nonprofit partners to provide mobile showers and hygienic services.	CDD, Service Providers, Non-Profit Organizations	Short
	HS 2.3.b - Continue Hygiene Services at the Chinatown Navigation Center. Promote the use of the restrooms and showers at the Chinatown Navigation Center. Secure additional resources to continue these important hygiene services.	CDD, PW, CBOs	Short
HS 2.4 – Strive to provide whole health approach that integrates both mental, emotional and physical health services for all Chinatown residents.	**HS 2.4.a – Provide Health Services to Low-Income Chinatown Residents.** Expand free health clinic services. Partner with a community group and the County Health Department to increase free clinic services that offer preventative health services and programs for low-income individuals.	Community Hospitals, MCHD	Ongoing
	HS 2.4.b – Promote Existing Mental Health Services. In partnership with community groups and the Monterey County Health Department, conduct awareness campaigns to advertise the types of physical and mental health services available to residents. Connect families with trauma informed care, pre-natal programs, and parenting skills classes.	MCHD, CBOs	Medium
	HS 2.4.c – Increase Free or Low-Cost Mental Health Resources. Increase mental health resources. Establish partnerships that help provide free or low-cost mental health resources, including referrals to existing resources at local schools or physical health clinics.	MCHD, CBOs	Short

HS 3. ADDRESS CONTAMINATED PARCELS, DILAPIDATED BUILDINGS, AND ABANDONED PROPERTIES TO ENSURE THEY ARE SAFE TO RESIDENTS AND VISITORS.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HS 3.1 – Support and strengthen code enforcement strategies with outreach and education.	**HS 3.1.a – Educate Stakeholders on Code Enforcement.** Host workshops to educate residents, landlords, business owners, and property owners on code enforcement procedures, regulations, and penalties.	CDD	Short
	HS 3.1.b – Concentrate on Chronic Code Violations. Provide proactive enforcement and follow-through on severe or chronic code violations.	CDD, CBOs	Short
	HS 3.1.c – Assist Owners in Addressing Code Violations. Strengthen existing collaborations between the Police Department, Fire Department, Code Enforcement Division, and property owners to resolve code violations and educate them on how to properly maintain their properties.	CDD (Code Enforcement Division), PD, FD	Ongoing

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HS 3.2 – Initiate a comprehensive strategy to identify and remediate all blighted and contaminated properties within Chinatown's Slum and Blight Area HUD designation	**HS 3.2.a – Consider the Allocation of CDBG Funding for Rehabilitation of Blighted Buildings and Properties.** Consider and evaluate the allocation of Community Development Block Grant (CDBG) funds toward the repair of blighted buildings and properties in the Chinatown Core, which matches the Chinatown Slum and Blight Area accpeted by United States Department of Housing and Urban Development (HUD).	CDD, United States Department of Housing and Urban Development (HUD)	Short
	HS 3.2.b – Emphasize Remediation of Contaminated Properties. Collaborate with the EPA, National Development Council (NDC), property and business owners to identify, assess, and remediate contaminated properties. Continue to pursue EPA Grants for remediation to facilitate infill development.	CDD, Environmental Protection Agency (EPA), Property Owners	Short
	HS 3.2.c – Work with PG&E to Remediate Their Properties. Continue to work with PG&E, California Department of Toxic Substances Control, and State of California Public Utilities Commission to clean and remediate the contamination on PG&E owned parcels.	CDD, PG&E, California Department of Toxic Substances Control (DTSC), California Public Utilities Commission (CPUC)	Ongoing

HS 4. EXPAND ACCESS TO HEALTHY AND AFFORDABLE FOODS FOR ALL RESIDENTS.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
HS 4.1 – Promote and expand year-round access to sustainable, locally sourced food.	**HS 4.1.a – Nurture a Community Garden.** Identify a permanent relocation site for the Community Garden in the Chinatown to serve as a neighborhood gathering place.	CDD, PW	Medium
	HS 4.1.b – Foster Healthy Foods at Local Stores. Assist the existing neighborhood liquor store to integrate more grocery items into its inventory, especially focusing on providing healthy local food options for the residents.	CDD, Property Owners, Residents	Medium
	HS 4.1.c – Establish a Framers' Market or Alternative Access to Fresh Food. Collaborate with local farmers and other interested stakeholders to develop a regular Chinatown Farmers' Market that provides fresh and affordable produce and accepts Electronic Benefit Transfer (EBT) cards.	CDD, CBOs	Short
	HS 4.1.d – Expand Food Bank Programs in Chinatown. Work with the Food Bank to provide access to fresh food for low income families and educate them on preparing healthy foods. Work with the community to identify a distribution site in Chinatown.	CDD, Food Bank	Short

White Cap
mobile mini

Transportation and Infrastructure

Chinatown has an unprecedented opportunity to create a walkable community with a mix of housing, commercial services, compact urban spaces, religious and institutional uses spread throughout the planning area. Providing safe sidewalks and intersection crossings, improved pedestrian lighting, continuous bicycle infrastructure along with creating a direct connection to Downtown and the Intermodal Transportation Center by collaborating with other transportation agencies, are much needed necessities for the neighborhood. Underutilized alleys along with disjointed pedestrian connections continue to present mobility and safety challenges for Chinatown. These challenges in infrastructure need to be solve to have a successful revitalization that supports the current and future developments of the neighborhood.

8.1 INTRODUCTION

Improving access, connectivity, and circulation is critical to revitalizing Chinatown. Conversion of the Chinatown Core from one-way streets to two-way streets is of vital importance. Physical barriers and limited connections to adjacent neighborhoods, Downtown, and the Intermodal Transportation Center have contributed greatly to the neighborhood's isolation and decline in relation to the rest of the City. Parking is an increasing concern as the neighborhood adds new residents and businesses developments.

This chapter recommends reintegrating Chinatown through new multi-modal connections and streetscape improvements. Upgrading infrastructure such as underground and above ground utilities, especially telecommunications, sewer and storm water systems, along with parking infrastructure are highlighted as an important necessities to support recent and future developments throghout the planning area.

Guiding Principle Icon Key

- Economic Prosperity, Equity and Diversity
- Collaborative, Inclusive, and Engaged Decision-Making
- Housing Opportunities for All
- Liveable and Sustainable Community
- Healthy and Safe Community
- Connectivity, Access and Mobility
- Youth Are the Future
- A Community to Celebrate

Goal Summary

TI 1. Establish an Efficient, Integrated, and Well-Connected Road Network That Reconnects Chinatown With the Rest of the Community.

Chinatown's Core neighborhood roadway network is poorly connected with the rest of Salinas and expansion area, creating issues for Chinatown residents wishing to access key destinations across the City. Converting the neighborhood to two-way streets, establishing a direct at-grade crossing across the Union Pacific rail lines and devising a comprehensive streetscape plan will assist in reconnecting the neighborhood and creating safe access the Downtown and the Intermodal Transportation Center.

TI 2. Establish a Complete Multi-Modal Transportation Network Throughout Chinatown to Improve Public Safety, Circulation, and Traffic Congestion.

Chinatown's streets need to be retrofitted and reprogrammed to safely accommodate all modes of travel. Sidewalks and pedestrian crossings also need to be upgraded. New bike lanes along main arterials like E. Rossi are needed as well as and improved bus service for the residents to navigate the community without needing to use a personal automobile. Minimizing the prospect for traffic congestion in the future is key for the neighborhood.

TI 3. Establish High-Quality Streetscape Improvements and Amenities to Create a Walkable Neighborhood.

Chinatown streetscape and infrastructure are in disrepair and in need of major upgrades. Many crosswalks and sidewalks in the neighborhood are damaged and repairing them is needed to create a pedestrian-friendly environment. These improvements along with more native trees and plants, ADA compliant ramps and pedestrian oriented lighting throughout the planning area will promote walkability throughout the neighborhood. These improvements will activate the public spaces by increasing foot traffic and ensuring pedestrian safety and comfort.

TI 4. Improve Above and Underground Infrastructure in Chinatown.

As redevelopment occurs, Chinatown's above and underground infrastructure should be evaluated and upgraded to respond to the needs of a new residents and land uses. This requires significant investments in sewer systems, telecommunications and stormwater management among other utilities. Enhanced infrastructure financing through new State funding will be vital in accomplishing these upgrades.

TI 5. Ensure Adequate Parking Facilities to Support a Thriving Neighborhood.

New residential developments and commercial establishments will mean more people living, working, and visiting. This will translate to more cars into Chinatown. The City will need an innovative parking management plan to support the neighborhood's continued growth, ensure pedestrian-friendly streets, and support the local needs of its residents and businesses.

Guiding Principle Connection

Economic Prosperity, Equity and Diversity

A healthy business environment relies on the strength of the surrounding infrastructure. Walkable streets stimulate foot traffic along established retail corridors, whereas strong connectivity with surrounding neighborhoods facilitates an increased number of consumers from other parts of Salinas and the region.

Healthy and Safe Community

The built form of the public realm strongly determines how safe and secure we feel. Poor sidewalk lighting, abandoned alleys, and a lack of windows all contribute to an unsafe environment in Chinatown that dissuades the community from moving freely after dark. Infrastructural improvements are needed to improve perceptions of safety that can activate public space at all hours.

Housing Opportunities for All

High-density housing projects need to be accompanied by investments in infrastructure. As neighborhoods grow, streets become overloaded and traffic conditions exacerbated if circulation is not improved. In anticipation of new residential growth in Chinatown, the City will need to improve both the carrying capacity of local streets and overall connectivity with surrounding neighborhoods and convert neighborhood streets to two-way.

Youth Are the Future

Neighborhood mobility networks deeply impact youth and children daily. Children in the neighborhood often travel to and from school, enrichment programs, and later employment opportunities either via transit or by foot. In Chinatown, this means ensuring wide, continuous sidewalks, safe bike lanes, and frequent bus services.

Collaborative, Inclusive and Engaged Decision-Making

Successfully retrofitting street infrastructure requires extensive community input. The City will need to collaborate with Chinatown residents and businesses to determine preferred transportation modes and other aesthetic improvements that ensure a smooth growth process.

Connectivity, Access and Mobility

Public infrastructure is the engine that powers our access to the outside world. A well-integrated network of roads, trails, and alleyways allows us to navigate environments both near and far through various means, whether by car, bus, bicycle, scooter, or foot.

Livable and Sustainable Community

Residents enjoy strong, safe, and consistent access to the community when streets are well-connected and designed to be pedestrian-friendly. This creation of walkable infrastructure can, in turn, promote sustainability by reducing the need for driving.

A Community to Celebrate

In many neighborhoods, the built environment serves as a medium through which people communicate their unique histories and cultural identities. In revitalizing Chinatown, this process of cultural celebration can be mobilized through new streetscape improvements that incorporate public art or other unique design features that reflect the neighborhood's history.

ITC

The Intermodal Transportation Center (ITC) is located in downtown Salinas. Improvements to the ITC include new direct signalized access, a bus transfer area, bike lanes and bike lockers, safe pedestrian crossings and sidewalks, and commuter parking. This station will integrate new passenger rail service to the San Francisco Bay Area with existing service by Amtrak intercity trains and buses, MST local buses, and Greyhound intercity buses.

8.2 COMMUNITY ASSETS AND OPPORTUNITIES

Historic Street Grid

The core of Chinatown has a fine-grained, walkable, street grid that can be the foundation for a vibrant public realm with activated streets. Improved vehicle circulation, parking management and streetscape improvements will be the foundation for a vibrant revitalized neighborhood that connects to adjacent neighborhoods, ITC, and Downtown.

Centralize Location

Chinatown is strategically located within Salinas and Monterey County, though currently disconnected from adjacent neighborhoods and key community assets by major and highspeed thoroughfares along with the Union Pacific railroad lines to the north of the plannign area. Improved connectivity will help spark revitalization, by making it easier to travel to, within and from Chinatown, and allowing residents and workers to more easily access Downtown, the ITC, and other transportation amenities and services throughout the City.

Generous Streets and Travel Lanes

Most streets across the neighborhood are wide enough to accommodate streetscape improvements that can improve circulation for all travel modes. Existing one-way streets in the historic core of Chinatown are at least 30 feet in width. Meanwhile, other two-way arterials are over 50 feet wide with travel lane widths in excess of 15 feet. By trimming down the areas dedicated to vehicle travel and on-street parking, these thoroughfares can realistically provide new bike facilities and other pedestrian amenities without compromising the flow of traffic.

Alleys

Chinatown contains three underutilized alleys that, if renovated and programmed, could provide tangible benefits to the community. The alleys could eventually be transformed into new and improved paths for people to walk, bike, and congregate in Chinatown, while allowing vehicle access to businesses and residences in the neighborhood. Short-term alley infrastructure and safety improvements will lay the groundwork for a more connected and safer Chinatown.

8.3 GOALS, POLICIES, AND ACTIONS

The vision, goals, and recommendations contained within this Revitalization Plan were developed through an intensive community engagement process. Each of the six primary topic areas was evaluated and refined by a Working Group of residents and stakeholders, presented at a series of public Open Houses, and vetted by a Technical Advisory Committee. These results then evolved into the Goals, Policies and Actions found in this chapter.

This section contains two parts. The first is a narrative describing each of the Transportation and Infrastructure goals and policies – providing context, rationale, and framing why certain policies or programs are important. The matrix that follows the narrative includes actions necessary to implement the goals and policies along with other, more detailed recommendations including the responsible entity or organization and the timeframe.

TI 1. Establish an Efficient, Integrated, and Well-Connected Road Network That Reconnects Chinatown With the Rest of the Community.

Physical infrastructure has contributed significantly to Chinatown's isolation over the years. Community stakeholders note that the neighborhood is effectively "boxed in" by busy roads, bridges, and the Union Pacific rail line, which does not provide an at-grade crossing for either vehicles or pedestrians. Further, the conversion of several internal streets to one-way travel has also restricted access within the neighborhood and discouraged vehicle traffic from other neighborhoods. As a result of these conditions, Chinatown residents face issues accessing important nearby destinations, such as the Intermodal Transit Center (ITC) and Downtown, both of which are physically adjacent to Chinatown.

If these barriers are not dealt with, Chinatown's potential for social, cultural, and economic reintegration with the rest of the Salinas will be severely limited. The neighborhood is poised to emerge as a unique cultural and retail destination as revitalization progresses, but unless

California Street is one of the one-way streets in Chinatown's Core.

Market Way and California Street current one way street signage.

significant investments are made in improving transportation infrastructure, patrons from outside the neighborhood will be largely unable to access Chinatown. Traffic gluts will increase as a result of such poor circulation and limit the neighborhood's potential for future growth and development.

In collaboration with other public agencies, the City can conduct a broad range of infrastructural improvements that will reconnect Chinatown with Salinas' urban fabric. Priority strategies may include converting one-way streets to two-travel, widening rights-of-way to increase travel space, and creating a new at-grade crossing at the Union Pacific rail line.

TI 2. Establish a Complete Multi-Modal Transportation Network Throughout Chinatown to Improve Public Safety, Circulation, and Traffic Congestion.

To promote livability and a high quality of life, Chinatown's street network needs to be retrofitted to accommodate all travel modes. Currently, Chinatown lacks protected bike lanes along many major corridors. This lack of supportive infrastructure forces cyclists to use either sidewalks or auto travel lanes as their primary pathways – both of which compromise user safety. Many in Chinatown also rely on transit to access key destinations both within the neighborhood and across Salinas; however, though Monterey-Salinas Transit (MST) operates seven bus routes that serve Chinatown, none travel in intervals of less than 60 minutes.

To address these challenges, the community needs to advocate for more transit focus and resources, connected and safe bicycle routes, and other expanded mobility choices for getting around without a car. Creating a continuous, protected, and low-speed network of bike lanes will not only help improve safety for current users, but also make cycling a more practical and viable option for individuals of all ages and skill levels. Over time, this multimodal infrastructure will incentivize mode shifts across all sectors of society.

Cross-agency collaboration will also be required to leverage sufficient resources toward needed transit improvements.

UNION PACIFIC RAILROAD

The Union Pacific Railroad operates the North American railroad system. Union Pacific's main line has daily Amtrak service which runs through Salinas; with a stop at the Intermodal Transportation Center. The California Public Utilities Commission regulates services and utilities, protects consumers, safeguards the environment, and assures Californians' access to safe and reliable utility infrastructure and services.

NPDS

Stormwater runoff is a major cause of water pollution in developed areas. The National Pollutant Discharge Elimination System (NPDES) permit program addresses water pollution by promoting green infrastructure practices of using soil and plants to reduce and treat stormwater runoff at its source. These best practices not only help with runoff, but deliver environmental, social and economic benefits.

Key transit planning bodies in the region – such as MST and the Transportation Authority for Monterey County (TAMC) – will need to collaborate on strategies to create transit options that both meet workforce needs and incentivize transit use for all sectors of society. The City may also elect to work with these agencies to implement a Bus Rapid Transit (BRT) system, which would create dedicated bus lanes that help increase service frequency and efficiency along major roads in the neighborhood.

TI 3. Establish High-Quality Streetscape Improvements and Amenities to Create a Walkable Neighborhood.

The poor quality of Chinatown's infrastructure is largely a product of the late-twentieth century. A sustained lack of public investment in the neighborhood allowed its sidewalks, crosswalks, and landscaped areas to deteriorate at the expense of the local population. To this day, Chinatown's residents continue to struggle with an uninviting pedestrian environment that compromises public safety. Several crosswalks require improvements to comply with ADA standards, and some sidewalks have widths as narrow as three to four feet.

Pedestrian infrastructure has a notable impact on quality of life. Places with inviting sidewalks generate more pedestrian activity that enhances the public environment. Wide sidewalks that provide street furniture can accommodate steady pedestrian volumes while also encouraging more walking and commercial activity, reinforcing the human scale of a neighborhood. Elements of green infrastructure also provide the added benefit promoting environmental sustainability – a strong and continuous canopy of street trees offers shade and sequesters carbon from the atmosphere, while drought-tolerant landscaping can help reduce local water demand.

When implemented together, these thoughtful design features can make neighborhood streets feel safer and more secure for pedestrians. The City can take tangible steps to improve public streetscapes centered on the needs of

pedestrians.

TI 4. Improve Above and Underground Infrastructure in Chinatown.

Public infrastructure is intimately tied to growth and development. An influx of residents, employees, and consumers to an area creates higher levels of demand for a variety of basic services, such as transportation, sewers, utilities, and telecommunications. In the context of a changing climate, variable weather patterns and extreme events also demand improvements to stormwater management systems, which can help mitigate the potential for damaging floods that could otherwise harm private property and public health.

In anticipation of new economic, population, and climatic changes, it is imperative to invest heavily in Chinatown's infrastructure to ensure that public services are continually provided at an adequate level. The City will need to work closely with other public agencies and private corporations – notably PG&E, Caltrans, and the Salinas Public Works Department

Sidewalk repair is necessary throughout Chinatown.

ASSESSMENT DISTRICT

Assessment Districts are financing mechanisms. With the approval of a majority of the landowners, cities, counties and special districts can collect fees to finance improvements constructed or acquired by the District. Each property owner pays a fair share of the costs of such improvements.

(PW) – to underground electrical utilities, improve wireless internet service, upgrade sewer systems, and implement stormwater control measures. Because such construction is both lengthy and disruptive, the City recognizes the importance of coordinating the timing of these efforts in order to "dig once" and complete multiple upgrades simultaneously.

TI 5. Ensure Adequate Parking Facilities to Support a Thriving Neighborhood.

Chinatown's parking facilities need to be significantly expanded. Currently, most parking is provided either on-street or in private lots or residential driveways. While this arrangement is adequate for the time being, greater parking demand is sure to arise as a result of the higher residential densities and greater commercial activity anticipated as Chinatown evolves. And yet, despite these projections, spatial constraints across the neighborhood will likely prevent the creation of new on-street. Some of the streetscape improvements mentioned above may be prioritized and require reductions in current parking spaces in order to widen sidewalks, add bike facilities, and convert one-way streets to accommodate two-way travel.

Many parking spaces in Chinatown are often occupied by abandoned vehicles, unauthorized semi-trucks, and other undesired uses. Better enforcement will open up more parking spots for residents and create a calmer and safer neighborhood street network. There will need to be clear criteria for vehicle removal paired with education to avoid negatively impacting low-income families.

A range of measures are needed to prevent significant parking constraints. The City will conduct a parking study to identify additional opportunities to reduce parking demand. Strategies may include consolidating park and ride areas, preserving on street parking, adding and enforcing time restrictions to increase spot turnover and availability, and implementing demand-based pricing incentives. A new parking management program, coupled with better alternatives to driving alone, can support better parking availability and eventual reduction in car dependency for residents in Chinatown.

Parking is constrained in Chinatown along Soledad Street.

TI 1. ESTABLISH AN EFFICIENT, INTEGRATED, AND WELL-CONNECTED ROAD NETWORK THAT RECONNECTS CHINATOWN WITH THE REST OF THE COMMUNITY.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
TI 1.1 – Identify and remove barriers on existing roadways that obstruct access to and from Chinatown.	**TI 1.1.a – Make State Route 183 underpass ADA compliant.** Continue conversations with Caltrans regarding the State Route 183 underpass to evaluate opportunities to bring it into compliance with ADA requirements.	Community Development Department (CDD), Public Works Department (PW), CalTrans	Medium
	TI 1.1.b – Explore removal of the Bridge Street Wall. Analyze the removal of the Bridge Street wall to increase access to and from Chinatown for all roadway users, including emergency responders. Conduct traffic studies as needed.	CDD, PW, Housing Authority of the County of Monterey (HACM)	Medium
TI 1.2 – Reconnect Chinatown to Downtown and the Intermodal Transit Center across from the railroad tracks.	**TI 1.2.a – Create an at-grade railroad crossing.** Work with Union Pacific and the California Public Utilities Commission to establish one at-grade railroad crossing for multimodal circulation along either Bridge Street or Soledad Street.	CDD, PW, California Public Utilities Commission (CPUC), Union Pacific	Long
	TI 1.2.b – Document previous at-grade crossings. Work with property and businesses owners as well as historical associations within the City and County to find photographs and document previous at-grade crossings along Bridge Street, Soledad Street, and California Street.	CDD, PW, Property Owners, Business Owners, Asian Cultural Experience (ACE), Chinese American Citizens Alliance (CACA), Chinese Association of Salinas (CAS), Filipino Community - Salinas Valley (FCSV)	Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
TI 1.3 – Eliminate one-way streets within the Chinatown core without compromising the availability of street parking.	**TI 1.3.a – Convert core streets to two-way traffic.** Work with Public Works to retrofit roadways to accommodate two-way traffic on Bridge, E. Lake, Soledad, and California Streets.	PW, Residents, Property Owners, Business Owners	Medium
	TI 1.3.b – Preserve on-street parking. Strive to maintain as many street parking spaces as possible when converting streets from one-way streets into two-way.	PW, Residents, Property Owners, Business Owners	Medium
	TI. 1.3.c – Determine if "No Parking Zones" are necessary. Evaluate whether any "No Parking Zones" are needed when converting Chinatown to two-way streets, especially along Soledad Street.	PW, Residents, Property Owners, Business Owners	Medium
	TI 1.3.d – Widen right-of-way to accommodate two-way traffic. Work with adjacent property owners to widen the existing right-of-way on Market Way between Soledad and Bridge Streets to accommodate two-way traffic and associated infrastructure requirements.	CDD, PW, Property Owners	Long
TI 1.4 – Initiate a phased, long-range planning approach to revitalize and re-program alleys for pedestrian walkways, linear parks, farmers' markets, or other public uses.	**TI 1.4.a – Pave alleys.** Fully pave Bridge, Lake and Rossi Alleys for vehicular and pedestrian circulation, especially those connected to housing developments.	CDD, PW, Property Owners	Medium
	TI 1.4.b – Upgrade alley infrastructure to support public activity. Install key safety and infrastructure improvements (e.g., street lighting, cameras, street cleaning, and environmental remediation) to facilitate programming of these spaces.	CDD, PW	Medium

TI 2. ESTABLISH A COMPLETE MULTI-MODAL TRANSPORTATION NETWORK THROUGHOUT CHINATOWN TO IMPROVE PUBLIC SAFETY, CIRCULATION, AND TRAFFIC CONGESTION.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
TI 2.1 – Identify improvements for pedestrian and bicycle mobility at key intersections including Lake and Main Streets; Rossi Street, Calle Cebu and Sherwood Drive; and Market Street and Sherwood Drive.	**TI 2.1.a – Improve pedestrian crossings.** Continue to analyze and prioritize high visibility pedestrian crosswalks and markings where appropriate and as identified by traffic consultants.	CDD, PW	Medium
	TI 2.1.b – Utilize curb extensions. Analyze the installation of curb extensions where appropriate.	CDD, PW	Medium
	TI 2.1.c – Create wayfinding signage. Use wayfinding signage to facilitate multimodal circulation within, to, and from Chinatown to community centers, Downtown, ITC, and neighborhood/urban parks.	CDD, PW, Residents, Property Owners, Residents	Short
	TI 2.1.d – Add safe crossings, Explore increasing the number of safe crossings according to City standards throughout Chinatown to improve pedestrian safety.	CDD, PW	Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
TI 2.2 – Improve roadways and public infrastructure to better accommodate all modes of travel.	**TI 2.2.a – Seek grant funding for street improvements.** Collaborate with partner transportation agencies to apply for the Active Transportation Program (ATP) funds, in addition to other grants, to fund complete streets improvements that may include Bus Rapid Transit (BRT) system and dedicated bus lanes on main thoroughfares (E. Rossi Street, Market Street, and Sherwood Drive).	CDD, PW, CalTrans	Short
	TI 2.2.b – Consider shared lanes. Evaluate the feasibility of creating shared lanes for bicycles and drivers on low-speed streets and protected bicycle lanes on adjacent thoroughfares (Market Street, E. Rossi Street, and Sherwood Drive)	CDD, PW	Medium
	TI 2.2.c – Evaluate potential for bikeshare. Explore the viability of establishing a pilot bikeshare program in Chinatown.	CDD, PW, Private Sector Partners	Long
TI 2.3 – Continue to work with MST to encourage and plan transit services and more frequent stops that connect Chinatown residents with key destinations, such as the ITC, downtown Salinas, and Hartnell College.	**TI 2.3.a – Support increased transit access.** Advocate and collaborate with MST to increase service levels and/or establish a bus stop either on E. Rossi Street or on E. Lake Street.	CDD, PW, Monterey-Salinas Transit (MST)	Medium
	TI 2.3.b – Improve transit stop infrastructure. Collaborate and encourage MST to provide benches, signage, and roof shelters at existing and new bus stops in and around Chinatown.	CDD, PW, MST	Short

TI 3. ESTABLISH HIGH-QUALITY STREETSCAPE IMPROVEMENTS AND AMENITIES TO CREATE A WALKABLE NEIGHBORHOOD.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
TI 3.1 – Prioritize streetscape improvements that promote human scale, engage the public realm, and ensure pedestrian safety and comfort.	**TI 3.1.a – Plant street trees.** Increase the level of tree canopy along pedestrian corridors to improve shade on sidewalks and seating areas, particularly along Soledad Street.	CDD, PW	Medium-Long
	TI 3.1.b – Program sidewalks. Activate sidewalks through programming and amenities to make them safer and more inviting to pedestrians.	CDD, PW	Short
	TI 3.1.c – Use sustainable plants. Use native and drought-tolerant plants in the landscaping of new public spaces.	CDD, PW	Ongoing
	TI 3.1.d – Improve sidewalk amenities. Add trash cans and decorative features to sidewalks.	CDD, PW, Republic Services	Short
	TI 3.1.e – Improve lighting. Add pedestrian-oriented lighting throughout Chinatown.	CDD, PW	Short
	TI 3.1.f – Provide a means of private care for street trees. Create a local "tree adoption" program for residents, businesses and Community-Based Organizations.	CDD, PW, Property Owners, Residents, CBOs	Short
	TI 3.2.g – Fix curb ramps. Collaborate with PW to identify missing curb ramps and improve those that are not ADA compliant.	CDD, PW	Medium-Long

TI 4. IMPROVE ABOVE AND UNDERGROUND INFRASTRUCTURE IN CHINATOWN.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
TI 4.1 – Invest in and improve above and underground infrastructure to support business activity and new developments.	**TI 4.1.a – Create an infrastructure maintenance plan.** Conduct an assessment of the existing streets, roads, alleys, lighting, sidewalks and curbs to make a determination of the existing conditions and create a plan to maintain and repair existing infrastructure.	CDD, PW, CalTrans	Medium
	TI 4.1.b – Protect waterways from runoff. Collaborate with partner agencies, property and business owners to prevent contaminated runoff from entering the City's drainage and sewer system.	CDD, PW	Medium
	TI 4.1.c – Improve sewer and stormwater systems. Continue to retrofit legacy sewer and stormwater and drainage systems to upgrade capacity and allow new development to occur.	CDD, PW	Ongoing
	TI 4.1.d – Evaluate a stormwater control plan. Explore the creation of a comprehensive stormwater control plan for the planning area that meets all of the requirements and is in compliance with the National Pollutant Discharge Elimination System (NPDES).	PW, United States Environmental Protection Agency (EPA)	Long
	TI 4.1.e – Improve communication infrastructure. Work to provide broadband service throughout Chinatown and improve telecommunications capabilities.	CDD, PW	Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
TI 4.1 (continued)	**TI 4.1.f – Put utilities underground.** Work with PG&E to continue undergrounding electrical utilities.	CDD, PW, PG&E	Ongoing
	TI 4.1.g – Increase sidewalk width to accommodate infrastructure. Reconstruct damaged sidewalks to increase the effective width where utility poles, fire hydrants, street signs, are present.	CDD, PW	Medium-Long
	TI 4.1.h – Improve sidewalk connectivity. Develop a complete sidewalk network in the neighborhood. Provide a sidewalk on the southside of Market Way between Bridget Street and Soledad Street, adjacent to the Union Pacific Railroad fence.	CDD, PW, Union Pacific, Property Owners	Long

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
TI. 4.2 – Enhance infrastructure financing through new State funding for new developments or other funding sources.	**TI 4.2.a – Improve infrastructure in tandem with new development.** Conduct above and underground infrastructure improvements as new development occurs.	CDD, PW, Property Owners, Business Owners	Medium
	TI 4.2.b – Consider an assessment district. As Chinatown redevelops, explore the formation of an assessment district to provide funding for maintenance and new infrastructure improvements.	CDD, PW, Property Owners, Business Owners	Medium

TI 5. ENSURE ADEQUATE PARKING FACILITIES TO SUPPORT A THRIVING NEIGHBORHOOD.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
TI 5.1 – Develop an innovative parking plan to improve parking availability for residents, visitors, and employees in Chinatown.	**TI 5.1.a – Evaluate parking needs.** Conduct a detailed parking study to forecast demand, evaluate utilization of existing spaces, and identify potential locations for new parking and curbside uses (drop-off and pickup zones) for delivery and ride-share networks.	CDD, PW, Residents, Owners, Ride-Share Companies	Medium-Long
	TI 5.1.b – Explore parking permits. Consider revisiting the preferential parking permit ordinance and look into a potential Neighborhood Parking Permit (NPP) program for residents living in existing apartment complexes in Chinatown.	CDD, Property Owners, Residents	Short
	TI 5.1.c – Establish parking structures. Create a centralized multi-level parking (potentially at the PG&E site) or multiple decentralized parking structures throughout the planning area.	CDD, PW, Property Owners	Long
	TI 5.1.d – Provide carshare parking in new development. Require carshare parking spaces in multifamily residential and mixed-use developments.	CDD	Medium
	TI 5.1.e – Require bike parking infrastructure. Provide secure and covered bike parking at community facilities, parks, and apartment complexes.	CDD, PW, For-Profit and Non-Profit Housing Developers, Library and Community Services	Medium
	TI 5.1.f – Preserve parking when possible. Preserve existing parking supply when not in conflict with other intended streetscape or road improvements, especially along California Street, where there are several apartment complexes.	PW	Short

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
TI 5.2 – Create flexible parking design standards that improve the aesthetic quality of the surrounding environment.	**TI 5.2.a – Encourage vegetation and sustainable stormwater maintenance.** Develop parking design guidelines that encourage use of thoughtful and sustainable landscaping materials including vegetated buffers, permeable pavers, or other features designed to improve stormwater management.	CDD	Medium
	TI 5.2.b – Orient parking away from the street. Where possible, locate parking lots at the side or back of properties such that they are not directly adjacent to streets.	CDD	Medium
TI 5.3 – Regulate and reduce unauthorized parking in Chinatown.	**TI 5.3.a – Decrease the number of abandoned vehicles in Chinatown.** Work with the Police Department and the City's Parking Enforcement contractor to remove abandoned and/or nonoperational parked vehicles that have been left unattended for long periods of time.	CDD, PD, PW	Short
	TI 5.3.b - Improve SalinasConnect awareness. Educate and inform residents about the SalinasConnect (QAlert) App, which allows them to report abandoned vehicles.	CDD, PD	Short

CHINATOWN
Asian
CULTURAL EXPERIENCE
ACEsalinas.wordp
It's Happening in
CHINATOWN
I ♥ chinatown

Arts, Youth, Programming and Community Facilities

Salinas Chinatown is a historical "gold mountain," as noted by the Asian Cultural Experience (ACE). Established by Chinese merchants in 1893 after the first Chinatown burned down, Soledad Street serves as the heart of the community. Today, Salinas' Chinatown is the largest, active Chinatown between San Francisco and Los Angeles. Besides serving as the historic home for Chinese immigrants, Chinatown also attracted immigrants from Japan, the Philippines, and Mexico. This mix of cultures is etched in the physical landscape of the buildings, businesses and cultural and faith-based institutions in Chinatown. No other neighborhood in Salinas can boast such an interesting history or capitalize on its unique cultural evolution. Since 2012, Chinatown's population has transformed with the construction of 280 affordable dwelling units. Most of these units are comprised of families in need of recreational programming, open space, and other services that do not exist in the neighborhood. Although there is an urgent need to provide services to homeless individuals, averaging 150, living in the encampments, the neighborhoods newest residents also require attention. There is a unique opportunity through programming and cultural facilities to serve both groups and build social cohesion between them.

9.1 INTRODUCTION

This chapter presents strategies to build on Chinatown's strong foundation of community centers and programming and its rich legacy of arts and culture to strengthen youth and family services, civic participation and overall community well-being. Residents of Chinatown today can be characterized by their housing status – sheltered or unsheltered. In more recent years, Chinatown provided refuge for the City's most vulnerable, those experiencing homelessness. With the new developments by the Housing Authority of the County of Monterey and MidPen Housing coming into the neighborhood, this is changing as more families, services, and businesses are moving into the neighborhood. The actions in this Chapter will help Chinatown develop into a safe and welcoming neighborhood by expanding its arts and cultural offerings, supporting existing and new community-based organizations, creating more recreational opportunities and open space, increasing youth programming, and strengthening local leadership.

Guiding Principle Icon Key

- Economic Prosperity, Equity and Diversity
- Collaborative, Inclusive, and Engaged Decision-Making
- Housing Opportunities for All
- Liveable and Sustainable Community
- Healthy and Safe Community
- Connectivity, Access and Mobility
- Youth Are the Future
- A Community to Celebrate

Goal Summary

AYPCF 1. Establish Chinatown as an arts and culture hub that celebrates its multicultural past, welcomes artists, and attracts public art investment.

Through Chinatown's strong arts and cultural organizations, the neighborhood is poised to become an arts and cultural center by deepening support for artists and ensuring they have places to live and work, and by hosting celebrations, public art, and storytelling of its history within the public spaces.

AYPCF 2. Support youth and family development by investing in programs that are healthy and nurturing.

Chinatown's many families and children can benefit from programs and services that provide resources and guidance so that young people and their families can thrive at every stage of life.

AYPCF 3. Encourage robust civic engagement and development of resident leaders committed to shaping Chinatown's future.

Robust stakeholder engagement and leadership shaped this Revitalization Plan, and the City and Chinatown community are committed to ongoing civic engagement that effectively involves and builds the capacity of local individuals and organizations as part of implementation.

AYPCF 4. Strengthen the capacity and sustainability of community-based organizations (CBOS) in Chinatown to provide critical services.

The City of Salinas will continue to partner with Chinatown's cultural and faith-based institutions and service providers to ensure they have the tools, resources and information needed to best serve the community and sustain their organizations.

AYPCF 5. Ensure that Chinatown allows for a full range of recreational activities to promote active and healthy lifestyles.

Through coordination and cooperation, the City of Salinas, local housing and service providers, and cultural and faith-based institutions will ensure residents have access to places and programs that support their health and well-being.

AYPCF 6: Create and support well-maintained and culturally relevant small parks and other urban gathering spaces in Chinatown.

As Chinatown revitalizes and redevelops, a strong system of diverse open spaces will serve the neighborhood by providing places for rest, relaxation, and respite. These clean, safe places can also be used to showcase Chinatown's rich and diverse arts and culture.

Guiding Principle Connection

Economic Prosperity, Equity and Diversity

Arts, cultural, and recreational programing, activities, and events are economic drivers that generate commercial activity and create opportunities for entrepreneurship and inclusive economic development. Supporting youth development and enrichment leads to improved job and career opportunities and the economic well-being of the next generation.

Healthy and Safe Community

Youth and family programs, community recreation facilities, urban parks, and neighborhood safety efforts are fundamental to healthy communities and individual and family well-being. And provide venues for social gathering, exercise and relaxation, and other safe outdoor activities.

Housing Opportunities for All

Arts, culture and community facilities and programs build strong neighborhoods. As Chinatown continues to add more housing, families, and youth, supporting these critical amenities will improve the neighborhood's overall quality life. Encouraging the development of live/work housing diversifies housing options and provides needed workspace for artists.

Youth Are the Future

Chinatown is a young and growing community. Programs, services and resources for youth in Chinatown will build skills, civic participation, and expand educational opportunities for the next generation of Salinas residents to ensure that they are engaged in making decisions about the future of their community.

Collaborative, Inclusive and Engaged Decision-Making

Empowering Chinatown residents to shape the future of their neighborhood by partnering with public, philanthropic and private organizations requires culturally effective engagement strategies and a commitment to removing barriers to participation. Supporting the work of community-based organizations will improve resident access to resources and result in more collaborative, inclusive and engaged decision-making.

Connectivity, Access and Mobility

As Chinatown grows and redevelops, it is critical to ensure its residents can easily move through the neighborhood as well as travel to nearby destinations, including cultural, religious, arts and recreation facilities. Improving connections between residential development and these amenities through enhanced bikeways, pedestrian paths and streetscapes is critical to residents' ability to access and benefit from these local community assets.

Livable and Sustainable Community

Enhanced youth, arts, and community programs contribute to the livability and sustainability of the Chinatown neighborhood. Creating and maintaining clean, safe and family-friendly recreation facilities and urban parks support quality of life by encouraging residents to socialize and participate in healthy physical, educational and enrichment activities.

A Community to Celebrate

Chinatown has a strong and growing tradition of neighborhood events and celebrations. As the neighborhood is revitalized, promoting its historic and contemporary arts and culture will draw more visitors to the neighborhood to learn about and celebrate Chinatown's distinctive contribution to the Salinas community.

ASIAN FESTIVAL

The Asian Festival, founded in 2007, promotes unity and is a celebration of the Chinese, Japanese, and Filipino communities in Chinatown. With the objective of revitalizing the Chinatown core, this annual festival educates hundreds of visitors about Asian culture and the history of Chinatown through cultural and historic displays, music, food, dancing, and cultural demonstrations and programs.

9.2 COMMUNITY ASSETS AND OPPORTUNITIES

Rich History of Arts and Culture.

Chinatown's arts, cultural, and historic identity is arguably the community's greatest strength. Key assets include the historic Republic Café and Chop Suey sign, Asian architectural elements, murals, strong cultural organizations, annual cultural events, and a growing artist community. Repositioning Chinatown as a regional arts and culture district will strengthen the neighborhood through increased economic activity for businesses and expanded community programming for residents.

Cultural Organizations, Events, and Programming.

In spite of Chinatown's blighted conditions, established cultural organizations such as the Asian Cultural Experience (ACE), Buddhist Temple of Salinas, Chinese Association of Salinas, and the Filipino Community-Salinas Valley have drawn thousands of visitors to cultural events like the Asian and Obon Festivals. Program offerings at their facilities, including youth and family activities, recreation, community classes, serve as cornerstones for building a strong neighborhood. There is opportunity for the City to collaborate with these organizations to utilize these community centers to expand programming and services for residents and visitors.

Growing Multi-generational Population.

Recent residential developments in Chinatown have brought a diverse set of new residents to the neighborhood. Housing developments designed for seniors, large families and other types of households contribute to a growing neighborhood and sense of community. Continuing to engage residents and providing opportunity for intergenerational collaboration and participation in Revitalization Plan implementation will increase its success and ensure neighborhood needs are met.

Dancers performing a traditional Filipino cultural dance at the Filipino Community-Salinas Valley hall as part of the 2018 Asian Festival.

9.3 GOALS, POLICIES, AND ACTIONS

The vision, goals, and recommendations contained within this Revitalization Plan were developed through an intensive community engagement process. Each of the six primary topic areas was evaluated and refined by a Working Group of residents and stakeholders, presented at a series of public Open Houses, and vetted by a Technical Advisory Committee. These results then evolved into the Goals, Policies and Actions found in this chapter.

This section contains two parts. The first is a narrative describing each of the Arts, Youth, Programming and Community Facilities (AYPCF) goals and policies – providing context, rationale, and framing for why certain policies or programs are important. The matrix that follows the narrative includes actions necessary to implement the goals and policies along with other, more detailed recommendations including the responsible entity or organization and the timeframe.

AYPCF 1. Establish Chinatown as an arts and culture hub that celebrates its multicultural past, welcomes artists, and attracts public art investment.

Incorporating arts and culture into the fabric of the neighborhood will enrich residents' lives. It is also a strategy to bring investment to the community while sharing Chinatown's history and cultural legacy with a broader audience. Art in the public realm – including

2017 Asian Festival in Chinatown and the Lion Dance Team performers along with Mayor Joe Gunter, City Manager Ray E. Corpuz, Jr., and Councilwomen Gloria De La Rosa.

Motorcycle clubs around the region joined the 3rd Annual Chinatown Block Party to provide services and clothing to individuals experiencing homelessness.

the design of building facades, open spaces, and streetscape elements – can "tell the Chinatown story."

Bringing public art and resources for artists and cultural organizations to Chinatown requires continued advocacy by residents, community-based-organizations, and non-profit and philanthropic groups. These efforts will be strengthened by developing a network of arts groups and working directly with the Salinas Public Arts Commission.

Chinatown can become a regional arts and cultural hub, drawing visitors day-to-day and during annual festivals and events. Ensuring that ample spaces for working artists, arts and culture programs, and displays are created and maintained is a critical piece of this effort. Ground-floor space of Moon Gate Plaza can be used to implement this strategy in the near term, demonstrating investment in neighborhood infrastructure that also supports the arts.

AYPCF 2. Support youth and family development by investing in programs that are healthy and nurturing.

Monterey County, Salinas and Chinatown have a rich system of service providers and organizations that support residents of all ages and at all stages of life. Continuing to improve personal, behavioral and community health in Chinatown requires enhancing access to a full spectrum of critical services and programs for youth and families – from nutritional support for expecting mothers, to caregiving and adult substance abuse prevention and treatment.

Improving families' access to and use of available programs requires centralized, culturally relevant, multi-lingual coordinated outreach and education to connect them to the resources they need to be healthy and successful.

Likewise, coordination between the City, County, school districts, and non-profit organizations like First Five Monterey and Alcoholics Anonymous will improve service delivery and resource efficiency. New and improved programs will emphasize parenting and caregiving skills and youth mentorship for Chinatown residents. Affordable housing developments, places of worship, and community facilities can continue to provide space for programs and service delivery as well as information centers.

OBON FESTIVAL

The Salinas Obon Festival, presented annually by the Buddhist Temple of Salinas, is a Japanese Buddhist custom to honor the spirits of one's ancestors. Over four thousand visitors come to the festival to see and experience displays of bonsai and flower arrangements, Japanese food, martial arts demonstrations, and a tea ceremony.

ASIAN CULTURAL EXPERIENCE (ACE)

ACE is a multi-ethnic non-profit organization dedicated to the historical and cultural preservation of Chinatown. Founded in 2007, ACE brings together members of the Chinese, Japanese, and Filipino communities, students and faculty from CSUMB, and staff from the National Steinbeck Center. Primary initiatives include the coordination of the Annual Asian Festival. Their dream goal is to convert the Republic Café into a museum.

AYPCF 3. Encourage robust civic engagement and development of resident leaders committed to shaping Chinatown's future.

The success of Chinatown's revitalization will require continued partnerships and collaboration between the City of Salinas, Chinatown residents, local community-based organizations and other public and private entities.

In order to ensure that Chinatown grows and evolves in a manner that reflects community values and priorities, public engagement must be effective and broad reaching. This requires creating safe, accessible, and welcoming environments in which neighbors can come together and interact with the City.

The City will ensure outreach efforts include many avenues and tools for participation and that they are fully accessible to the neighborhood's diverse residents. This means using simple clear language, providing translation and interpretation, and relying on trusted organizations and leaders in the community. Capacity-building, volunteerism, and events and programs that bring neighbors together to learn from one another will help develop local leaders and support successful neighborhood projects.

AYPCF 4. Strengthen the capacity and sustainability of community-based organizations (CBOs) in Chinatown to provide critical services.

Chinatown has a rich network of community-based organizations that are a critical piece of the neighborhood. Like many non-profit organizations, however, they face ongoing challenges related to funding, operations, and policy. To support these organizations so that they can continue their vital work, the City and its partners will enhance support for and coordination among CBOs. The Asian Cultural Experience has been one of the strongest supporters of this planning effort.

The City will work with local organizations to assess their challenges and tailor technical assistance and capacity-building programs to these needs. Support will come in the forms of formal training and technical assistance as well as mentorship and leadership development. Because

resources are scare and many CBOs have similar missions, increased collaboration between groups is needed. This may include City-led meetings, partnership opportunities, and shared staff and spaces.

AYPCF 5. Ensure that Chinatown allows for a full range of recreational activities to promote active and healthy lifestyles.

Chinatown residents of all ages and abilities need easy access to programs and places that will support their health, education, and enrichment. Establishing or strengthening partnerships among Salinas and Chinatown organizations is an effective way to ensure more people have more opportunities to play, grow, and learn in their neighborhood.

There are multiple strategies that the City and its partners will use to achieve this. This includes working with nearby schools, religious institutions, and housing providers to increase access to enrichment programs, play opportunities, and arts and cultural resources.

As Chinatown redevelops and grows over time, more places, spaces, and programs for healthy activities will be needed. The City will seek opportunities to bring services, including public library services, to the neighborhood on a temporary, pop-up, or permanent basis. New mixed-use developments and multi-family housing structures offer excellent opportunities to create new ground-floor spaces for community hubs with flexible spaces for classes, meetings, and other activities.

AYPCF 6. Create and support well-maintained and culturally relevant small parks and other urban gathering spaces in Chinatown.

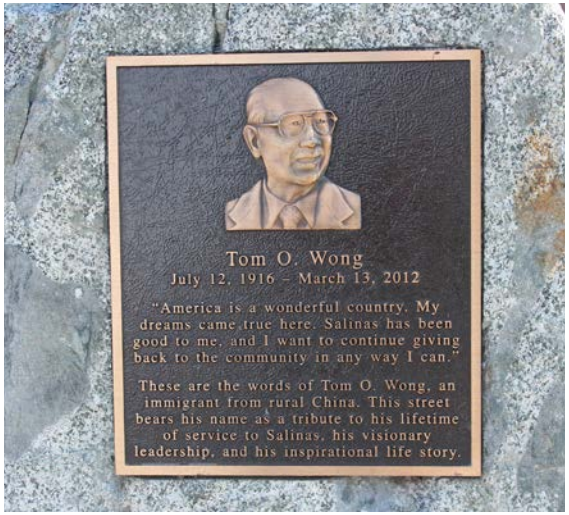
Outdoor spaces are key building blocks of healthy neighborhoods, and provide locations for many of the healthy programs and activities coming to Chinatown. A network of well-designed and maintained urban-scale parks and open spaces, including a community garden, throughout

Lion dance performance at the 3rd Annual Chinatown Block Party.

Chinatown will benefit the community at large. Some spaces may be more traditional landscaped parks, while others may be small spaces or plazas. Together, the system of small parks and spaces will provide places for social gatherings, art or cultural exhibitions, and informal play and relaxation.

New gathering spaces can be created in a number of ways. Chinatown has many underutilized sites that can be transformed into parks, gardens, or plazas. New housing developments will contribute new open spaces to the community, and the City will work with developers to ensure these are accessible to the public so that they benefit all of Chinatown. In the near-term and as Chinatown begins to redevelop, temporary installations and inexpensive fixtures can transform underutilized spaces into community amenities and "pop-up parks".

All public spaces in Chinatown should be designed to be flexible so that they can accommodate many uses at different times. Each space should be sited and designed to connect to other nearby amenities, including trails and community parks, and to reflect the unique identity and history of Chinatown.



Memorial plaque after Tom O. Wong, an important figure in Chinatown's history and heritage.

Traditional Chinese dance at the Salinas Confucius Church.

Street named after Tom O. Wong, whose name was also written in Chinese characters.

Salinas Kendo Club members perform inside of the Buddhist Temple of Salinas at the Asian Festival.

Chinatown's Obon Festival is a community-centric event that promotes cultural identity of the Japanese community within the City and Chinatown.

AYPCF 1. ESTABLISH CHINATOWN AS AN ARTS AND CULTURE HUB THAT CELEBRATES ITS MULTICULTURAL PAST, WELCOMES ARTISTS, AND ATTRACTS PUBLIC ART INVESTMENT.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
AYPCF 1.1 - Support culturally relevant public art and events to establish Chinatown as a destination that enriches residents and attracts visitors.	**AYPCF 1.1.a – Commission Culturally-Relevant Art in Public Spaces.** Integrate culturally relevant art in the design of public spaces especially along Soledad Street. Encourage businesses, housing development, and institutions to host public art to "tell the story" of Chinatown.	City, Businesses, Government/ Educational Institutions, Faith Based Community (FBC), Community Based Organizations (CBOs), Public Art Commission	Short
	AYPCF 1.1.b – Actively participate on Public Arts Commission. Encourage Chinatown stakeholders to participate in the Public Art Commission. Improve Public Art Commission's communication to Chinatown stakeholders about projects and initiatives and educate local artists on how to apply for funding.	City, Philanthropy, Government/ Educational Institutions, CBOs, Local Artists, Public Art Commission, Asian Cultural Experience (ACE), Buddhist Temple of Salinas, Filipino Community - Salinas Valley (FCSV), Chinese Association of Salinas (CAS), Chinese American Citizens Alliance (CACA)	Short
	AYPCF 1.1.c – Host Culturally-Relevant Events. Launch festivals celebrating Asian/Latino ethnic food, performing arts, and crafts to celebrate Chinatown's identity including an annual Chinese New Year event. Continue to hold the Chinatown Block Party, Asian Festival, and Obon Festival.	City, Businesses, Government/ Educational Institutions, FBC, CBOs, Public Art Commission, ACE, Buddhist Temple of Salinas, FCSV, CAS, CACA	Immediate – Short
	AYPCF 1.1.d – Create a Network of Arts Groups. Build partnerships between local arts groups and regional businesses, public institutions, philanthropy and to help Chinatown become a regional art destination.	City, Government & Educational Institutions, Businesses, CBOs, Public Art Commission, ACE, Buddhist Temple of Salinas, FCSV, CAS, CACA	Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
AYPCF 1.1 - (Continues)	**AYPCF 1.1.e – Identify and develop a variety of art spaces for training, display, program, services, and performance.** Publish this list for event organizers. Repurpose or renovate existing community facilities to create new spaces for art and cultural programming.	City, Businesses, Philanthropy, Government/Educational Institutions, FFBC, CBOs, Public Art Commission, ACE, Buddhist Temple of Salinas, FCSV, CAS, CACA	Medium
	AYPCF 1.1.f – Create spaces for arts exhibition and programming. Utilize the ground floor of Moon Gate Plaza for art exhibition and programming space.	City, MidPen Housing, Artist, CBOs	Short
	AYPCF 1.1.g – Establish Public Art Maintenance Plan. Ensure that community stakeholders can assist in helping protect and maintain public art.	City, Community Stakeholders, CBOs, Public Art Commission, ACE, Buddhist Temple of Salinas, FCSV, CAS, CACA	Short

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
AYPCF 1.2 - Support the development of new and existing arts and cultural programming.	**AYPCF 1.2.a – Create a Chinatown Arts Action Plan.** Work with the Public Art Commission and community stakeholders to develop a tailored action plan for Chinatown to implement the overall goals of the Citywide Public Art Master Plan. Identify appropriate locations for public art installations.	City, Businesses, Government/ Educational Institutions, FBC, CBOs, Public Art Commission	Short
	AYPCF 1.2.b – Expand Arts-Based Programming. Support existing arts-based organizations to expand cultural and arts programming through partnerships with existing community organizations and institutions.	City, Businesses, Government/ Educational Institutions, Public Art Commission, ACE, Buddhist Temple of Salinas, FCSV, CAS, CACA	Ongoing
	AYPCF 1.2.c – Increase arts and culture funding. Pursue grant opportunities such as the Living Cultures Grant Program from the Filipino Development Foundation to sustain and strengthen arts and cultural programming about Chinatown heritage.	City, Businesses, Government/ Educational Institutions, Public Art Commission, ACE, Buddhist Temple of Salinas, FCSV, CAS, CACA	Short
	AYPCF 1.2.d – Expand art education opportunities. Invite artists to give lectures, demonstrations, and classes at community facilities and other public gathering places. Host affordable culinary, art, and cultural courses tied to Chinatown's history.	City, Philanthropy, Artist, CBOs, Public Art Commission, ACE, Buddhist Temple of Salinas, FCSV, CAS, CACA	Short

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
AYPCF 1.3 - Provide resources to allow local artists to live and work in Chinatown.	**AYPCF 1.3.a – Create art internships for youth.** Enable students to gain hands on experience with local artists and arts and cultural organizations.	City, Businesses, Government/ Educational Institutions, FBC, CBOs, Public Art Commission	Medium
	AYPCF 1.3.b – Develop vendor opportunities for artists. Create an "auction exhibit space" for local artists to sell their art pieces in conjunction with businesses and other organizations. Develop an online marketplace for artist products.	City, Businesses, Government/ Educational Institutions, FBC, CBOs, Local Artists, Public Art Commission	Short
	AYPCF 1.3.c – Create artist maker spaces. Develop new creative maker spaces within existing community facilities that provide tools and other equipment for burgeoning artists to produce art for sale. (See also action ED 3.2a)	City, Government/Educational Institutions, FBC, Philanthropy, CBOs, Public Art Commission	Medium
	AYPCF 1.3.d – Provide information to artists on small business development. Develop a resource guide specifically for artists in developing a small business.	City, Government/Educational Institutions, CBOs, Public Art Commission	Short
	AYPCF 1.3.e – Encourage the development of artist housing. Continue to work with affordable housing developers to incorporate live/work housing for artists in Chinatown. Eliminate barriers to the development of live/work housing. (See also policy ED 3.3)	City, Housing Developers, CBOs, Public Art Commission	Short

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
AYPCF 1.4 - Brand Chinatown as an art and cultural hub focusing on its unique history.	**AYPCF 1.4.a – Promote Chinatown's public art installations and historic sites.** Highlight Chinatown's public art assets and historic sites through the development of a brochure and map. Install appropriate directional signage for the art.	City, Government/Educational Institutions, CBOs, Historic Resource Board, Public Art Commission	Medium
	AYPCF 1.4.b – Market Chinatown as an arts and cultural hub. Work with Chinatown's cultural, religious, and arts institutions, businesses, and housing developers to create a branding campaign and associated material to establish Chinatown as an art/cultural destination in the region. Hire local artists to design branding and other marketing materials. Use social media and other tools to advertise arts and cultural programming. (See also policy ED 2.1)	City, Businesses, Business Association, CBOs, Public Art Commission	Short
	AYPCF 1.4.c – Establish a gateway and public signage to identify Chinatown as an arts/cultural HUB. Select a location and design new gateway and wayfinding signage that that reflects Chinatown's history and identity. Work with community-based organization to create storytelling signage including historic photos throughout Chinatown.	City, Government/Educational Institutions, CBOs, Historic Resource Board, Public Art Commission	Short-Medium

AYPCF 2. SUPPORT YOUTH AND FAMILY DEVELOPMENT BY INVESTING PROGRAMS THAT ARE HEALTHY AND NURTURING.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
AYPCF 2.1 – Promote Healthy Youth and Family Development By Expanding Access to Support and Resources in Chinatown.	**AYPCF 2.1.a – Expand access to high-quality, early childhood education and literacy programming.** Convene a coalition of schools, childcare providers, recreation centers/ library, service and housing providers to focus on increasing early childhood education and literacy opportunities, particularly at the affordable housing developments. Expand adult literacy and ESL classes in Chinatown.	First 5 Monterey, Monterey County Office of Education, School Districts, County Public Health Department, Hartnell, Monterey Peninsula College (MPC), CBOs, Housing Authority	Ongoing
	AYPCF 2.1.b – Provide early resources to expectant families and new parents. Increase access to programs like Women, Infants, and Children (WIC) to provide health care and nutrition resources to expectant mothers and offer early education training geared towards caregivers who are a child's first teacher, particularly at the affordable housing developments.	First 5 Monterey, WIC, Monterey County Office of Education, School Districts, County Public Health Department, CBOs, HACM	Medium
	AYPCF 2.1.c – Increase parenting and caregiver programs. Offer caregivers and parents training on how to effectively communicate with their children, use discipline, and manage problems and reinforce positive behavior, particularly at the affordable housing developments.	City, Monterey County Office of Education, School Districts, First 5 Monterey, CBOs, HACM, Caregivers	Short-Medium
	AYPCF 2.1.d – Assist families in accessing support programs. Assist Chinatown's low-income families access safety net programs such as Section 8 Vouchers, Supplemental Nutrition Assistance Program (SNAP), and Temporary Assistance for Needy Families (TANF). Work with churches, businesses, philanthropy, and community-based organization to establish a similar "safety net" for undocumented residents.	City, Monterey County Departments of Social Services and Public Health, Monterey County Office of Education, HACM, CBOs	Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
AYPCF 2.1 – (Continues)	**AYPCF 2.1.e – Establish a centralized system for family resources**. Identify obstacles that prevent families from learning about community resources and develop a single source of information. Information should be accessible in multiple media forms and address potential language barriers. Create resource display areas at cultural/religious institutions and in community spaces inside Chinatown's housing developments.	City, Monterey County Office of Education, Monterey County Departments of Social Services and Public Health, School Districts, First 5 Monterey, CBOs	Medium
	AYPCF 2.1.f – Increase interactions between youth and caring adults. Promote opportunities to mentor, tutor, or volunteer with youth-serving programs. Encourage intergenerational programming between youth and seniors. Expand afterschool programs that involve adults as positive role models for youth, particularly at Chinatown's housing developments.	City, Monterey County Office of Education, CBOs, HACM	Medium
	AYPCF 2.1.g – Increase substance abuse prevention and treatment programs for youth and parents. Leverage existing resources and pursue grants to create substance abuse prevention (including vaping) and treatment programs in Chinatown. Work with community-based organizations to host support groups like Alcoholics Anonymous.	City, Monterey County Office of Education, Monterey County Departments of Social Services and Public Health, School Districts, CBOs	Short-Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
AYPCF 2.2 – Continue to reduce violence through prevention, intervention, suppresion, and re-entry strategies.	**AYPCF 2.2.a – Prioritize and invest in effective prevention activities.** Provide meaningful youth activities that develop their interests, skills, and talents particularly afterschool and during holiday break. Investing significantly in prevention programs is the most effective way to reduce violence among youth.	City, Community Alliance for Safety and Peace (CASP), School Districts, HACM, CBOs	Ongoing
	AYPCF 2.2.b – Teach nonviolent skills to resolve disputes. Expand violence prevention training at schools and within other youth programs so youth have skills to manage anger and resolve conflicts.	City, School Districts, HACM, CBOs	Short
	AYPCF 2.2.c – Increase intensive family-focused approaches. Provide therapeutic services for high-risk, chronic youth offenders and their families to address individual, family, school, and community factors that contribute to violence.	City, School Districts, Criminal Justice Agencies, CBOs, Caregivers, Monterey County Behavioral Health	Short
	AYPCF 2.2.d – Increase street outreach and community mobilization. Connect trained staff with at-risk youth to conduct conflict mediation, make service referrals, and change beliefs about the acceptability of violence.	City, Monterey County Office of Education, Monterey County Departments of Social Services and Public Health, School Districts, First 5 Monterey, CBOs	

AYPCF 3. ENCOURAGE ROBUST CIVIC ENGAGEMENT AND DEVELOPMENT OF RESIDENT LEADERS COMMITTED TO SHAPING CHINATOWN'S FUTURE.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
AYPCF 3.1 – Create a welcoming environment to nurture effective engagement.	**AYPCF 3.1.a – Implement culturally effective engagement.** Design engagement activities that are culturally relevant and resonate with the Chinatown's residents. Use culturally appropriate language and simplified written communications in multiple media forms.	City, CBOs	Ongoing
	AYPCF 3.1.b – Incorporate trusted community organizations in civic engagement. Pursue guidance from community-based organizations on how to design effective engagement activities and request assistance recruiting participants. Hold meetings in spaces where participants feel most comfortable.	City, CBOs	Ongoing
	AYPCF 3.1.c – Offer various forms of engagement opportunities. Provide a spectrum of engagement activities to allow people with different lifestyles and experiences to participate, which could range from simple online surveys to ongoing working groups.	City, CBOs	Ongoing

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
AYPCF 3.2 – Build the capacity of resident leaders to fully participate in City and community decision making.	**AYPCF 3.2.a – Establish civic academies to develop capacity of residents.** Develop the knowledge base of residents about local government to support true involvement in decision making. Encourage training to help residents facilitate community meetings and lead neighborhood projects.	City, Public Health Department, CBOs	Short-Medium
	AYPCF 3.2.b – Promote social cohesion as an approach to civic engagement. Sponsor neighborhood events in Chinatown such as the Chinatown Block Party to foster social cohesion.	City, Monterey County, Businesses, CBOs, Residents	Short
	AYPCF 3.2.c – Facilitate volunteerism. Make it easy for residents to volunteer by streamlining the application process and advertising a variety of volunteer opportunities to improve Chinatown. Empower volunteers to lead neighborhood improvement projects by eliminating regulatory barriers to "getting things done".	City, Businesses, CBOs, Residents	Short

AYPCF 4. STRENGTHEN THE CAPACITY AND SUSTAINABILITY OF COMMUNITY-BASED ORGANIZATIONS (CBOS) IN CHINATOWN TO PROVIDE CRITICAL SERVICES.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
AYPCF 4.1 – Offer capacity building training and technical assistance to existing and new community-based organizations.	**AYPCF 4.1.a – Survey CBOs on training needs.** Conduct an assessment to identify needs of CBOs and devise tailored training and technical assistance.	City, Philanthropy, CBOs	Short-Medium
	AYPCF 4.1.b – Partner with philanthropy to support CBOs. Request resources from philanthropy for CBO training and technical assistance in Chinatown.	City, Philanthropy, CBOs	Short-Medium
	AYPCF 4.1.c – Invite CBOs to governmental agency training. Encourage CBOs to attend City training opportunities for staff on issues such as time management. Recruit City staff experts to conduct training to CBOs on topics such as finance and small business support.	City, Monterey County Office of Education, Monterey County Departments of Social Services and Public Health, School Districts, CBOs	Immediate
	AYPCF 4.1.d – Encourage mentorship of new leaders. Connect experienced leaders of strong CBOs leaders of new or growing organizations to serve as an advisor.	City, Philanthropy, Monterey County Office of Education, Monterey County, School Districts, CBOs, Businesses	Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
AYPCF 4.2 – Promote collaboration among CBOs to effectively leverage resources.	**AYPCF 4.2.a – Regularly assemble CBOs in Chinatown to share resources.** Convene a quarterly meeting of Chinatown CBOs to discuss how to collaborate and leverage resources to implement the Chinatown Revitalization Plan.	City, CBOs	Short
	AYPCF 4.2.b – Incentivize CBO partnerships. Promote grant-making that rewards collaborative partnerships over individual organization projects.	City, Philanthropy, Monterey County Office of Education, Monterey County, School Districts, CBOs	Medium
	AYPCF 4.2.c – Foster shared use of facilities and staffing. Encourage CBOs to share office space, equipment, supplies, and even staffing to reduce organization overhead and promote efficiency.	City, Philanthropy, Monterey County Office of Education, Monterey County, School Districts, CBOs	Medium

AYPCF 5. ENSURE THAT CHINATOWN ALLOWS FOR A FULL RANGE OF RECREATIONAL ACTIVITIES TO PROMOTE ACTIVE AND HEALTHY LIFESTYLES.

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
AYPCF 5.1 – Cultivate partnerships to expand access to community facilities and education and recreation programming.	**AYPCF 5.1.a – Expand educational partnerships.** Establish and strengthen partnerships with schools, school districts, Hartnell College and community partners to offer new and expanded enrichment programming at community facilities in Chinatown.	City, Monterey County, Monterey County Office of Education, School Districts, CBOs	Short
	AYPCF 5.1.b – Develop joint-use agreements. Develop joint-use agreements between the City and Chinatown cultural/religious institutions and housing developments to provide expanded recreational programming that promotes arts, play, and health and wellness for residents of all ages.	City, Sport Clubs, Cultural/ Religious Institutions, CBOs, Housing Developments	Short-Medium
	AYPCF 5.1.c – Develop community hubs. Support flexible community spaces that can accommodate and support the needs of different programs and community uses. Partner with developers to dedicate ground-floor spaces in mixed-use projects as community spaces for recreational activities.	City, Cultural/Religious Institutions, CBOs, Housing Developments, Parks Commission	Immediate-Long
	AYPCF 5.1.d – Provide City recreational programming in Chinatown. Facilitate partnerships between the Library and Community Services (LCS) Department and private community facilities to extend City organized recreational activities to those sites in Chinatown.	City/LCS, Businesses, Philanthropy, CBOs, Parks Commission	Short-Medium
	AYPCF 5.1.e – Offer "active living classes" to residents. Work with LCS to specifically provide outdoor fitness, healthy eating, and other wellness at various community spaces to promote a healthy lifestyle.		
	AYPCF 5.1.f – Consider establishing a temporary library satellite in Moon Gate Plaza. Explore establishing a temporary location for library services at Moon Gate Plaza.	City, Businesses, Philanthropy, CBOs, Parks Commission	Short-Medium

AYPCF 6. CREATE AND SUPPORT WELL MAINTAINED, AND CULTURALLY RELEVANT SMALL PARKS AND OTHER URBAN GATHERING SPACES IN CHINATOWN.

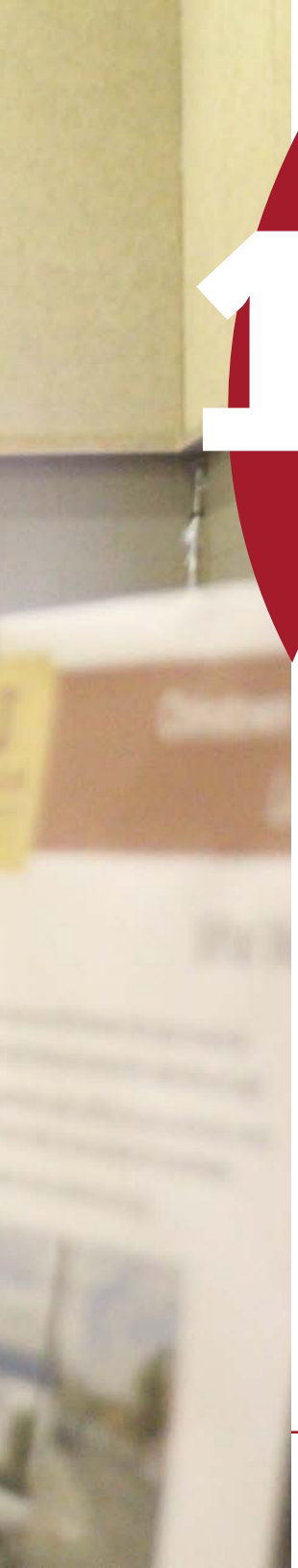
POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
AYPCF 6.1 – Establish an urban-style pocket and/or neighborhood park in Chinatown.	**AYPCF 6.1.a – Pursue grants to establish a park in Chinatown.** Seek grants and other funding opportunities to develop a park at the PG&E site near the Haciendas Housing Development.	Community Development Department (CDD), Public Works Department (PW), Library and Community Services Department (LCS)	Medium
	AYPCF 6.1.b – Transform underutilized parcels into urban open spaces. Identify poorly suited sites for development and create urban plazas, community gardens, or pocket parks.	CDD, LCS	Medium
	AYPCF 6.1.c – Provide incentives to housing developers to build common open spaces/parks. Allow for housing developers to meet open space requirements by creating open space/park that is open to the larger neighborhood.	CDD, PW, LCS	Medium
	AYPCF 6.1.d – Create a network of trails connecting to other parks. Establish trails and/or greenways that link Chinatown's residents to larger parks in the City such as Carr Lake, Natividad Creek and Cesar Chávez.	CDD, PW, LCS, Big Sur Land Trust	Long
	AYPCF 6.1.e – Design culturally relevant urban open spaces and parks. Integrate Chinatown design elements and storytelling into new parks and urban spaces including multi-lingual signage. Install exercise equipment wherever possible in these spaces or along trails and greenways.	CDD, PW, LCS	Medium

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	TIMEFRAME
AYPCF 6.2 – Create temporary and flexible urban open spaces in Chinatown.	**AYPCF 6.2.a – Install temporary improvements to activate urban spaces.** Explore redeveloping underutilized or vacant parcels with temporary and inexpensive features that can create immediate urban spaces.	City, CBOs	Short
	AYPCF 6.2.b – Offer recreational programming in temporary urban spaces. Develop programming for temporary urban spaces to increase activity and improve safety.	City, Cultural/Educational Institutions, CBOs	Short-Medium
	AYPCF 6.2.c – Create a community garden. Build a new community garden at 45 Soledad to replace the one that was eliminated with the development of Moon Gate Plaza. Continue to explore additional locations for community gardens.	City, Businesses, Philanthropy, CBOs, Parks Commission	Short
AYPCF 6.3 – Implement regular maintenance of urban open spaces in Chinatown.	**AYPCF 6.3.a – Improve maintenance of open spaces.** Develop an annual maintenance plan for Chinatown's open spaces and work with Downtown Streets Team on executing the plan.	City, Downtown Streets Team	Short-Medium
	AYPCF 6.3.b – Encourage community stewardship program. Develop a Community Stewardship Program ("Adopt an Open Space") to promote opportunities for resident, neighborhood group, or community-based organization ownership and stewardship of open spaces.	City, Neighborhood Groups, CBOs, Parks Commission	Short-Medium

Chinese mask at the Chinese Association of Salinas building, also known as the Salinas Confucius Church.

Shrine at the Salinas Buddhist Temple.

Lion Dance traditional costume in display at the Asian Festival at the Salinas Confucius Church.



Next Steps and Implementation

10.1 INTRODUCTION

The Chinatown Revitalization Plan is an action-driven framework for revitalizing Chinatown. Revitalization Plan recommendations will inform the first comprehensive General Plan update since 2002. With input and collaboration from over 3,000 participants, the Chinatown Revitalization Plan is designed as a plan for community use, not just as City document, and requires broad community participation for successful implementation.

All of the actions within the Plan are important to creating a thriving Chinatown, yet many falls beyond the authority, discretion, or fiscal abilities of city government alone. The City recognizes its lead role, but it will take strong partnerships to fully implement the plan. City, County, other local government agency staff, residents, and other stakeholders working in Chinatown should use this plan daily to guide their projects, funding applications, and other improvements in alignment with the community's vision. Lead agencies and funding sources are identified where possible for specific tasks, and each implementation matrix represents a good-faith effort to identify primary related organizations, but it does not commit agencies to specific projects nor preclude additional partnerships with unmentioned groups.

While the Revitalization Plan contains efforts that could span 10-15 years, this Chapter focuses on next steps that capitalize on current strengths and opportunities to move the Plan forward over the next one-to-two years.

10.2 PLANNING AND CEQA CONTEXT

The City will start its General Plan update process in 2020, which will incorporate policies and recommendations from the Chinatown Revitalization Plan, and other recent planning efforts around Salinas. The update will likely take several years to complete. In the meantime, the Chinatown Revitalization Plan is being accepted by Salinas City Council as a strategic planning document, with no formal California Environmental Quality Act (CEQA) review.

Many of the projects and actions within this Plan will not require environmental review and can be completed without CEQA evaluation. This Plan will be included in the General Plan Update Environmental Impact Report (EIR) analysis. Prior to the preparation of the General Plan EIR, projects coming forward from Revitalization Plan recommendations that do require CEQA review would be required to undertake the appropriate level of analysis based on individual project CEQA requirements.

10.3 EMERGING PRIORITIES

This Plan contains hundreds of important goals, policies, and actions, many of which were created from community input. The Chinatown community is ready for change and eager to move forward, but not all actions can move forward at once.

To identify community priorities so that the City and its partners can direct resources to the right projects and programs, the community was engaged in an interactive exercise at the November 2019 Chinatown Block Party. Based on this and other stakeholder input, priorities for Plan implementation emerged. These priorities are listed below, and this Chapter outlines potential funding sources and, important actions toward these priorities that can be accomplished over the next one to two years.

Land Use and Design

Establish design guidelines and development standards to create a cohesive and culturally appropriate architectural style. Identify preserve and protect historic buildings.

New developments should be compatible with Chinatown's historic architecture and multicultural aesthetic.

Support existing and new commercial and industrial uses and protect residential areas from the adverse impacts from conflicting land uses.

As Chinatown transitions into a livable mixed-use neighborhood, it is imperative to ensure that existing light industrial, manufacturing, and warehousing operations find strategic new locations within the neighborhood and have access to financial assistance to enable them to grow.

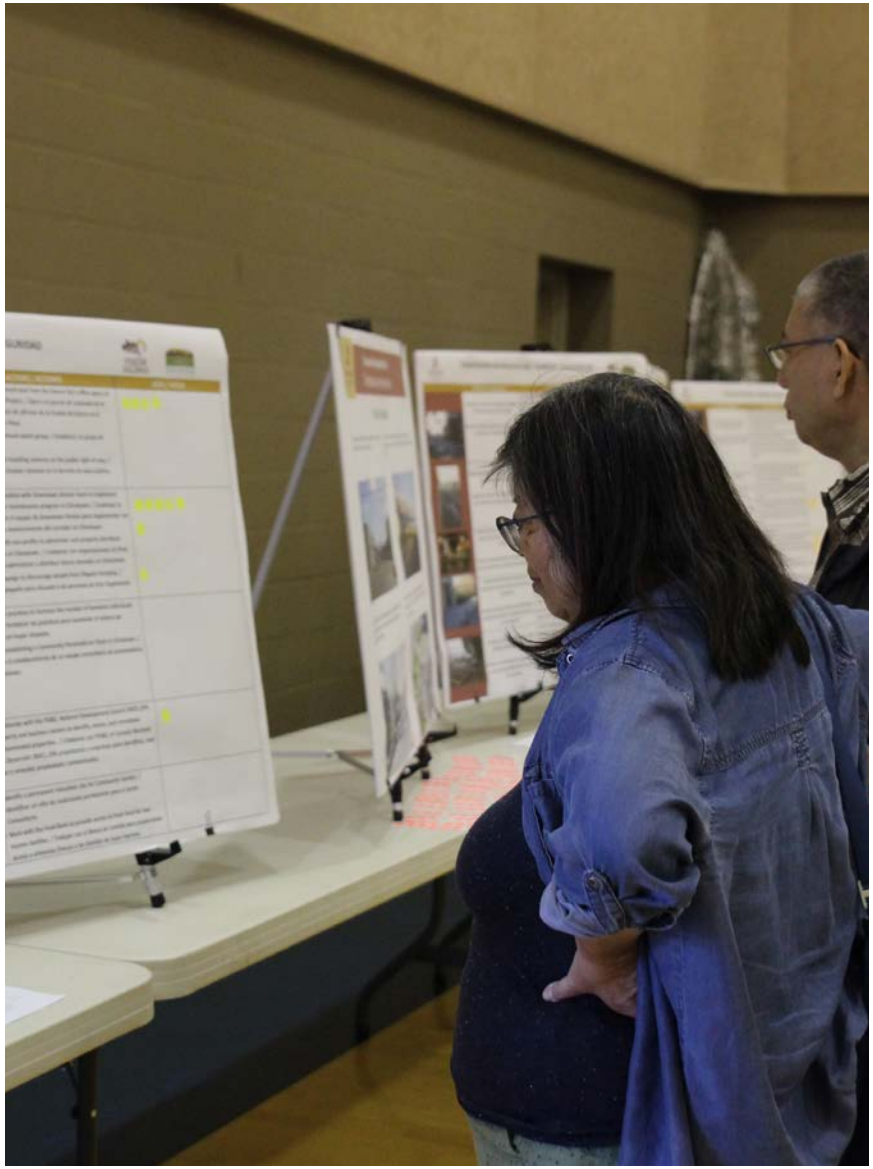
Encourage the development of mixed-use projects and rehabilitate abandoned buildings.

Mixed-use projects in infill locations can help support walkability across the Chinatown neighborhood.

Housing and Neighborhoods

Assist chronically homeless individuals with assessment and housing navigation services.

Homeless individuals face a range of structural barriers and require specialized assistance in their search for stable housing.



Stakeholder walking through the activity boards at the Final Draft Open House for the Chinatown Revitalization Plan.

Encourage the development of a diversity of new existing affordable and market-rate housing units.

In order to grow a diverse residential population, Chinatown needs to expand its housing supply with a range of products at varying price points.

Collaborate with residents and property owners to assist in neighborhood rehabilitation and maintenance.

Encouraging residents to participate in neighborhood maintenance projects helps to both build local capacity and ensure a beautiful, well-maintained public spaces.

Economic Development

Support the creation of cultural spaces and an Asian Museum/ Cultural Center for Chinatown.

A new museum can support revitalization efforts by attracting new visitors to the neighborhood, who can interact with the community learn more about Chinatown's rich multicultural history.

Transform Soledad Street into a retail-oriented corridor and identify vacant and/or underutilized buildings that could be used as incubator spaces.

Dense commercial corridors support walkability by providing residents with safe, convenient access to an array of amenities required in daily life.

Health and Safety

Ensure that streets, sidewalks, and public spaces are clean.

A well-maintained public realm is required to ensure safety, sanitation, and health for all in the Chinatown community.

Implement a community-oriented policing approach to increase safety and reduce criminal activity.

Communities are strengthened when residents are empowered to take ownership of neighborhood safety concerns and to work collaboratively with the Police Department to address them.

Improve physical and mental health services to homeless individuals.

Many homeless individuals suffer from substance abuse or mental health issues that prevent them from becoming self-sufficient; improving and expanding the breadth of services available to these populations is required to reintegrate them into society.

Transportation and Infrastructure

Reconnect Chinatown to Downtown and convert Chinatown streets to two-way traffic.

Increasing capacity on Chinatown's roadways will be critical to ensuring efficient and smooth travel throughout the neighborhood.

Improve roadways and public infrastructure to better accommodate all modes of travel.

Improved pedestrian infrastructure can help encourage transportation mode shifts that reduce dependence on driving

Stakeholder voting at the prioritization boards at the Final Draft Open House for the Chinatown Revitalization Plan.

Mayor Joe Gunter talking with stakeholders at the Final Draft Open House for the Chinatown Revitalization Plan.

across the community.

Develop an innovative parking plan to improve parking availability in neighborhoods.

An expanded supply of parking, both in structures and on-street, is required to accommodate to the growth anticipated as revitalization moves forward.

Art, Youth, Programming and Community Facilities

Support culturally relevant public art and events to establish Chinatown as a cultural and artistic destination.

Arts and culture are incredibly important to the Chinatown community and will put Chinatown on the map as a regional destination while improving the neighborhood.

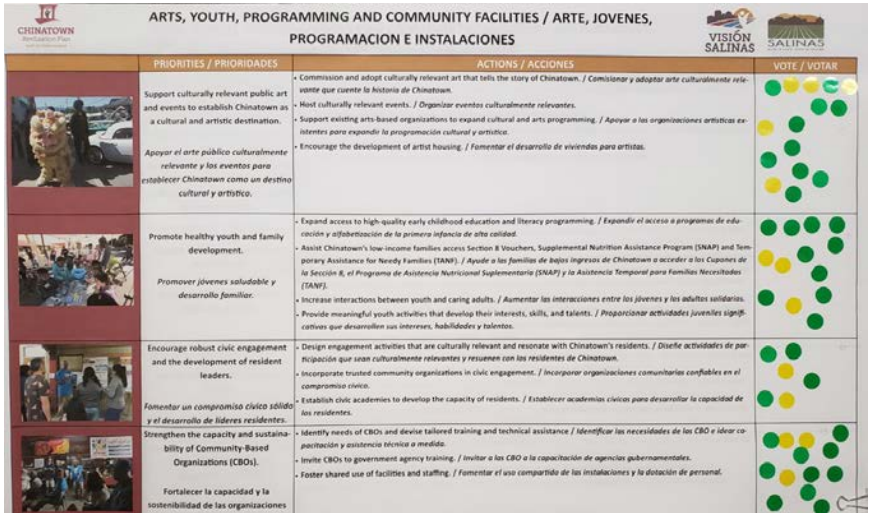
Promote healthy youth and family development.

Chinatown is growing therefore, promoting the health and well-being of its families is a key priority for the future of the neighborhood and Salinas.

Strengthen the capacity and sustainability of community-based organizations.

Stable, well-funded, and efficient CBOs are critical to serving the Chinatown community and achieving many goals of this revitalization plan.

Prioritization voting board at Final Draft Open House for the Chinatown Revitalization Plan.



Prioritization voting board at Final Draft Open House for the Chinatown Revitalization Plan.

10.4 NEXT STEP ACTIONS AND POLICIES

LAND USE AND DESIGN

PRIORITY	IMPLEMENTATION ACTION	DEPARTMENT/ORG
Establish design guidelines and development standards for new development to conform to a cohesive and culturally appropriate architectural style and identify, preserve, and protect historic buildings. LUD 4.1	Create an arts overlay district. LUD 4.1.d Encourage new buildings in Chinatown to incorporate artistic elements such as culturally significant colors and/or murals. LUD 4.2.b Preserve and protect existing historic buildings. LUD 4.3.b Designate Chinatown as either a Historic or Cultural District. LUD 4.3.c	Community Development Department (CDD), For-Profit and Non-Profit Developers, Property Owners, Business Owners, Community Based Organizations (CBOs)
Support existing and new commercial and industrial uses and protect residential areas from the adverse impacts from conflicting land uses. LUD 3.1	Support and encourage light industrial manufacturing and warehouse distribution uses around the periphery of the plan area. LUD 3.1.a Work with automotive businesses to evaluate the feasibility of developing an auto-oriented business park. LUD 3.1.b Establish appropriate buffers, landscaping, screening, and open space to mitigate land use conflicts. LUD 3.2.b	CDD, Business Owners, Property Owners
Encourage the development of mixed-use projects and rehabilitate abandoned buildings. LUD 2.1	Promote the use of the new state density bonus provisions to increase affordable housing. LUD 2.1.a Expand the adaptive reuse ordinance to the Chinatown Core. LUD 2.1.e Eliminate regulatory barriers for live/work units. Create an inventory of vacant and historic buildings for adaptive reuse. LUD 2.1.f	CDD, Housing Developers, Property Owners, Business Owners

LAND USE AND DESIGN

PRIORITY	IMPLEMENTATION ACTION	DEPARTMENT/ORG
Encourage redevelopment of underutilized parcels, brownfield sites, and vacant properties. LUD 3.3	Encourage the consolidation of vacant and brownfield sites to facilitate larger infill projects. LUD 3.3.b Consolidate light industrial and automotive uses at the PG&E site. LUD 3.3.c	CDD, Business Owners, Property Owners
Promote intensification of land use in low and medium density neighborhoods and encourage supporting land uses. LUD 1.1	Allow more medium-density building types in low-density residential areas to increase housing supply. LUD 1.1.a Identify underutilized sites and work with property owners for potential redevelopment. LUD 1.1.d Incentivize the provision of urban public spaces in new housing developments. LUD 1.2.a Create new community facilities and/or childcare centers. LUD 1.2.c	CDD, Property Owners, Housing Developers

HOUSING AND NEIGHBORHOODS

PRIORITY	IMPLEMENTATION ACTION	DEPARTMENT/ORG
Encourage the development of a diversity of new existing affordable and market rate housing units. HN 1.1	Develop strategic partnerships with nonprofit and for-profit developers to create new mixed-income housing developments. HN 1.1.a Identify sites for lot consolidation and redevelopment to create new market rate housing. HN 1.1.c Expand the Central City Overlay to include Chinatown. HN 1.3.a	CDD, Monterey County Department of Social Services (MCDSS), Service Providers, Monterey County Continuum of Care (CoC)
Ensure tenant protections are in place for individuals and households of all ages, abilities and income levels. HN 2.1	Establish a Relocation Assistance Program. HN 2.1.a Launch a Fair Housing awareness and education campaign. HN 2.1.b Educate residents on new State laws around housing policies and programs. HN 2.2.a	CDD, Housing Developers, For-profit and Non-Profit Developers
Ensure the safety and quality of rental housing in Chinatown. HN 3.1	Bring residential and commercial properties into code compliance. HN 3.1.a Educate property and business owners about the lead and asbestos HN 3.1.c Promote Removal of Lead Based Paints HN 3.1.d	City, Residents, Property Owners, Residents, CBOs

HOUSING AND NEIGHBORHOODS

PRIORITY	IMPLEMENTATION ACTION	DEPARTMENT/ORG
Collaborate with residents and property owners to assist in neighborhood rehabilitation and maintenance. HN 4.1	Create a neighborhood Beautification Program. HN 4.1.a Organize community clean-ups, and expand the number of beautification projects that promote safe, walkable spaces in the neighborhood. HN 4.1.b	CDD, Property Owners, Business Owners, for-Profit and Non-Profit Developers
Assist chronically homeless individuals with assessment and housing navigation services. HN 5.1	Implement a street outreach, navigation and engagement team. HN 5.1.a Implement a housing navigation approach that help homeless individuals develop a housing plan. HN 5.1.b Recruit landlords willing to provide housing opportunities for homeless persons. HN 5.1.c	CDD, For-Profit and Non-Profit Housing Developers, Rental Property Owners, Center for Community Advocacy, Eden Council for Hope and Oportunity (ECHO), Housing Authority County of Monterey (HACM), Legal Services for Seniors

ECONOMIC DEVELOPMENT

PRIORITY	IMPLEMENTATION ACTION	DEPARTMENT/ORG
Transform Soledad into a retail-orientated corridor and identify vacant and/or underutilized buildings that could be used as incubator spaces. ED 3.1/ED 3.2	Develop a strategy on how to attract neighborhood services such as retail, live/work units, restaurants and art studios on Soledad. ED 3.1.a Investigate successful incubator space models in other cities. ED 3.2.a	CDD, National Development Council (NDC), Economic Development Division (EDD), Property Owners, Business Owners, Developers
Support the creation of cultural spaces and an Asian Museum/ Cultural Center for Chinatown. ED 2.2/ED2.3	Partner with community stakeholders and nonprofit partners to transform the Republic Café into an Asian Museum and/or Cultural Center. ED 2.2.a Promote Art in Privately-Owned Spaces. ED 2.3.b	CDD, Non-profit Partners, Property Owners, , Business Owners, Arts Commission, Asian Cultural Experience (ACE) Community Arts Groups
Develop a streetscape plan and maintenance program to beautify the neighborhoods. ED 1.1/ED 1.2	Work with community members to create a streetscape plan that supports a vibrant and clean retail corridor. ED 1.1.a Expand trash pick-up and street sweeping schedules. ED 1.2.a Establish an Adopt-a-Block Program to take ownership of maintaining the area around their business. ED 1.2.b	CDD, Property Owners, Business Owners, Private Developers, Public Works Department (PW), CBOs, Business Associations

ECONOMIC DEVELOPMENT

PRIORITY	IMPLEMENTATION ACTION	DEPARTMENT/ORG
Support the homeless, undocumented immigrants, and the formerly incarcerated to secure employment. ED 4.3	Remove barriers to job entry by exploring creation of educational and vocational training programs serving formerly incarcerated or individuals experiencing homelessness. ED 4.3.b	CDD, CBOs, Service Providers, Downtown Streets Team
Develop a neighborhood branding and promotional strategy for Chinatown. ED 2.1	Develop district identify theme with logo, hashtag, and slogan that focuses on the uniqueness of Chinatown. ED 2.1.a Use Social Media to promote branding and district Identify and pride. ED 2.1.b	City, Business Owners, Property Owners, CBOs , Residents

HEALTH AND SAFETY

PRIORITY	IMPLEMENTATION ACTION	DEPARTMENT/ORG
Implement a community oriented policing Approach to increase safety and reduce criminal activity. HS 1.1	Operate a police command post from the future City's office space at the Moon Gate Plaza Project. HS 1.1.a Establish a neighborhood watch group. HS 1.1.c Explore the idea of installing cameras on the public right-of-way. HS 1.1.d	Police Department (PD), CDD, Other City Departments, CBOs, Residents, Property Owners, Business Owners
Ensure that streets, sidewalks and public spaces are clean. HS 1.4	Continue collaboration with Downtown Streets Team to implement with the corridor maintenance program in Chinatown. HS 1.4.a Collaborate with non-profits to administer and property distribute donated items in Chinatown. HS 1.4.c Create a campaign to discourage people from illegally dumping. HS 1.4.d	CDD, Downtown Streets Team, Residents, Business Owners, Non-profit Organizations
Expand physical and mental health services to homeless individuals. HS 2.1 /HS 1.2	Strengthen practices to increase the number of homeless individuals housed. HS 2.1.a Explore establishing a Community Paramedicine Team in Chinatown. HS 1.2.a	CDD, PD, Monterey County Health Department, Fire Department, Regional Hospitals, County Health Workers, Peer Volunteers, Neighborhood Navigators, Community Paramedics, and Pharmacists, Doctors, MidPen Housing

HEALTH AND SAFETY

PRIORITY	IMPLEMENTATION ACTION	DEPARTMENT/ORG
Identify and remediate all blighted and contaminated properties within Chinatown. HS 3.2	Collaborate with the PG&E, National Development Council (NDC),EPA, property and business owners to identify, assess, and remediate contaminated properties. HS 3.2.c	CDD, United States Environmental Protection Agency (EPA), Property Owners, Business Owners, National Development Council (NDC)
Promote access to sustainable, locally sourced food. HS 4.1	Identify a permanent relocation site for Community Garden. HS 4.1.a Work with the Food Bank to provide access to fresh food for low-income families. HS 4.1.d	CDD, PW

TRANSPORTATION AND INFRASTRUCTURE

PRIORITY	IMPLEMENTATION ACTION	DEPARTMENT/ORG
Reconnect Chinatown to Downtown and convert Chinatown streets to two-way traffic. TI 1.2/TI 1.3	Work with Union Pacific and California Public Utilities Commission to establish one at-grade railroad crossing. TI 1.2.a Work with Public Works to retrofit roadways to accommodate two way-traffic. TI 1.3.a	CDD, PW, California Public Utilities Commission (CPUC), Union Pacific, Residents, Property Owners, Business Owners
Improve roadways and public infrastructure to better accommodate all modes of travel. TI 2.2	Collaborate with partner transportation agencies to apply for the Active Transportation Program (ATP) funds, to fund complete streets improvements. TI 2.2.a Evaluate the feasibility of creating shared lanes for bicycles and drivers on low-speed streets and protected bicycle lanes on adjacent thoroughfares. TI 2.2.b	CDD, PW, Caltrans
Develop an innovative parking plan to improve parking availability in neighborhoods. TI 5.1	Conduct a parking study to evaluate utilization of existing spaces, and identify potential locations for new parking. TI 5.1.a Provide secure and covered bike parking at community facilities. TI 5.1.e	CDD, PW, Library and Community Services Department, Residents, Owners, Ride-share Companies, For-profit and Nonprofit Housing Developers

TRANSPORTATION AND INFRASTRUCTURE

PRIORITY	IMPLEMENTATION ACTION	DEPARTMENT/ORG
Prioritize streetscape improvements that promote human scale and ensure pedestrian safety and comfort. TI 3.1/ TI 3.2	Increase the level of tree canopy along pedestrian corridors. TI 3.1.a Add pedestrian-oriented lighting throughout Chinatown. TI 3.1.e Identify missing and /or non-ADA compliant curb ramps. TI 3.2.g	CDD, PW
Invest and improve above and underground infrastructure to support business activity and new developments. TI 4.1	Conduct an assessment of the existing streets roads, alleys, lighting, sidewalks and curbs to create a plan to maintain and repair existing infrastructure. TI 4.1.a Reconstruct damaged sidewalks to increase the effective width of the sidewalk. TI 4.1.g	CDD, PW, Caltrans

ART, YOUTH, PROGRAMMING AND COMMUNITY FACILITIES

PRIORITY	IMPLEMENTATION ACTION	DEPARTMENT/ORG
Support culturally relevant public art and events to establish Chinatown as a cultural and artistic destination. AYPCF 1.1	Commission and adopt culturally relevant art that tells the story of Chinatown. AYPCF 1.1.a Host culturally relevant events. AYPCF 1.1.c Support existing arts-based organizations to expand cultural and arts programming. AYPCF 1.2.b Encourage the development of artist housing. AYPCF 1.3.e	City, Businesses, Government/Educational Institutions, Faith-Based Community (FBC), CBOs, ACE, Buddhist Temple of Salinas, FCSV, CAS, CACA, Public Arts Commission, Housing Developers
Promote healthy youth and family development. AYPCF 2.1	Expand access to high-quality early childhood education and literacy programming. AYPCF 2.1.a Assist Chinatown's low-income families access Section 8 Vouchers, Supplemental Nutrition Assistance Program (SNAP) and Temporary Assistance for Needy Families (TANF). AYPCF 2.1.d Increase interactions between youth and caring adults. AYPCF 2.1.f Provide meaningful youth activities that develop their interests, skills, and talents. AYPCF 2.2.a	First 5 Monterey County, Monterey County Office of Education (MCOE), School Districts, County Public Health Department, Hartnell College, MPC, CBOs, HACM, Community Alliance for Safety and Peace
Strengthen the capacity and sustainability of Community-Based Organizations (CBOs). AYPCF 4.1	Identify needs of CBOs and devise tailored training and technical assistance AYPCF 4.1.c Invite CBOs to government agency training. AYPCF 4.1.a Foster shared use of facilities and staffing. AYPCF 4.2.c	City, Philanthropy, Monterey County Office of Education (MCOE), Departments of Social Services and Public Health, School Districts, CBOs

ART, YOUTH, PROGRAMMING AND COMMUNITY FACILITIES

PRIORITY	IMPLEMENTATION ACTION	DEPARTMENT/ORG
Provide open spaces and a full range of recreational activities to promote active and healthy lifestyles. AYPCF 6.1	Establish and strengthen partnerships with schools at community facilities in Chinatown to provide recreational programming. AYPCF 5.1.a Consider establishing a temporary library satellite in Moon Gate Plaza. AYPCF 5.1.f Pursue grants to establish a park in Chinatown and encourage housing developers to build common open spaces within developments. AYPCF 6.1.a	CDD, PW, Library and Community Services Department (LCS), MCOE, School Districts, Businesses, Philanthropy, CBOs
Encourage robust civic engagement and the development of resident leaders. AYPCF 3.2	Design engagement activities that are culturally relevant and resonate with Chinatown's residents. AYPCF 3.1.a Incorporate trusted community organizations in civic engagement. AYPCF 3.1 Establish civic academies to develop the capacity of residents. AYPCF 3.2.a	City, CBOs, Public Health Department

10.5 FUNDING STRATEGY & CONTEXT

Successful implementation of the Chinatown Revitalization Plan requires funding of street and neighborhood clean-ups and beautification, sidewalk, street and stormwater infrastructure improvements, new housing development, as well as new and existing programming. No local government can fund all these initiatives on its own and Salinas needs contributions from its partners to realize the vision of the Plan. With these limitations in mind this section identifies some of the primary government funding opportunities and mechanisms that could be used for Revitalization Plan implementation.

Government and Other Funding Opportunities

Community Development Block Grants (CDBG). Through the CDBG program, HUD provides funds to local governments for a range of community development activities. The eligible activities include but are not limited to acquisition and/or disposition of real estate or property, public facilities and improvements, rehabilitation and construction (under certain limitations) of housing, and public services. In addition, these funds can be used to acquire or subsidize at-risk units. The City of Salinas receives approximately $2 million annually in CDBG funds. Under its HUD Slum and Blight Designation the City has more flexibility and less administrative burden to fund the remediation and renovation of blighted buildings and properties that would normally not be eligible unless they meet HUD's Low/Mod benefit criteria. Properties within Chinatown's that demonstrate a significant level of blight or deterioration would be eligible to apply for CDBG funds.

Environmental Protection Agency (EPA). EPA' Community Wide Assessment Grant funds the inventory, assessment and remediation of contaminated parcels. In November 2017 and January 2019, the City, working with the National Development Council, submitted CWAG applications. While the City was not awarded the grant on both occasions, it is a viable funding source that the City will continue to pursue.

Opportunity Zones (OZ). Introduced Introduced into the tax code by the Tax Cuts and Jobs Act in December 2017, Opportunity Zones are federally designated census tracts that are intended to stimulate private investment in economically distressed communities by reducing taxes on capital gains for investments made in those communities and held for a minimum of five years. There are five census tracts in Salinas that have been designated a part of the Salinas OZ: Tracts 4, 5.02, 13, 18.02, and 145. Part of the Plan Area falls within the OZ.

New Market Tax Credits (NMTC). Chinatown's census tract meets the income and poverty level criteria to be NMTC eligible. The NMTC Program attracts private sector investment capital to underserved markets by permitting individual and corporate investors to receive a credit against their federal income taxes in exchange for equity investments in for-profit or non-profit operating businesses and real estate projects in low-income communities.

Low-Income Tax Credits. The Low-Income Housing Tax Credit (LIHTC) is an incentive to build or rehabilitate rental housing for low-income households. Created at the Federal level through the 1986 Tax Reform Act, these credits are awarded on a competitive basis through state agencies, including the California Tax Credit Allocation Committee.

HOME Investment Partnership Act. Salinas also receives an annual entitlement under the HOME program. HOME funds can be used for activities that promote affordable rental housing and homeownership, including but not limited to building acquisition, new construction, reconstruction, moderate or substantial rehabilitation, first-time homebuyer assistance, and tenant-based assistance. Currently, the City receives approximately half a million dollars annually in HOME funds.

Monterey Bay Housing Trust. The County maintains a robust housing fund that has been critical for recent affordable housing projects in Salinas, including the Chinatown revitalization efforts. The Trust was established in 2016 as a $10 million loan fund for the development of affordable housing projects in the counties of Monterey, San Benito and Santa Cruz. If not spent within five years this money can be spent regionally, making this a priority funding source.

City-Owned Property. The City owns several vacant parcels on Soledad Street (10, 12, and 45 Soledad Street) which are potential locations for mixed-use if combined with adjacent properties. However, the City does not have the expertise or finances to develop the properties on its own and needs partners or private investment to facilitate development. When a public agency or entity provides free or discounted land for an affordable housing project it significantly reduces the project's need for cash subsidy by reducing the overall cost.

Active Transportation Program (ATP). This program is administered by Caltrans. The purpose of the ATP is to encourage increased use of active modes of transportation, biking and walking. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA) and State Safe Routes to School into a single program with a focus to make California a national leader in active transportation.

Other Funding Mechanisms. Neighborhood Infill Finance and Transit Improvement Act of 2017 (NIFTI), Community Revitalization and Investment Authorities (CRIAs), and Community Development Financial Institutions Fund (CDFIs) are funding mechanisms that can help close project feasibility gaps that often prevent development from moving forward. NIFTI (AB 1568), provides local jurisdictions with the authority to finance infrastructure and affordable housing using new sales and use and transactions and use taxes, in addition to property tax increment within qualifying districts. Using tax increment financing (similar to former California Redevelopment Agencies) CRIAs (AB2; 2015) can fund infrastructure improvements and upgrades, economic development activities and affordable housing development. CDFIs are private financial institutions that are 100% dedicated to delivering responsible, affordable lending to help low-income, low-wealth, and other disadvantaged people and communities join the economic mainstream.

Philanthropic Funding Mechanisms. Local, regional, state, and national philanthropic organizations such as the Community Foundation of Monterey County, The David and Lucile Packard Foundation and the Bayer Foundation are potential funding sources to implement policies and actions related to building a healthy, safe, clean and strong neighborhood.

10.6 PLAN TRACKING, UPDATES, & ACCOUNTABILITY

Tracking and measuring plan progress are critical to plan implementation and ensuring accountability. A successful monitoring and evaluation process requires regular data collection, data analysis, community outreach and input and the willingness to revise the City's priorities as needed. The City will establish an annual community meeting to review progress, successes, and challenges with Chinatown residents and stakeholders. As the Revitalization Plan is meant to be a living document, this process would allow the community to request modifications to actions or changes in priorities. Following this meeting, City staff will provide a progress report to City Council, which if necessary, will include recommended updates to Plan actions or priorities.

10.7 CONTINUING COMMUNITY ENGAGEMENT

Successful implementation of the Chinatown Revitalization Plan requires continuing and strengthening the robust engagement process that created this plan. This includes careful coordination between all levels of government, partners, residents and stakeholders. The City is committed to continuing engagement through overall Plan implementation, as well as individual projects in Chinatown.

In addition to annual update meetings, City staff and community partners should regularly collaborate on improvement projects and policy development. Examples include working with a neighborhood group to implement a Neighborhood Beautification grant, conducting meetings and focus groups on housing ordinances, and ensuring participation in annual budget prioritization events. Throughout the next phases of the Chinatown Revitalization Plan, the City will continue to strive for community-driven processes that empowers Chinatown.

City of Salinas

CHINATOWN
Revitalization Plan

Second Review Draft | December 2019

Chinatown Revitalization Plan – "What We Heard"

Land Use:

- Currently, there are land-use conflicts between the new mixed-use zoning and the current light industrial and automotive uses that are legal non-conforming.
- The neighborhood lacks parks, urban plazas, and open space within the planning area.
- Zoning changes in the previous Chinatown plans were integrated into the Zoning Map updates and made several types of current active uses in Chinatown legal non-conforming uses (auto repair, light industrial uses, etc.).
- Vacant and abandoned properties as well as physical separation from Downtown and the Intermodal Transportation Center have contributed to the current blight and an uninviting pedestrian environment.

Housing and Neighborhoods:

- There is strong community interest in diversifying the housing stock in Chinatown by adding workforce and market rate housing alongside the current affordable developments.
- Housing for homeless individuals and very-low income (0%-30 AMI) households is a key community priority.
- Residents and stakeholders would like to have a mixed-income neighborhood.

Homlessness

- Chinatown should no longer be the epicenter of homeless encampments and social services for homeless individuals. Social Services should be distributed across the City and Monterey County.
- Residents, business and property owners, as well as stakeholders, have expressed that it is of critical importance to reduce encampments in Chinatown to revitalize the neighborhood.
- Most homeless individuals in Chinatown prefer to be housed in groups, especially with friends, and be placed in single family homes or in a permanent supportive housing apartment complex like the Moon Gate Plaza project.

Health and Safety:

- Safety is one of the top priorities for all stakeholders. Crime, illegal dumping, prostitution, and most critically the open drug market, need to be addressed.
- Clean and well-maintained streets, sidewalks, public spaces, and buildings are critical to Chinatown's revitalization.
- Finding a relocation site for the community garden, which was replaced by Moon Gate Plaza development, is a big community priority.
- Businesses feel blamed for the lack of neighborhood cleanliness, though in reality, they are doing plenty of maintenance and would like assistance from the City.

Economic Development:

- Crime, homelessness, and blight are considered some of the biggest obstacles to private investment in Chinatown. In other parts of Salinas, there is resistance to reconnecting Chinatown to other neighborhoods due to negative perceptions and safety concerns.
- The existing local art scene in Chinatown should be leveraged to catalyze economic development and transform the neighborhood into a cultural center for the arts.
- Soledad Street should be transformed into a vibrant "Main Street" like corridor with retail storefronts on the ground floor and a

diverse array of amenities and businesses for the neighborhood.

Transportation and Infrastructure:

- There continues to be extensive support for conversion of Chinatown back to two-way streets as recommended in past plans.
- A direct connection/crossing point over the Union Pacific Rail Lines into Downtown and the Intermodal Transit Center is of great importance to reconnecting Chinatown.
- Sidewalks in Chinatown have deteriorated and require significant improvement.
- Improving above and below-ground infrastructure along with streetscape improvements that promote human scale, engage the public realm, and ensure pedestrian safety are much needed.

Arts, Programming and Community Facilities:

- There is strong community interest in additional arts and cultural spaces and programs as Chinatown revitalizes and becomes an arts district.
- Events including food festivals, performing arts and cultural events would help make Chinatown a destination not only for City residents, but also for tourists.
- Public art programming can transform Chinatown into a cultural center for the arts.
- Partner with existing community facilities to expand programming and to develop new social and cultural events for the community.

Chinatown Revitalization Plan Goal Summary

Land Use:

LUD 1. Preserve the character of traditional neighborhoods while adding new housing units.

Preservation of existing low-and-medium-density housing characterized as more traditional single-family and small multi-family apartments in the expanded study area is important to balance the new high-density projects within the Chinatown core. Allowing low-density areas to intensify their land use through the incorporation of accessory dwelling units (ADUs), duplexes, and triplexes, will open opportunities for the creation of more housing that complements the existing character of the neighborhood.

LUD 2. Expand mixed-use development to increase capacity for new businesses, services, and housing.

Chinatown is a neighborhood in transformation and the consolidation of parcels to support development of new compact mixed-use projects as well as the rehabilitation of vacant historic buildings will help support the creation of a healthy, vibrant and walkable neighborhood. Vacant buildings and underutilized properties in Chinatown's Core have the potential to be redeveloped as mixed-use projects that include residential units and introduce new and important neighborhood-serving amenities such as retail stores, restaurants, libraries, artist studios, and compact urban open spaces, among other complementary uses.

LUD 3. Provide employment and commercial oriented land uses in appropriate locations to advance the economic diversity of Chinatown.

Currently, Chinatown is home to a modest range of automotive, light industrial, and manufacturing establishments that comprise much of the neighborhood's economic base. Co-locating these uses within zoning designations that allow them to grow and expand is crucial to diversifying and growing Chinatown's economy. This will also protect the mixed use and residential areas from adverse impacts created by incompatible land uses and encourage the redevelopment of underutilized parcels into new and diverse commercial and employment-oriented development.

LUD 4. Promote and preserve and the culture, art, identity, and history of Chinatown through context and place-sensitive design.

Preserving Chinatown's historic architecture and multicultural heritage is a community priority for revitalization. The City can implement new development standards and design guidelines through the establishment of an Arts Overlay District to encourage new development to embrace a more cohesive and culturally appropriate architectural style. Commissioning public art that reflects Chinatown's unique and multicultural heritage will to strengthen neighborhood identity.

Housing and Neighborhoods:

HN 1. Increase housing supply and bring new housing types to Chinatown.

Encourage the development of a diversity of new affordable and market rate residential and mixed-use development through financial incentives and new funding. Explore opportunities to rehabilitate and reuse underutilized buildings and properties in Chinatown for housing. Diversify housing options by encouraging the development of accessory dwelling units (ADUs) to increase the number of units, while preserving the character of traditional neighborhoods.

HN 2. Ensure tenant protections are in place to protect individuals and households of all ages, abilities and income levels.

As the neighborhood transforms with new and redeveloped units, it is critical to ensure policies are in place to avoid displacement, extreme rent increases, and to provide assistance with relocation when displacement is unpreventable. Facilitating education workshops for tenants and owners to understand new State regulations surrounding housing policies and programs, and their housing rights will also help to mitigate potential adverse effects.

HN 3. Improve the quality, condition, and sustainability of housing options for all Chinatown residents.

Ensure the safety and quality of rental housing in Chinatown through implementing code enforcement best practices and strategies that minimize displacement. Connect households and developers to housing rehabilitation resources that promote environmental sustainability and improve housing and neighborhood conditions.

HN 4. Foster a sense of neighborhood ownership among residents to build community unity and agency.

Collaborate with residents and property owners to support the City's current efforts in neighborhood rehabilitation and maintenance. Promoting resident involvement in planning and implementing neighborhood improvement projects will instill a sense of community pride.

HN 5. Assist the chronically homeless in their search for permanent and sustainable housing solutions.

Pursue a coordinated, multi-pronged strategy to engage and assist chronically homeless individuals through outreach, intake and assessment and housing navigation services. Continue to explore options for innovative and low-barrier temporary, transitional, and supportive housing alternatives.

Economic Development:

ED 1. Improve the appearance and cleanliness of Chinatown.

A safe and clean environment is requisite to attract more residents, visitors, private investment, and commercial activity to Chinatown. The neighborhood's current environment of blight, violent crime, and homelessness negatively impacts Chinatown's prospects of a vibrant economy that meets residents' needs. The City will need to find creative ways to work with residents and local businesses to expand the scope of sanitation improvements, such as street sweeping and trash pickup and develop a robust maintenance schedule and improved coordination to maintain a clean and safe neighborhood that is attractive and viable for private investment and commercial activity.

ED 2. Promote Chinatown's Identity as a Unique Cultural, Arts, and Shopping Destination.

Chinatown's rich multicultural history, culture and arts are assets that can be used to counteract the negative reputation of the neighborhood, and attract new residents, visitors, and investment to Chinatown. Promoting cultural programming and events such as the annual Asian and Obon Festivals as well as the creation of new cultural events will draw more residents and visitors to the neighborhood, increasing its economic activity. Coordinated promotion and branding efforts should include a new webpage that tells the neighborhood's multicultural story, showcases recent area improvements, and advertises upcoming events and promotes existing and new local businesses.

ED 3. Foster Business Creation, Retention, Expansion, And Attraction to Create a Critical Mass of Economic Activity Across the Neighborhood.

Growing the number and diversifying the type of business and services in Chinatown are essential to building a stronger economic base that creates job opportunities for Chinatown's workforce, provides retail options for the neighborhood's growing consumer base, and increases revenue for public and private re-investment in the neighborhood. Vacant and underutilized buildings and properties have the potential to become low-cost live/work units,

business incubators, and flexible makerspaces for artists, entrepreneurs and emerging industries. These emerging businesses will need business education, technical assistance and access to capital to thrive.

ED 4. Increase Access to Education Training, Entrepreneurship Programs, and Employment Opportunities for Existing and Future Residents.

Accessible, affordable education, training and career pathway programs will prepare current and future residents for higher paying employment opportunities thus improving their economic stability and quality of life. Programs should include targeted food culture and "Ag Tech" opportunities related to Salinas' agricultural industry, and focus support for marginalized populations, such as individuals experiencing homelessness and undocumented immigrants, who often face discrimination in the job market.

Health and Safety:

HS 1. Cultivate a safe and clean neighborhood environment in which residents, employees, and visitors feel comfortable and safe at all times.

A safe and clean environment encourages residents to spend time outside their homes while being active and socializing with neighbors. It also brings visitors to the neighborhood and increases foot traffic for local shops. By stimulating economic development, new businesses will be more willing to invest in the neighborhood, thus creating job opportunities for the local workforce invest in the neighborhood and creating job opportunities for the local workforce.

HS 2. Continue to provide needed social services to stabilize the homeless population.

For a long time, homeless services have been concentrated in Chinatown. While these services are becoming more widely distributed throughout Salinas and Monterey County, unsheltered residents must continue to be supported by these social services throughout the revitalization process. As new housing and increased services for those experiencing homelessness are provided, daytime camping must in turn be phased out.

HS 3. Address contaminated parcels, dilapidated buildings, and abandoned properties to ensure they are safe to residents and visitors.

Parts of Chinatown's built environment pose serious risks to public welfare. A dilapidated built environment can serve as an invitation for criminal behavior and pose serious fire risks. Additionally, exposure to hazardous building materials – like lead and asbestos – can cause health complications. A robust set of improvements will ensure the community's health and safety for years to come.

HS 4. Expand access to healthy and affordable foods for all residents.

Creating a strong and resilient community requires a healthy food culture. Currently, access to healthy and affordable foods is severely limited in Chinatown except for established food assistance programs. Efforts should focus on organizing a grocery store, farmers' market, community garden, buying club, community kitchen, or/and educational campaign, which can go a long way in expanding access to fresh produce.

Transportation and Infrastructure:

TI 1. Establish an efficient, integrated, and well-connected road network that reconnects Chinatown with the rest of the community.

Chinatown's Core neighborhood roadway network is poorly connected with the rest of Salinas and expansion area, creating issues for Chinatown residents wishing to access key destinations across the City. Converting the neighborhood to two-way streets, establishing a direct at-grade crossing across

the Union Pacific rail lines and devising a comprehensive streetscape plan will assist in reconnecting the neighborhood and creating safe access the Downtown and the Intermodal Transportation Center.

TI 2. Establish a complete multi-modal transportation network throughout Chinatown to improve public safety, circulation, and traffic congestion.

Chinatown's streets need to be retrofitted and reprogrammed to safely accommodate all modes of travel. Sidewalks and pedestrian crossings also need to be upgraded. New bike lanes along main arterials like E. Rossi are needed as well as and improved bus service for the residents to navigate the community without needing to use a personal automobile. Minimizing the prospect for traffic congestion in the future is key for the neighborhood.

TI 3. Establish high-quality streetscape improvements and amenities to create a walkable neighborhood.

Chinatown streetscape and infrastructure are in disrepair and in need of major upgrades. Many crosswalks and sidewalks in the neighborhood are damaged and repairing them is needed to create a pedestrian-friendly environment. These improvements along with more native trees and plants, ADA compliant ramps and pedestrian oriented lighting throughout the planning area will promote walkability throughout the neighborhood. These improvements will activate the public spaces by increasing foot traffic and ensuring pedestrian safety and comfort.

TI 4. Improve above and underground infrastructure in Chinatown.

As redevelopment occurs, Chinatown's above and underground infrastructure should be evaluated and upgraded to respond to the needs of a new residents and land uses. This requires significant investments in sewer systems, telecommunications and stormwater management among other utilities. Enhanced infrastructure financing through new State funding will be vital in accomplishing these upgrades.

TI 5. Ensure adequate parking facilities to support a thriving neighborhood.

New residential developments and commercial establishments will mean more people living, working, and visiting. This will translate to more cars into Chinatown. The City will need an innovative parking management plan to support the neighborhood's continued growth, ensure pedestrian-friendly streets, and support the local needs of its residents and businesses.

Art, Youth, Programming and Community Facilities:

AYPCF 1. Establish Chinatown as an arts and culture hub that celebrates its multicultural past, welcomes artists, and attracts public art investment.

Through Chinatown's strong arts and cultural organizations, the neighborhood is poised to become an arts and cultural center by deepening support for artists and ensuring they have places to live and work, and by hosting celebrations, public art, and storytelling of its history within the public spaces.

AYPCF 2. Support youth and family development by investing in programs that are healthy and nurturing.

Chinatown's many families and children can benefit from programs and services that provide resources and guidance so that young people and their families can thrive at every stage of life.

AYPCF 3. Encourage robust civic engagement and development of resident leaders committed to shaping Chinatown's future.

Robust stakeholder engagement and leadership shaped this Revitalization Plan, and the City and Chinatown community are committed to ongoing civic engagement that effectively involves and builds the capacity of local individuals and organizations as part of implementation.

AYPCF 4. Strengthen the capacity and sustainability of community-based organizations (CBOS) in Chinatown to provide critical services.

The City of Salinas will continue to partner with Chinatown's cultural and faith-based institutions and service providers to ensure they have the tools, resources and information needed to best serve the community and sustain their organizations.

AYPCF 5. Ensure that Chinatown allows for a full range of recreational activities to promote active and healthy lifestyles.

Through coordination and cooperation, the City of Salinas, local housing and service providers, and cultural and faith-based institutions will ensure residents have access to places and programs that support their health and well-being.

AYPCF 6: Create and support well-maintained and culturally relevant small parks and other urban gathering spaces in Chinatown.

As Chinatown revitalizes and redevelops, a strong system of diverse open spaces will serve the neighborhood by providing places for rest, relaxation, and respite. These clean, safe places can also be used to showcase Chinatown's rich and diverse arts and culture.

Errata Sheet to the Public Review Draft of the Chinatown Revitalization Plan

Introduction and Content

After the Public Review Draft of the Chinatown Revitalization Plan was circulated on November 27th, staff continued to make minor modifications to clarify language and fix grammatical errors. These revisions did not change the intent or content of the document and therefore are not specifically outlined in the Errata Sheet.

The only substantive addition is identified below in Table 1. This action item under Table 1 was added to the Draft Chinatown Revitalization Plan between the public release date, November 27, 2019, and City Council date. This action item was added to reflect the focus of using HUD, HCD, and local funding to expand housing opportunities and services to reduce homelessness in Chinatown. Efforts that are already taking place now.

Table 1: Errata Changes

Section	Page	Modification
5.3	105	HN 5.1.h – Utilize Federal, State and Local Funding to reduce homelessness. Allocate HUD and California Department of Housing and Community Development (HCD) and other local funding to produce additional housing opportunities (i.e., emergency shelter, transitional housing and permanent supportive housing) and improve services (i.e. housing navigation, housing locators, street outreach, rapid re-housing) to reduce homelessness. Departments: CDD, HUD, HCD, Service Providers, CoC, Non-Profit Housing Developers Timeframe: Short-Medium

File #: ID#19-678, **Version:** 1

West Area Specific Plan Project

Approve a Resolution certifying the West Area Specific Plan Final Program Environmental Impact Report (ER 2018-003); Approve a Resolution adopting the CEQA Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program for the West Area Specific Plan (SPEC 2013-002); Approve a Resolution for the West Area Specific Plan (SPEC 2013-002), including the incorporation of minor text and figure modifications (the Specific Plan Errata); Adopt an Ordinance approving a Rezone (RZ 2019-001) and amending the City of Salinas Zoning Map accordingly for approximately 797 acres of land located within the West Area Specific Plan Project Area; and Adopt an Ordinance approving a Development Agreement (DA 2019-001) between the City of Salinas and property owners and developers related to the West Area Specific Plan Project Area. The West Area Specific Plan Project Area is bounded by East Boronda Road on the south, San Juan Grade Road on the west, Natividad Road on the east, and Rogge Road and the future extension of Russell Road on the north and will include approximately 4,340 dwelling units, a Village Center with up to 571,500 square feet of mixed-use commercial floor area, eleven parks, up to five schools, open space, and well sites.

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CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **DECEMBER 17, 2019**

DEPARTMENT: **COMMUNITY DEVELOPMENT DEPARTMENT**

FROM: **MEGAN HUNTER, COMMUNITY DEVELOPMENT DIRECTOR**

THROUGH: **TARA HULLINGER, PLANNING MANAGER**

BY: **JILL MILLER, SENIOR PLANNER**

TITLE: **WEST AREA SPECIFIC PLAN PROJECT**

RECOMMENDED MOTION:

1. A motion to approve a resolution certifying the West Area Specific Plan Final Program Environmental Impact Report (ER 2018-003);

2. A motion to approve a resolution adopting both the CEQA Findings of Fact, including the Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program for the Specific Plan;

3. A motion to approve a resolution for the West Area Specific Plan (SPEC 2013-002) including the incorporation of minor text and figure modifications (the Specific Plan Errata);

4. A motion to adopt an Ordinance approving Rezone (RZ 2019-001) and amending the City of Salinas Zoning Map accordingly for approximately 797 acres of land located within the West Area Specific Plan Project area; and

5. A motion to adopt an Ordinance approving Development Agreement (DA 2019-001).

RECOMMENDATION:

It is recommended that the City Council affirm the findings and approve the attached resolutions certifying the Final Program EIR (ER 2018-003), adopting the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program and approving the West Area Specific Plan (SPEC 2013-002). It also recommended that the City Council adopt the attached ordinances approving a Rezone (RZ 2019-001) and a Development Agreement (DA 2019-001) for the Project.

EXECUTIVE SUMMARY:

The project applicant, Brian Finegan (representing multiple property owners and developers) has applied for the approval of the West Area Specific Plan (SPEC 2013-002), a Rezone (RZ 2019-001) and a Development Agreement (DA 2019-001). The West Area Specific Plan project (also referred herein as "the Project") encompasses approximately 797 acres of land located in the northern portion of the City. The project site is bounded by East Boronda Road on the south, San Juan Grade Road on the west, Natividad Road on the east, and Rogge Road and the future extension of Russell Road on the north.

A Final Program EIR (consisting of the Draft EIR, Response to Comments and MMRP) has been prepared to evaluate the environmental impacts of the Project in accordance with requirements of the California Environmental Quality Act (CEQA). In this regard, a Statement of Overriding Considerations has also been prepared for the Project.

BACKGROUND:

Existing Setting

The West Area Specific Plan area (also referred herein as "Plan Area") is located within the western portion the North of Boronda Future Growth Area (FGA), which was annexed into the City in 2008. Four arterial streets form the boundaries of the project site (also referred herein as "the site") including E. Boronda Road on the south, San Juan Grade Road on the west, Natividad Road on the east and Rogge Road and the extension of Russell Road on the north (see Attachment 7).

The approximately 797-acre site is currently utilized primarily for row-crop farming and other agricultural-related activities. Two schools, McKinnon Elementary School (Santa Rita Union School District) and Rancho San Juan High School (Salinas Union High School District), are located in the southwest and northern portions of the site, respectively. A few residences and farm structures are also located adjacent to San Juan Grade Road, Natividad Road and Rogge Road in the western, eastern and northern portions of the site, respectively.

The topography of the site is nearly flat (with an overall slope from northeast to southwest of approximately 0.3%). No significant Special Flood Hazard Areas have been mapped on the site according to the Federal Emergency Management Agency (FEMA). There are no natural streams or water bodies present; however, there are several agricultural irrigation ditches located on the site.

Existing infrastructure is currently located along E. Boronda Road, including water, sewer, electricity, storm drainage and dry utilities, and will be extended into the Plan Area boundaries as development occurs. Monterey Salinas Transit (MST) currently provides transit access to the site via bus stops located along E. Boronda Road.

The Plan Area includes 13 parcels and 11 property owners (see Attachment 8). Two of the parcels are owned by school districts (the Santa Rita Union School District and the Salinas Union High

School District). The remaining parcels are owned by private parties. The project applicants own or control approximately 471.64 of the 797-acre site and have been actively participating in the planning process and funding the cost of the preparation of the West Area Specific Plan, environmental document and related documents to date. As such, these applicants are referred herein to as "participating property owners".

Surrounding Land Uses

West: Low and medium density residential uses are located across San Juan Grade Road. The Gateway Center Specific Plan area (Lowe's Home Improvement Store) directly abuts the southwest corner of the project site. This area was originally included within the boundaries of the proposed West Area Specific Plan. In 2011, however, the City Council approved a separate specific plan for the approximate 20-acre commercial shopping center site to allow the commercial shopping center to be developed and this area was subsequently removed from the West Area Specific Plan. Staff and the developers of both specific plan areas have coordinated the two planning efforts to ensure pathway connections, sound attenuation walls, street lighting, and other improvements were consistent and complementary between the two projects.

North: The Bolsa Knolls residential area and scattered residential and agricultural-related uses are located along Rogge Road within unincorporated Monterey County.

East: Row-crop farming and other agricultural related uses on land located within both unincorporated Monterey County and City limits. The proposed Central Area Specific Plan (which is currently being processed by the City) will be located directly to the east of the Plan Area.

South: Low- and high-density residential uses and commercial shopping centers (Harden Ranch and Shaker Square) are located to the southwest and southeast, respectively.

Existing Salinas General Plan Land Use Designations and Zoning District

The General Plan Land Use Designations for the project site are Residential Low, Residential Medium, Residential High Density, Mixed Use, Park, Public/Semipublic, and Open Space.

Upon annexation in 2008, the North of Boronda FGA (including the project site) was zoned New Urbanism Interim (NI) with a Specific Plan Overlay District. The NI District was intended to serve as an interim holding zone for land located in the North of Boronda FGA until such time that future Specific Plans were approved, and the new zoning district designations were established for the area. Additionally, at that time, the City certified the Salinas General Plan Final EIR pursuant to the requirements of the California Environmental Quality Act (CEQA), which included a statement of overriding considerations for the loss of agricultural lands located in the FGA as a result of the anticipated future development of that area.

The project applicants are requesting to rezone the project site from the New Urbanism Interim (NI) with a Specific Plan Overlay District to the new zoning districts proposed in the West Area Specific Plan. See below for further discussion of the requested rezone.

Project Milestones

The following is a list of Project milestones:

- September 9, 2008, the North of Boronda FGA consisting of approximately 2,400 acres (including the project site) was annexed into the City of Salinas.
- August 12, 2013, the project applicant submitted applications to the City for the purpose of developing the West Area Specific Plan.
- October 14, 2015, a Notice of Preparation (NOP) of a Draft EIR (also referred herein as "DEIR") for the West Area Specific Plan was distributed in accordance with Section 15082 of the California Environmental Quality Act (CEQA) Guidelines for a 30-day public review period. Nine comment letters were received.
- October 29, 2015, a Scoping Meeting for the DEIR was held.
- February 27, 2019, the City filed a Notice of Completion (NOC) of the Draft EIR with the California Office of Planning and Research State Clearinghouse commencing the 45-day state public agency review period, which ended on April 15, 2019.
- February 27, 2019, the City filed a Notice of Availability (NOA) of the Draft EIR with the Monterey County Clerk on February 27, 2019 commencing the 45-day local public review period, which ended on April 15, 2019. The NOA was also posted at the City of Salinas City Hall, the Salinas Permit Center, the Steinbeck and Cesar Chavez Libraries, and on the City's website.
- February 27, 2019, the Draft West Area Specific Plan was circulated for a 45-day public review period, which ended on April 15, 2019 along with the DEIR. An electronic file of the Draft West Area Specific Plan was also distributed to the Planning Commission for review at that time.
- March 12, 2019, staff presented the proposed Project to the Housing Subcommittee for consideration.
- March 13, 2019, staff presented the proposed Project to the Library and Community Services Commission for consideration. The Commission voted 5-0 to recommend approval of the park plan contained in the West Area Specific Plan to the City Council.
- March 14, 2019, staff presented the Project to the Traffic and Transportation Commission. The Commission voted 6-0 to recommend approval of the Project (based on the Traffic Impact Analysis) to the City Council.
- April 3, 2019, the Planning Commission held a study session regarding the proposed Project. Issues raised during that meeting were: traffic noise, the need for sound-attenuation walls and grading along Russell Road; potential sewer connection requirement for the Bolsa Knolls area (which is located in unincorporated Monterey County); the need for future transit service in the Plan Area; and the adequacy of the newspaper noticing. As this was a study session, no action was taken.
- April 15, 2019, the 45-day comment period for the West Area Specific Plan and the DEIR documents closed. The City received comment letters from the following individuals and agencies:

- Native American Heritage Commission, received March 4, 2019
- Monterey County Health Department, received April 10, 2019
- LandWatch, received April 11, 2019
- California Department of Transportation, received April 12, 2019
- Salinas Union High School District, received April 12, 2019
- Alisal Union School District, received April 15, 2019
- Santa Rita Union School District, received April 15, 2019
- Brian Finegan, received April 15, 2019
- California Department of Fish and Wildlife, received April 16, 2019
- Monterey Bay Air Resources District, received April 16, 2019

See Section 2.0 of the West Area Specific Plan Final Program EIR (also referred herein as "Final EIR") for further discussion of these comment letters including the responses to comments.

- April 30, 2019, the City Council held a study session regarding the proposed Project. Issues raised during that meeting were: school facility funding; project density, traffic noise, sound-attenuation walls, and grading along Russell Road; potential sewer connection requirement for the Bolsa Knolls area (which is located in unincorporated Monterey County); and the need for future transit service in the Plan Area. As this was a study session, no action was taken.
- June 10, 2019, staff held a community meeting at the Northminster Presbyterian Church community room located at 315 Alvin Drive. At the meeting, individual stations were provided for the public to obtain information about the project, provide comments, ask questions and directly engage with City staff and members of the development team. Over 70 people attended.
- November 6, 2019, the Planning Commission held a study session regarding the proposed Project. Issues raised during that meeting were: traffic noise, the need for sound-attenuation walls and grading along Russell Road; potential sewer connection requirement for the Bolsa Knolls area (which is located in unincorporated Monterey County). As this was a study session, no action was taken.
- December 4, 2019, the Planning Commission considered the project and voted **unanimously** (7-0) to recommend that the City Council approve the Project (see Attachment 6) as presented. Further discussion of this meeting is provided below.

DISCUSSION:

The requested entitlements include a Specific Plan and Rezone. The approval of these entitlements is needed in order to allow the development of the 797-acre project site. A Development Agreement is also included within the package of proposed entitlements to provide certainty to the City and the applicant with respect to development of the Project.

A Final EIR (consisting of the Draft EIR, MMRP and Response to Comments) has been prepared to evaluate the environmental impacts of the Project in accordance with requirements of the California Environmental Quality Act (CEQA). A Statement of Overriding Considerations has

been prepared for the Project. The Specific Plan, Rezone, Development Agreement, Final EIR and other project-related issues are discussed below:

Specific Plan

General Plan Conformance

The Salinas General Plan requires the approval of Specific Plans by the City Council prior to any development in the City's Future Growth Area (FGA). Subsequent to the adoption of the Salinas General Plan in 2002, the area located in the northern portion of the City (referred to as the North of Boronda FGA) was generally divided by the City into three proposed specific plan areas (the West Area, the Central Area and the East Area) for comprehensive planning purposes. As such, the development of the North of Boronda FGA (including the proposed Project) has been anticipated by the City as part of a long-term coordinated planning and development process envisioned under the General Plan.

The General Plan requires that development in the North of Boronda FGA be based on the principles of New Urbanism and meet specific minimum densities/percentages. In this regard, specific plans prepared for the FGA must incorporate the following:

- Distinct identifiable neighborhoods that are pedestrian-oriented and promote a safe environment.
- Pedestrian, bicycle and transit connectivity.
- An interconnected street network with narrow streets and traffic calming devices.
- A mix of housing, workplaces, retail, parks, schools and other uses.
- A variety of housing types and affordability levels.
- A minimum average density of 9 dwelling units per net residential acre to promote compact design and preserve agricultural land.
- A mix of low, medium and high density dwelling units; with 15% to 25% of the dwelling units falling within the density range of 16 to 24 dwelling units per net residential acre and 35% to 45% of the dwelling units falling within the density range of 7 to 14 dwelling units per net residential acre.

The West Area Specific Plan (also referred herein as "the Specific Plan") is the first of the three proposed specific plans to move forward into the entitlement phase. This Specific Plan will serve as the implementation tool to realize the General Plan vision for the western portion of the North of Boronda FGA. In this regard, the Specific Plan incorporates the New Urbanism Design Principles and the required minimum residential densities/percentages noted above, as well as other design principles such as Crime Prevention through Environmental Design (CPTED), Health in All Polices, Green Streets and Smart Growth to ensure consistency with the General Plan.

The Specific Plan also specifies the ultimate distribution, location and intensity of land uses in the Plan Area in accordance with the total development capacities provided under the General Plan to ensure development of the area in an orderly and comprehensive manner with adequate infrastructure and facilities. The Project's consistency with the General Plan is further discussed in Appendix C of the Specific Plan and is herein incorporated by reference.

Content and Organization of the Specific Plan

The Specific Plan establishes the overall land use concept and development framework for the Plan Area. The Specific Plan was prepared by the applicant with the direction and input of City staff. Early consultations with local, regional, and State agencies also formed the content of the Specific Plan. The content of the Specific Plan is consistent with Government Code Sections 65450 - 65457 and Article VI, Division 15 of the Salinas Zoning Code.

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

- Chapter 1 – Introduction: This Chapter discusses the purpose and scope of the Specific Plan, the project description and regulatory authority and compliance.

- Chapter 2 - Land Use: This Chapter provides an overview of the land use plan, General Plan land use and zoning district designations, inclusionary housing, density bonus, parks and open space land use, resource management and conservation, and sustainable planning and design.

- Chapter 3 - Use Classifications and Development Regulations: This Chapter addresses the relationship of the Specific Plan to the City's Zoning and Building Codes, establishes the applicable zoning districts, use classifications and development regulations, residential product flexibility, and required residential units and commercial mix to meet General Plan requirements.

- Chapter 4 - Design Standards: This Chapter establishes the New Urbanism design standards, architectural standards, green building standards and landscaping and streetscape standards for the Plan Area.

- Chapter 5 - Circulation: This Chapter describes the existing and planned streets and improvements in the Plan Area and surrounding area. It also addresses traffic calming, public transit, pedestrian and bicycle circulation.

- Chapter 6 – Infrastructure Plan: This Chapter describes the required and planned infrastructure such as water supply, treatment, storage, and distribution, wastewater collection and treatment, public services and utilities.

- Chapter 7 - Stormwater and Water Quality Management: This Chapter outlines stormwater infrastructure as it relates to water quality, supplemental storm water detention/retention and flow control.

- Chapter 8 - Public Facility Financing Plan: This Chapter addresses the financing of public facilities, infrastructure improvements, funding and reimbursement policies and maintenance responsibilities.

- Chapter 9 – Implementation and Administration: This Chapter discusses the Specific Plan's authority and implementation, project review procedures, preservation and enforcement procedures, phasing, minor revisions and amendment procedures and enforcement.

- Appendices: Includes the definitions, the project's consistency with the General Plan, street lighting standards, inclusionary housing, street sections and other related items.

Project Summary:

At build-out (estimated to occur over the next 20 to 30 years), the West Area Specific Plan Project will include approximately 4,340 dwelling units (provided as a mix of low, medium and high densities in conformance with the General Plan), a Village Center with up to 571,500 square feet of mixed-use commercial floor area, eleven parks, up to five schools (one high school [existing], one middle school, and three elementary schools [one existing]), open space (supplemental storm water basins) and well-sites. These land uses are further summarized below.

It is important to note that the majority of the dwelling units provided in the Plan Area will fall within the medium density range of 9 to 15 dwelling units per net residential acre (without density bonus) and the high density range of 16 to 24 dwelling units per net residential acre (without density bonus) to ensure a variety of housing options and affordability levels are provided. In addition, dwelling units in the density range of 30 to 40 dwelling units per net residential acre (without density bonus) will also be permitted in and around the Village Center through the conversion of commercial floor area to residential units, providing additional affordable housing opportunities. Accessory dwelling units will also be permitted to further increase the number of affordable housing options provided within the Plan Area.

Land Use/Proposed Zoning Districts		**Framework Acres**	**Projected Dwelling Units or Square Feet (without Density Bonus)**
Residential Planning Areas	NE (Low)	227.72	1,361 du
	NG-1 (Medium)	188.44	1,803 du
	NG-2 (High)	59.84	1,085 du
	VC (Village Center)	4.55	91 du
	Total	**480.55**	**4,340 du**
Mixed Use Village Center (1)		20.13	571,500 sq. ft.
Total Residential and Village Center		**500.68**	
High School		38.97	
Middle School		20.78	
Elementary School #1		10.98	
Elementary School #2		10.00	
Elementary School #3		10.00	

Community Park	30.83	
Neighborhood Parks (four)	12.52	
Small Parks (six)	6.41	
Supplemental Detention/Retention Basin Open Space	35.03	
Water Wells/Water Treatment	1.50	
Total Public Facilities	**177.02**	
Circulation Roadways (2)	118.85	
Total	**796.55**	

Vision Statement/Key Features of the Specific Plan:

The vision statement for the West Area Specific is to "create a livable and pedestrian-oriented community, planned and designed to implement the tenets of New Urbanism and other General Plan principles, with a diverse mix of housing types and lot size, a vibrant mixed-use main street and town square, accessible public uses and gathering places, an interconnected bicycle, path and public transit networks and well planned infrastructure." In this regard, the following key features have been incorporated into the design of the Plan Area:

- A Village Center with a main street, town square and a mix of high-density housing and mixed-use commercial uses easily accessible to residents of the Specific Plan and surrounding areas.
- Four residential neighborhoods that are organized around neighborhood parks that serves as public gathering space for the residents of each neighborhood.
- A mix of housing types and residential densities in conformance with General Plan requirements for medium and high densities.
- A centrally located community core of public facilities and services (comprised of the Village Center, community park, middle school, high school and high-density residential housing).
- Four neighborhood parks and six small parks conveniently located within 5-minute walk of residences.
- An approximate 30-acre community park located within a 10-minute walk of residences.
- Three school sites (two elementary and one middle school) and two existing schools distributed throughout the Specific Plan.
- A vehicular circulation system that fosters the efficient and safe distribution of trips incorporating traffic calming devices at key intersections and other locations nears schools, parks and other areas to enhance pedestrian and bicycle safety.
- A network of paths, bike lanes/routes, transit stops and pedestrian-friendly streets connecting the schools, parks, the Village Center and the Project's four residential neighborhoods.
- Two greenways streets and paths that will extend through the entire length of the Specific Plan and into the greater North of Boronda FGA. The southerly greenway street includes a 10-foot wide shared-use off-street path to accommodate both pedestrians and bicyclists. These paths/streets will connect to other paths and bike lanes/routes located both in the Plan Area and to existing developed areas located to the north, south and west.

- Decorative street lighting and pedestrian amenities are incorporated throughout the Project to further create a distinct sense of place.
- Low Impact Development (LID) features have been incorporated throughout the Project to ensure conformance with the City's stormwater requirements.

Development Regulations, Use Classifications and Design Standards:

The Specific Plan includes Development Regulations and Use Classifications (see Chapter 3 of the Specific Plan) that will modify a number of the City's existing New Urbanism Zoning district regulations contained in Article III, Division 8 of the City of Salinas Zoning Code as well as other Supplemental Development Regulations and Standards contained in the Zoning Code. Development in the Plan Area will be subject to the Salinas Zoning Code regulations and standards except where specifically modified or otherwise provided for in the Specific Plan.

The proposed Use Classifications and Development Regulations applicable to the Plan Area are listed in Tables 3-1 through 3-5 of the Specific Plan. The standards proposed in the Specific Plan are intended to facilitate New Urbanism development as envisioned in the General Plan and Salinas Zoning Code and promote Traditional Neighborhood Development (TND) and other design principles. Generally, the modifications to the Zoning Code provide additional flexibility to accommodate a variety of different housing types, residential densities and lots sizes, and mixed-use development.

Design standards have also been included in the Specific Plan (see Chapter 4 of the Specific Plan) addressing items such as streetscape, area entry features, landscaping, architecture, and sustainable building design. These standards are in addition to the design standards contained in the City's Zoning Code except where specifically superseded in the Specific Plan. These design standards will provide for the creation of distinct identifiable neighborhoods with a variety of architectural housing styles, porches, recessed garages and other features, which emphasize the pedestrian over the automobile.

The Specific Plan also includes a number of design and infrastructure features to reduce greenhouse gas emissions that could contribute to global warming. A range of measures have also been included to enhance development sustainability. These measures are described in Section 4.5, *Green Building Standards*, of the Specific Plan.

Housing Types, Densities, and Affordability:

All residential development within the Plan Area is required to meet the minimum/maximum densities and density percentages required under the General Plan to ensure a variety of housing options and affordability levels are provided. As previously noted, these requirements include:

- A minimum average density of nine dwelling units (du) per net residential acre must be achieved over the Plan Area;
- 35%-45% of dwelling units must be in the density range of 7 to 14 du per net residential acre (which equates to approximately 1,519-1,953 dwelling units in the Plan Area); and
- 15%-25% of dwelling units in density range of 16 to 24 du per net residential acre (which equates to approximately 651-1,085 dwelling units in the Plan Area).

Additionally, the Village Center and surrounding areas (subareas 1.6, 1.7 (portion), 3.1 and 3.5) may be developed at a minimum of 30 to 40 du per net residential acre in accordance with the City's Housing Element and State Law. These additional units may be provided through the conversion of commercial floor area into dwelling units. In this regard, up to 250,000 square feet of the mixed-use commercial floor area allocated to the Village Center may be converted into 250 additional dwelling units (see Section 3.9.3 of the West Area Specific Plan). This concept is described in the General Plan as "comparable impact". Comparable impact is considered to be the substitution of 1,000 square feet of non-residential floor area for one residential dwelling unit.

Additional dwelling units will also be permitted pursuant to the City's density bonus and accessory dwelling unit ordinances. The City's Inclusionary Housing ordinance will also apply to development in the Plan Area. See Appendix H in the West Area Specific Plan for further discussion of the project's inclusionary housing requirements.

Circulation and Transportation:

The circulation plan for the Plan Area includes an interconnected pedestrian, bicycle and roadway and public transit system to ensure connectivity between land uses and create a safe and efficient circulation system for all users. Traffic calming devices, wider parkways (separating the street from the pathways) and narrower streets will be utilized to place the emphasis on the pedestrian rather than the automobile. The Specific Plan land use and circulation design promotes increased daily pedestrian trips by connecting residential neighborhoods within walking and bicycling distance to public facilities such as schools and parks, and to retail, employment areas, and transit connections.

Two greenway streets have been provided the length of the Plan Area and will ultimately extend into the proposed Central Area Specific Plan and the greater North of Boronda FGA located to the east. These greenway streets have paths with enhanced parkways and landscaping, decorative street lighting and limited vehicular interruptions (from driveways) to promote pedestrian and bicycle use. These greenways as well as other paths and streets within the Plan Area have been designed to link with existing off-site pedestrian, bicycle and vehicular (including transit) circulation systems (see Figure 5-28 of the Specific Plan).

The Specific Plan includes a conceptual transit plan for the Plan Area. This plan (see Figure 5-23 of the Specific Plan) anticipates that there will be bus stops/shelters adjacent to the Village Center, high density residential areas and/or near major activities centers such as the community park. It was prepared in consultation with Monterey-Salinas Transit (MST) staff. The final routing and bus stop/shelter locations will be subject to the approval of MST in coordination with the City and the developers of the Plan Area.

Three roundabouts will be provided along the southern boundaries of the site in conjunction with the Boronda Road Congestion Relief Project. As part of that project, E. Boronda Road will be improved to four lanes with roundabout intersection controls at McKinnon Street, El Dorado Drive and Natividad Road. Roundabouts will also be located to the east of the Plan Area at Independence Boulevard and Hemingway Drive as part of a later phase. The use of roundabouts along E. Boronda Road was approved by City Council on May 16, 2017 (City Council Resolution No. 21169). The

first phase of the Boronda Road Congestion Relief Project includes the installation of a roundabout at McKinnon Street, with design estimated to be completed by the end of 2019 and construction estimated to commence in summer of 2020. Roundabouts were chosen as the traffic relief mechanism along E. Boronda Road because of various benefits related to noise, air quality, greenhouse gas emissions and aesthetics.

Infrastructure, Stormwater/Water Quality and Maintenance:

The Specific Plan provides infrastructure planning for the Plan Area for water supply (including treatment, storage and distribution), wastewater; public services including schools, public safety, and libraries; and utilities (see Chapter 6 of the Specific Plan). Roadway improvements and infrastructure required to serve the West Area Specific Plan include frontage street improvements, extension of sanitary sewers, storm water and drainage facilities, including on-site supplemental detention/retention basins; and the extension of utilities to the site. These improvements will be the responsibility of the applicant and may be provided through a combination of applicant-funded financing, dedications, payment of development impact fees and through main extension agreements or payment of connection fees with the applicable utility companies.

Concurrent with recording of the first final subdivision map, a Plan Area Landscaping and Lighting Maintenance District (LLMD) will be formed. The LLMD will fund the maintenance and or operations of improvements such as of the small parks, decorative streetlights, and furniture, Low Impact Development (LID) and basin areas, landscaping in parkways and other public areas, traffic calming devices and slurry sealing of roads.

The project site will be served by Cal Water. Three new well sites are proposed within the site. The approval of a conditional use permit will be required prior to construction of each well site to ensure the design of the proposed well sites blend with the surrounding neighborhood and does not adversely impact adjacent land uses. The Project will also be required to implement a Water Conservation program and meet the State's Model Water Efficient Landscape Ordinance, the City's Water Conservation Ordinance, Salinas Zoning Code and other City requirements.

Monterey One Water (formerly known as Monterey Regional Water Pollution Control Agency) will be providing sanitary sewer treatment services and Monterey Bay Community Power will be the primary provider of electricity and natural gas. Solid waste management and recycling will be provided by Republic Services or other service provided as determined by the City.

The West Area Specific Plan designates sites for three new elementary schools (each site is approximately ten acres in size) and one middle school (approximately 20 acres in size) within the Santa Rita Union School District. These sites will be reserved in accordance with the requirements of the City's Subdivision Ordinance and State Law. The school districts have voiced concerns regarding the cost of the school facilities and need for sufficient funds to construct schools. The developers will be required to pay school impact fees in accordance with the requirements of State

law and local ordinance. This issue is further discussed in the response to comments in Section 2.0 of the Final EIR.[1]

A new fire station is planned directly to the east of the Specific Plan (off Natividad Road within the proposed Central Area Specific Plan area). This fire station will be constructed as development occurs to meet the fire needs of the West Area Specific Plan area, the greater North of Boronda FGA and surrounding areas.

Storm water and water quality management is addressed in Chapter 7 of the Specific Plan. The Chapter outlines how the Project will comply with the City of Salinas Storm Water Management Program, including the Storm Water Development Standards, as required under the City's current National Pollutant Discharge Elimination System (NPDES) Permit.

The Project will be required to incorporate on-site LID Best Management Practices such as bio-swales and bio-retention planters and detention/retention/infiltration basins to provide the required mitigation in relation to water quality and hydromodification. The supplemental basins will also be required to be landscaped and maintained to ensure a natural and visually pleasing vegetated appearance.

Section 3.9 of the EIR discusses public services and Section 3.11 discusses utilities including stormwater.

Clarification of General Plan FGA Land Use Designations:

The comprehensive master planning of the FGA had not been undertaken at the time the City of Salinas General Plan Update was adopted in 2002. As a result, the land use designations shown on the General Plan Land Use and Circulation Policy Map (herein called the "Land Use Map") for land located in the FGA illustrated potential land use scenarios based on the total development capacities provided under the General Plan for these areas. It was envisioned that the actual distribution, location, density and intensity of the land uses located in these areas would be clarified and determined through the formulation of Specific Plans subsequently prepared by Project applicants and adopted by the City Council for these areas. As such, it was anticipated that the General Plan Land Use Map would be revised to reflect the land use plans brought to the City and ultimately adopted by the City Council for the Future Growth Areas as part of the Specific Plan approval process.

Upon approval of the Specific Plan, the General Plan Land Use Map will be revised to clarify the location and distribution of these existing General Plan land use designations for the project site as shown on Figure 1-8 of the Specific Plan. These land use designations will be consistent with the land use designations envisioned and planned for the FGA and with the total development capacities specified under the General Plan for this area.

[1] The Santa Rita Union School District has also alleged Brown Act violations associated with the Planning Commission's consideration of the Project. (Attachments 22.c and 23) The City Attorney has evaluated the allegations, has determined the allegations, to be meritless and will respond accordingly.

Errata - Minor Text and Figure Modifications to the Draft Specific Plan Document:

The Draft West Area Specific Plan was released for a 45-day public review and comment period on February 27, 2019, which ended on April 15, 2019. Subsequent to release of the draft document, staff prepared an Errata Sheet (see Attachment 11) to the Specific Plan with recommended modifications to refine text, figures or clarify issues that have arisen since the draft document's release. Upon the recommendation of the Planning Commission and the adoption of the West Area Specific Plan by the City Council, a final Specific Plan document will be produced incorporating these recommended modifications (the Errata), other changes approved as part of the public hearing process and any other corrections that are typographical or non-substantive in nature.

Rezone

Zoning for the project site is currently New Urbanism Interim (NI) with a Specific Plan Overlay. Upon approval of the Rezone and related entitlements, the site will be rezoned to following four New Urbanism (NU) Zoning Districts: Neighborhood Edge (NE)/Low Density Residential, Neighborhood General-1(NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, and Village Center (VC) as well as the Park (P), Open Space (OS) and Public/Semipublic Zoning Districts, as applicable (see Attachment 12, Zoning Map Upon Adoption of Specific Plan). These Zoning Districts align with the corresponding General Plan Land Use Designations for the site. A Specific Plan Overlay will also be applicable to each district.

Development Agreement

A draft Development Agreement (see Attachment 13) has been prepared for the Project pursuant to Government Code Section 65864. The Development Agreement will allow the participating property owners and developers to proceed with the Project in accordance with existing policies, rules, and regulations, subject to the conditions of approval, thus vesting certain development rights in the property. As previously indicated, the participating property owners control approximately 471.64 of the 797-acre site. As of the writing of this staff report, the proposed Development Agreement would be applicable only to these properties. Staff understands that the Kantro property (approximately 154 acres) will also join the Development Agreement and will therefore be subject to the Development Agreement. With the Kantro property included, owners and developers controlling approximately 626 acres of the 797-acre site would be participating in the development process.

Public Review of the West Area Specific Plan and DEIR

The following is a brief discussion of the comments received during the 45-day public review period for both the Specific Plan and DEIR as well as those issues raised at the Planning Commission and City Council study sessions and the West Area Specific Plan community meeting.

- *45-day Public Review Period:* No comment letters were submitted to the City regarding the Specific Plan during the 45-day public review period, which began on February 27,

2019 and ended on April 15, 2019. The City did receive ten comment letters on the DEIR from the following agencies and individuals during the same review period as follows:

- Native American Heritage Commission, received March 4, 2019
- Monterey County Health Department, received April 10, 2019
- LandWatch, received April 11, 2019
- California Department of Transportation, received April 12, 2019
- Salinas Union High School District, received April 12, 2019
- Alisal Union School District, received April 15, 2019
- Santa Rita Union School District, received April 15, 2019
- Brian Finegan, received April 15, 2019
- California Department of Fish and Wildlife, received April 16, 2019
- Monterey Bay Air Resources District, received April 16, 2019

See Section 2.0 of the Final EIR for further discussion of these comment letters including staff's responses to the comments.

- *Planning Commission (PC) Study Session*: A study session was held at the PC meeting on April 3, 2019. Issues raised during that meeting were traffic noise, the need for sound-attenuation walls, and grading along Russell Road, the potential sewer connection requirement for the Bolsa Knolls area (which is located in unincorporated Monterey County), the need for future transit service in the Plan Area, and the adequacy of the newspaper noticing and whether residents had informed of the study session.

- *City Council (CC) Study Session:* A study session was held at the CC meeting on April 30, 2019. In addition to the same issues that were raised at the PC meeting (relating to traffic noise, the need for sound-attenuation walls and grading along Russell Road, the potential sewer connection requirement for the Bolsa Knolls area and the need for future transit service); school facility funding and the proposed intensity of densities in the Specific Plan were also raised by the public.

- *West Area Specific Plan Community Meeting*: Staff held a community meeting on June 10, 2019 at the Northminster Church community room; over 70 members of the public attended. The Project was generally well-received by those in attendance. The primary feedback received from the public related to the need for more market rate and affordable housing given the housing shortage in Salinas. Representatives from the Santa Rita Union School District also voiced concerns regarding funding for the schools.

- *Planning Commission (PC) Study Session*: A study session was held at the PC meeting on November 6, 2019. Issues raised during that meeting were traffic noise, the need for sound-attenuation walls, and grading along Russell Road, the potential sewer connection requirement for the Bolsa Knolls area (which is located in unincorporated Monterey County).

Staff responses to the issues raised at the PC and CC study sessions:

- *Traffic Noise and Sound Walls:* Sound attenuation walls will be provided along Russell Road to mitigate traffic noise impacts to the Bolsa Knolls area. Section 3.7 of the DEIR analyzes noise and provides eight mitigation measures. Figure 4-1 of the West Area Specific shows the community wall concept for the Plan Area.

- *Grading on Russell Road*: Changes in grade will be addressed as part of the review of the improvement and grading plans for future development in the Plan Area. Appropriate measures such as retaining walls may be required.

- *Bolsa Knolls Sewer Connection*: The West Area Specific Plan does not mandate that residential uses in the Bolsa Knolls neighborhood tie into the City sewer system. According to Monterey County Local Agency Management Program (LAMP), when a septic system fails, if sewer is located within 300 feet of the site, the property may be required to tie in. This is a Monterey County regulation. Neither the City nor the West Area Specific Plan would trigger mandatory sewer connection for the Bolsa Knolls neighborhood; the City Council's approval of the proposed Project would not automatically and in-and-of itself require the residents of the Bolsa Knolls neighborhood to connect to the City's sewer system.

- *Transit:* Monterey-Salinas Transit (MST) is the public transit provider in the area and would provide service based on demand and funding availability. Figure 5-23 in the West Area Specific Plan illustrates the concept for extending bus transit and stops in the Plan Area, provided by MST in May 2016. Appendix G of the West Area Specific Plan includes correspondence from MST regarding transit in the Plan Area.

- *Newspaper Noticing*: In this regard, staff utilized the Monterey Herald to notice the City Council study session, which is the standard practice for the City. This manner of noticing complies with Section 37-60.400(d)(1) of the Salinas Zoning Code, which requires notices to be published in a newspaper of general circulation. The Monterey Herald offers more frequent publishing for legal ads thus offering more flexibility than the Salinas Californian. Noticing is not typically required for study sessions and was circulated as a courtesy in an effort to inform the public about the Project.

- *Development Density*: The project complies with the average minimum/maximum residential density per net residential acre as prescribed in the General Plan, and the required high and medium density percentages. As previously noted, the 4,340 dwelling units proposed as part of the Project does not include accessory dwelling units, density bonus dwelling units, or the commercial conversion of 250,000 square feet of mixed-use commercial floor area into an additional 250 dwelling units. The additional units provided through these mechanisms have been considered in the Project EIR and would further increase the density and intensity of the Project to provide additional housing opportunities in the Plan Area.

- School Facility Funding: The City will require that the Project applicants (including but not limited to subsequent developers and other applicable parties) to pay the State identified school impact fees, which are set to assist in school funding. The applicants have agreed to pay this obligation. The timing of the payment of the school impact fees will be in accordance with the requirements of State law. Three new school sites (requested by the Santa Rita Union School District) will also be reserved within the Plan Area pursuant to applicable law and regulations.

Library and Community Services Commission Review

The Library and Community Services Commission considered the Specific Plan park plan at a public hearing on March 13, 2019. The Commission voted (7-0) to recommend that the Planning Commission and the City Council approve the Specific Plan park plan. The Library and Community Services Commission minutes of the meeting are attached as Attachment 9 herein. The Commission raised the issue of sizing and designing the proposed parks so that multiple sports fields might be accommodated. In this regard, staff directed the Commission to Figures 4-6 and 4-7 of the West Area Specific Plan, which demonstrates how the neighborhood parks can accommodate multiple sports fields/courts.

Traffic and Transportation Commission Review

The Traffic and Transportation Commission considered the traffic implications of the Project at a public hearing on March 14, 2019. The Commission voted (7-0) to recommend that the Planning Commission and the City Council approve the Project. The Traffic and Transportation Commission minutes of the meeting are attached as Attachment 10 herein. The Commission pressed the importance of ensuring the cumulative impact intersection mitigations are funded, that drop-off and pick-up traffic at school sites be carefully considered to minimize impacts on City streets, and that the Boronda Road Congestion Relief Project precede the West Area Specific Plan.

Planning Commission Review

On December 4, 2019, the Planning Commission considered the Project at a duly noticed and agendized public hearing. The primary issues discussed by the Commission included residential density, fiscal impacts, road and infrastructure maintenance, affordable and inclusionary housing, school funding and community benefits. Commissioners noted concerns regarding the phasing of the proposed development including the timing of when the affordable and high density would be potentially built, with fire access on the project's narrower residential streets and other traffic-related issues. Staff explained the various residential density categories and additional mechanisms for increasing density of housing and that the timing of development will be largely market driven. Staff clarified that the current Inclusionary Housing Ordinance will apply to the project and would be implemented accordingly with the approval of each subsequent planning entitlement. Staff also explained that extensive collaboration occurred early in the project planning process between Community Development Department staff and Fire Department staff to ensure narrow New Urban roads could be accessed with fire apparatus. Regarding the traffic-related issues, Public Works staff provided a brief overview of the related Boronda Road Congestion Relief Project.

The following issues were raised by members of the public at the Planning Commission meeting on December 4, 2019: insufficient school site funding, potential project impacts on the Bolsa Knolls community, the need for higher residential densities and more affordable dwelling units, the need for a community benefits agreement, and that the reduced land alternative (Alternative 2) considered in the EIR should be the staff recommended project.

Staff responses to the issues raised at the Planning Commission meeting:

- *School Site Funding:* The City will require the Project applicants (including but not limited to subsequent developers and other applicable parties) to pay the State identified school impact fees, which are set to assist in school funding. The applicants have agreed to pay this obligation. The timing of the payment of the school impact fees will be in accordance with the requirements of State law. By statute, the City and School District cannot require fees beyond that allowed by State law and affirmed by the District through their approved nexus study, nor may the City deny the project proponents' request for approval of the Specific Plan solely due to projected funding shortfalls. Additionally, three new school sites (requested by the Santa Rita Union School District) will be reserved within the Plan Area pursuant to applicable law and regulations. The City has worked with the District to ensure the size, location and number of these school sites are appropriate and acceptable to them.

- *Impacts on Bolsa Knolls:*
    - Grade Differences. Changes in the grade (from that currently existing) will be addressed as part of the review of the improvement and grading plans for future development in the Plan Area. Measures such as retaining walls may be required, if deemed appropriate by the City Engineer.
    - Bolsa Knolls Sewer Connection: The West Area Specific Plan does not mandate, obligate or require in any way that residential uses in the Bolsa Knolls community (which is located directly north of the Project Site) connect to the City sewer system. According to Monterey County Local Agency Management Program (LAMP), when a septic system fails, if sewer is located within 300 feet of the site, the property may be required to tie in. Since the Bolsa Knolls community is located in unincorporated Monterey County, the determination of when and if a property is required to connect to a sewer system falls under the purview of the County not the City.
    - Noise Attenuation. Sound attenuation walls will be provided along Russell Road to mitigate traffic noise impacts to the Bolsa Knolls area. Section 3.7 of the DEIR analyzes noise and provides eight mitigation measures in this regard. Figure 4-1 of the West Area Specific shows the community wall concept for the Plan Area. As part of the improvement and grading plans for subsequent entitlements, the location and height of the sound attenuation wall (as measured from final grade) will be further addressed to ensure compliance with these mitigations.

- *Higher Residential Density*: The project complies with the average minimum/maximum residential density per net residential acre as prescribed in the General Plan, and the required high and medium density percentages. In this regard, it is important to note that the majority of the dwelling units provided in the Plan Area will fall within the medium

density range of 9 to 15 dwelling units per net residential acre (without density bonus) and the high density range of 16 to 24 dwelling units per net residential acre (without density bonus) to ensure a variety of housing options and affordability levels are provided. As previously noted, the 4,340 dwelling units proposed as part of the Project does not include accessory dwelling units, density bonus dwelling units, or the commercial conversion of 250,000 square feet of mixed use commercial floor area into an additional 250 dwelling units. The additional units provided through these mechanisms have been considered in the Project EIR and would further increase the density and intensity of the Project to provide additional housing opportunities in the Plan Area.

- *Community Benefits Agreement*: Community Benefits Agreements are agreements between project developers and community groups to provide advance agreement on how some of the benefits of economic development projects will be shared. A typical CBA defines specific benefits the developer(s) guarantee to residents of affected neighborhoods. The benefits can include living-wage jobs, affordable housing, childcare centers, recreational facilities, parks, and playgrounds. CBA's are most-applicable to those development projects which occur on already-developed property where residents or jobs are being displaced or where greenspace is being developed. The proposed project is not an appropriate project for a CBA: it is being proposed on undeveloped farmland, will not displace residents or jobs; it will create jobs, will include open space, recreation centers, and park space (including a 30+ acre community park accessible to all of Salinas's residents); it will result in the development of much-needed housing at a variety of densities, accessible to a variety of income levels (including low income housing) through application of the City's Inclusionary Housing Ordinance and Guidelines.

  The CBA proposed by the "Housing Coalition" in its December 2, 2019 letter (Attachment 22) is particularly problematic. The Housing Coalition letter demands "a commitment to adequately and continually fund an Anti-Displacement Fund that will support tenant and landlord education, free legal assistance, and relocation assistance." Regarding the demand for an Anti-Displacement fund: no displacement will occur as a result of the proposed Project. The Project is proposed for undeveloped land; no residents or jobs will be displaced by development of the proposed Project. The demand is for the Fund to be both "adequately and *continually*" funded, but there is no definition as to what is adequate or who determines the adequacy of the funding. Moreover, the demand is for the Fund to be *continually* funded, meaning the developers would be responsible for funding the Fund in perpetuity. Similarly, the Housing Coalition demands "free legal assistance," but provides no definition as to who would be entitled to the free legal assistance or what sort of legal issues would be eligible for assistance: Would the free legal assistance be available in criminal cases, civil cases, divorce proceedings? Delays to the City Council's consideration of the proposed Project to attempt and address demands for a CBA in this context will not guarantee a CBA and would result only in a delay in the opportunity for development of much-needed affordable housing in Salinas.

- *Reduced Land Area (RLA, Alternative 2):* LandWatch submitted a comment letter containing remarks regarding the RLA alternative, the full discussion of which is included on pages 2.0-55 through 2.0-97 in Chapter 2.0 of the FEIR. The RLA Alternative would

leave two parcels that total approximately 162 acres in size (APNs 211-011-008 and 211-011-009) undeveloped. In addition to the discussion provided in the FEIR regarding the RLA, staff would add the following as to why the RLA alternative is not the preferred alternative:

- The City has contemplated and planned for the development of the North of Boronda FGA (including the project site) since the update and adoption of the Salinas General Plan in 2002. Additionally, at that time, the City certified the Salinas General Plan Final EIR pursuant to the requirements of the California Environmental Quality Act (CEQA), which included a statement of overriding considerations for the loss of agricultural lands located in the FGA as a result of the anticipated future development of that area. In 2008, the North of Boronda FGA was annexed into the City and rezoned from the Agricultural (A) district to the New Urbanism Interim (NI) with a Specific Plan Overlay district to serve as a holding zone until such time that specific plans (required under the General Plan) were approved by the City for that area and development could be undertaken.
- The General Plan requires a minimum average density of 9 dwelling units per net residential acre within the North of Boronda FGA. This does not include the additional dwelling units permitted pursuant to the City ordinance and State law, accessory dwelling unit ordinance or the conversion of commercial floor area to dwelling units. As such, the ultimate density provided in the Plan Area can exceed the minimum and maximum densities currently proposed.
- The General Plan requires the City to "Provide public services and infrastructure improvements that achieve and maintain City Service Standards". The RLA would result in the following roadways and infrastructure not being developed in accordance with the General Plan: expansion of Natividad Road and frontage improvements, expansion of Russell Road, Rogge Road frontage improvements, the #3 water well/treatment site and supplemental stormwater basins along Natividad Road. Without these improvements, the City's ability to provide public service and infrastructure in accordance with the requirements of the General Plan would be compromised.
- A portion of the northerly greenway feature street runs through APN 211-011-009. This is a key feature of the Plan Area providing pedestrian and bicycle access and connections across the full North of Boronda FGA. Under the RLA, a gap in this important pathway system would occur as a result of elimination of this land area from the project site.
- Also, with the RLA, the density of the project would generally provide a similar number of residential units as the Project, but the alternative would reduce the amount of land area within the project site resulting in the elimination of a three-acre neighborhood park. As such, the RLA would not meet the three acres of parkland per 1,000 persons required under Quimby Act, City Subdivision Ordinance and the General Plan.

Additional letters commenting on the project were submitted before the meeting after agenda packets had been distributed. Copies were provided to the commission and made available to the

public. An email (containing written testimony from LandWatch) was received the day after the Planning Commission hearing. These letters and correspondence are included as Attachment 22.

After deliberating on the proposed project, the Planning Commission voted **unanimously** (7 – 0) to recommend the City Council certify the EIR and adopt the CEQA Findings, including the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program, approve the specific plan and adopt ordinances approving the rezone and development agreement. The Planning Commission resolutions are included as Attachment 6.

CEQA CONSIDERATION:

The purpose of the California Environmental Quality Act (CEQA) is to disclose the potential environmental impacts of a proposed Project and the mitigation measures that can be employed to lessen or avoid impacts identified as potentially significant and significant. Decision-makers are to consider these effects as part of their deliberations to approve or deny a proposed Project. Documents associated with the CEQA process for the Project are included in Attachments 15 through 20 of this staff report. When a proposed Project has potentially significant environmental impacts that cannot be reduced to less than significant with implementation of mitigation measures, an EIR is required. The Draft Program EIR (herein referred to as "Draft EIR" or "DEIR") included in Attachment 16 identifies that the Project would result in a number of significant environmental impacts. A summary of the significant impacts is included in Table ES-2, *West Area Specific Plan Impacts and Proposed Mitigation Measures*, in the Summary section of the Draft EIR. The table lists each significant impact by topic area, the impact level of significance, mitigation measures to avoid or substantially lessen each impact, and the level of significance of each impact after implementation of the mitigation measures.

Project Description

The West Area Specific Plan Project details are described in Section 2.0, Project Description of the DEIR. Implementation of the project would result in physical change to the environment, the impacts of which must be evaluated under CEQA. These are identified in the DEIR.

The proposed West Area Specific Plan project (see summary table on page 8 above) will establish the land use planning and regulatory guidance, including the land use and zoning designations and policies, development regulations and design standards, for the approximately 797-acre Specific Plan Area. The Specific Plan will serve as a bridge between the Salinas General Plan and individual development applications in the Specific Plan Area, applying—and adding greater specificity to— the goals, policies and concepts of the General Plan for that area. The Specific Plan provides a complete blueprint for development of the Specific Plan Area, including:

- A description of proposed land uses,
- Policies, regulations and standards to support the Specific Plan,
- Infrastructure needed to support the Specific Plan, and
- Implementation and administrative processes needed for plan development.

The Specific Plan has been crafted to be consistent with overall community goals as expressed in the General Plan, as well as more specific policies and implementation measures contained in other documents. The City of Salinas Zoning Code requirements will apply to development applications and property within the Specific Plan Area unless specifically superseded by the development regulations or design standards contained in the Specific Plan.

The Specific Plan establishes the overall land use concept and development framework for the Plan Area. The specific planning process involves analyses of the following: planning, environmental, financial, and engineering. The process also included public comment and contribution; developing a document that will guide the future development of the Specific Plan Area; and subsequent implementation measures recommended by the Specific Plan. The content of the Specific Plan reflects the physical characteristics of the Plan Area, as well as the City's goals for land use change in general and for the Plan Area, in particular. The Specific Plan establishes and/or identifies:

- The New Urbanism and other design principles, purpose, relationship to, and conformance with the General Plan policies, the preparation process, and the Specific Plan content.

- The proposed land use plan, General Plan Land Use and Zoning Designations, development intensities, and organization of land uses used to meet the objectives of the Specific Plan.

- The use classifications and development regulations to implement the land uses contained in the Specific Plan, which will create a New Urbanism style community.

- The standards that guide design and planning of residential and mixed-use commercial development, as well as parks and other amenities.

- The location and classification of roadways and the circulation infrastructure needed to link the Specific Plan Area to the vicinity road network.

- Public services and a framework for the expansion of infrastructure systems.

- The plans for low impact development features and a supplemental storm water collection system that are being incorporated into the Project to comply with the City's National Pollutant Discharge Elimination System (NPDES) Permit, Storm Water Development Standards (SWDS) and Storm Water Standard Plans (SWSP).

- The proposed financing plan, Project phasing, public facility cost summaries, and funding sources.

- The Project review process, actions, and approvals needed to implement and amend the Specific Plan.

Environmental Impact Summary

The areas of potential environmental effects analyzed in the West Area Specific Plan DEIR include air quality, biological resources, cultural resources, greenhouse gases and climate change, hazards and hazardous materials, hydrology and water quality, noise, population and housing, public services, transportation and circulation, utilities and cumulative impacts. The Draft EIR includes a number of appendices. The appendices are found in Attachment 17 to this report, and include: Appendix A, *Notice of Preparation/Initial Study & Comments*; Appendix B, *Criteria Air Pollutant, Greenhouse Gas Mitigation measures Guidebook*; Appendix C, *CAPCOA's Quantifying Greenhouse Gas, and Energy Modeling Results*; Appendix D, *Biological Resources Report; Appendix E, Hazards and Hazardous Materials Studies/Reports*; Appendix F, *Hydrology and Water Quality Technical Study*; Appendix G, *Water Supply Assessment*; Appendix H, *Noise Technical Report*; Appendix I, *Transportation Impact Analysis*; and Appendix J, 2007 *Final Supplement for the Salinas General Plan Final Program EIR mitigation and Monitoring Reporting Program*.

Pursuant to CEQA Guidelines Section 15128, the DEIR includes a statement indicating reasons that various possible significant effects of the Project were determined not to be significant and were therefore not discussed in detail. Moreover, per CEQA Guidelines Section 15183, the findings of the initial study on environmental topics that were either found to have no impact or be less than significant, or would be found to be sufficiently addressed in the Salinas General Plan Final Environmental Impact Report (Cotton Bridges Associates 2002), and subsequent Final Supplement for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007), are not included within individual sections of the DEIR. These areas include aesthetics, agricultural and forest resources, geology and soils, hazards and hazardous materials, land use and planning, mineral resources, population and housing, recreation, transportation and circulation (air traffic).

The following impacts can be mitigated to a less than significant level through implementation of identified mitigation measures, as identified in the DEIR: Cultural and Tribal Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Population and Housing, and Utilities.

Significant Unavoidable Impacts

The following impacts are significant and unavoidable even with the adoption of all feasible mitigation, as identified in the DEIR:

- Air Quality - The Specific Plan would exceed the Monterey Bay Air Resources District (MBARD) thresholds of significance for operations for ROG, NOx, and PM10, even after mitigation. (DEIR, pp. 3.1-19 through 3.1-23);
- Biological Resources - Wildlife Movement and Corridors. Development of the proposed Project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. There are no mitigation measures that can fully mitigate this impact and, given the fact that once the land is converted, it will no longer be a viable migration corridor for any species. (DEIR, pp. 3.2-46 through 3.2-47);

- Greenhouse Gases and Climate Change - Greenhouse Gas Emissions. The Project would generate GHG emissions, directly and indirectly, that may have a significant impact on the environment. While the recommended mitigation measures would result in reduced GHGs, it is possible that individual Projects within the Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant. (DEIR, pp. 3.4-31 through 3.4-38);
- Noise - Traffic Noise at Existing Receptors. The proposed Project would cause increased noise levels exceeding the City of Salinas 60 dB Ldn exterior noise level standard at existing residential receptors. Additionally, traffic noise level increases would exceed the FICON CEQA substantial increase criterion of 1.5 to 5 dB, as outlined in Table 3.7-7. (DEIR, pp. 3.7-14 through 3.7-23);
- Public Services –
    - School Facilities: Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts. Development of a school within the proposed Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2, and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1, and 3.7-8), and transportation and circulation (Impacts 3.10-3, and 3.10-4)(DEIR, pp. 3.9-19 through 3.9-21);
    - Park Facilities: Project implementation may result in effects on parks or has the potential to require the construction of park facilities which may cause substantial adverse physical environmental impact. Development of 49.76 acres of park land within the Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2, and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1, and 3.7-8), and transportation and circulation (Impacts 3.10-3, and 3.10-4). (DEIR, pp. 3.9-22 through 3.9-23); and
- Transportation and Circulation Under Cumulative Plus Project Conditions - Implementation of the proposed Specific Plan would conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. (DEIR, pp. 3.10-63 through 3.10-70).

Some of the impacts listed above also represent cumulatively considerable (i.e., significant) and unavoidable impacts of the proposed Project as discussed in Section 4.1, Cumulative Setting and Impact Analysis.

Analysis of Alternatives

One of the main differences between an EIR and a lower level environmental review, such as a Negative Declaration, is the need for the EIR to consider a reasonable range of alternatives, and then evaluate these alternatives to determine the extent to which significant adverse impacts of the Project are lessened or avoided. Each alternative's ability to meet the Project's objectives is also considered. Based on these analyses, the alternative(s) that best substantially lessens or avoids significant environmental impacts of the Project is identified as the environmentally superior alternative. If the environmentally superior alternative is not approved, findings must be made that

the environmentally superior alternative(s) is infeasible (e.g., because it does not meet all Project objectives or does not meet them as well as the proposed Project).

Four alternatives to the Project were evaluated in the DEIR:

- Alternative 1: No Project (No build) Alternative;
- Alternative 2: Reduced Land Area Project Alternative;
- Alternative 3: Reduced Residential Intensity/Density Alternative;
- Alternative 4: Smaller-Scale Project Alternative.

The significance of each impact of the Project and the significance of each impact of each alternative is detailed in Section 5.0 of the DEIR, *Alternatives to the Proposed Project*. The results of the analysis are tabulated in the DEIR in Table 5.0-10, *Comparison of the Alternative Project Impacts to the Specific Plan*.

Alternative 1, the No Project Alternative is the environmentally superior alternative because it results in the least adverse environmental impacts when compared to the proposed Project. However, as required by CEQA, when the No Project Alternative is the environmentally superior alternative, the environmentally superior alternative among the others must be identified. The Smaller-scale Project Alternative is the next best alternative. It ranks equal to or better than the proposed Project for every environmental issue. In addition, in aggregate, the Reduced Land Area Project Alternative, and the Reduced Residential Intensity/Density Project Alternative rank higher than the proposed Project. It should be noted that none of alternatives meet all the Project objectives, as listed below. Additionally, the reduced number of residential units in the Reduced Residential Intensity/Density Alternative would be inconsistent with the General Plan standards for the Plan Area and would not meet the minimum number of residential units required for New Urbanism.

Even though the Smaller-scale Project Alternative, the Reduced Land Area Project Alternative, and the Reduced Residential Intensity/Density Project Alternative would all provide a lesser level of environmental impact than the proposed Project, the Final Program EIR (also referred herein as "Final EIR") explains why these alternatives do not meet the City's Project objectives (see immediately below) and be infeasible on other grounds. The reasoning from these discussions is included in the draft CEQA Findings of Fact submitted to the City Council concurrent with this staff report.

<u>Project Objectives</u>

- Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly;
- Provide a variety of land uses in easy walking distance of housing including a mixed-use village, parks, and schools to reduce vehicle miles travelled;
- Provide parks and other public green space in accordance with General Plan standards that are designed to be safe and easily accessible to residents;
- Provide a variety of low density, medium density, and high-density housing to provide a variety of housing options for residents at various life stages;

- Provide public services and infrastructure improvements that achieve and maintain City service standards;
- Provide an inviting tree-lined street system which incorporates traffic calming and other measures;
- Establish an interconnected sidewalk/path system throughout the development which links to the greater FGA and City as a whole;
- Create a sense of place and unique identity through the use of entry treatments, landscaping, streetscapes, public art, decorative street lighting, pedestrian amenities and other elements;
- Provide for a reasonable jobs/housing balance;
- Provide opportunities for senior housing; and
- Provide for a site/parcel-based post construction Stormwater Control Measures (SCMs)/LID to the maximum extent practicable.

Final EIR

The Draft EIR was released and circulated for public comment (for 45 days) pursuant to CEQA requirements on February 27, 2019. The comment period ended on April 15, 2019. Refer to the Notice of Completion found in Attachment 18. Ten comment letters were received as previously noted above. General themes from the comment letters address: air quality, biological resources, cultural resources, greenhouse gas emissions, traffic and circulation, and existing school capacity/new school funding, and water resources.

Section 2.0 of the Final EIR contains responses to these comments. Where changes to the Draft EIR were warranted based on the responses to comments, these changes are identified in Section 3.0 of the Final EIR in strike-through (the FEIR Errata) and underline format. The Final EIR, included in Attachment 19, was completed in October 2019.

Certification of the Final EIR

The City Council will be responsible for the certification of the Final EIR. Should it choose to approve the Project, the City Council must first certify the Final EIR by making the following findings, pursuant to CEQA Guidelines section 15090:

- The Final EIR has been completed in compliance with CEQA;
- The Final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the Final EIR prior to approve the Project; and
- The Final EIR reflects the lead agency's independent judgment and analysis.

Findings

If approving a Project, the City Council, upon recommendation of the Planning Commission, must make certain determinations or findings. Some of these are related to the CEQA process and others are related to the Project approvals and their consistency with the General Plan. In recommending action to the City Council on the resolutions, the Planning Commission must also recommend the

adoption of these findings. Findings are required for both CEQA review process and the Project approvals.

CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program

When an EIR has been prepared that indicates implementing a Project or plan would result in significant environmental impacts, the lead agency documents the environmental review analysis in CEQA Findings that are adopted following certification of the Final EIR. When there are mitigation measures applied to reduce or eliminate potential environmental impacts, the lead agency must also adopt a MMRP. The CEQA Findings also contain the Statement of Overriding Considerations. The CEQA Findings, Statement of Overriding Considerations, and MMRP are included as Exhibits to Attachment 1, the Final EIR certification resolution.

Project Findings

The City Council's decisions to approve the Specific Plan, Rezone, and Development Agreement must be supported by findings. Each approval requires that a specific set of findings be made. The required findings for these approvals are identified in the Salinas Zoning Code in sections 37-60.1230, 37-60.1120, and 37-60.810, respectively. The findings are found in the Project Findings, which are included in Attachment 21. The Project Findings are referenced in the resolutions for each of the approvals.

Planning Commission and City Council Decision Making Process

Planning Commission. Following the conclusion of the public hearing, the Planning Commission shall make written recommendations to the City Council to approve, approve with conditions or modifications, or deny the requested approvals as submitted or in modified form and shall make written findings supporting the reason for the recommendation. An affirmative vote of a majority (not less than four (4) votes) of the Planning Commission's total membership is required to forward the recommendations to the City Council (Salinas Zoning Code, Section 37-60.920, (Ord. No. 2463 (NCS)).

City Council. Following the conclusion of the public hearing at which it considers the Final EIR and Project approvals, the City Council will consider the Planning Commission's recommendations, and vote to approve, modify, or deny the Project. An affirmative vote of the City Council is required for its decision to be final (Salinas Zoning Code, Section 37-60.930, (Ord. No. 2463 (NCS)).

STRATEGIC PLAN INITIATIVE:

The West Area Specific Plan aligns closely with the City Council's goals (2016-2019) of Economic Diversity and Prosperity, Safe, Livable Community, Effective, Sustainable Government, Well Planned City and Excellent Infrastructure, and Quality of Life. The Project is consistent with the Council Goal to entitle and develop the FGA. Additionally, responsible consideration of developments supports the Council Strategic Plan goal of Economic Diversity

and Prosperity. The Project also requires the installation of dark fiber conduit within the Specific Plan consistent with the Council Strategic Goal of supporting the development of the City's Broadband infrastructure.

DEPARTMENTAL COORDINATION:

The Community Development Department staff is the lead on this Project in coordination with the Public Works Department regarding infrastructure, traffic and stormwater-related issues. Coordination also occurred with the Police, Fire, Finance, Library and Community Services Departments. The City Attorney's Office was particularly instrumental in review of the CEQA documents, the Specific Plan, and the related ordinances and resolutions. The City Attorney's Office also led the drafting of the Development Agreement on behalf of the City.

FISCAL AND SUSTAINABILITY IMPACT:

A fiscal impact analysis (Attachment 14) has been prepared for the Project to assess its net economic effects. The report considers the fiscal impact of both the West Area Specific Plan and the Central Area Specific Plan. At build out, the report indicates that the Project (plus the Central Area) is Projected to generate an approximate annual surplus of between $2,422,000 and $5,872,000 for the City's General Fund based on three scenarios (conservative, baseline, and optimistic). Of this total amount, the West Area Specific Plan is Projected to generate an annual surplus of between approximately $1,541,619 to $3,376,303.

ATTACHMENTS:

Attachment 1	City Council Resolution to Certify the Final Program EIR (ER 2018-003)
Attachment 2	City Council Resolution to Adopt both the CEQA Findings of Fact, including the Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program (MMRP) for the Specific Plan (ER2018-003)
Attachment 3	City Council Resolution for the Specific Plan (SPEC 2013-002)
Attachment 4	City Council Ordinance for the Rezone (RZ 2019-001)
Attachment 5	City Council Ordinance for the Development Agreement (DA 2019-001)
Attachment 6	Planning Commission Resolutions and minutes, dated December 4, 2019
Attachment 7	Project Site Location Map
Attachment 8	Property Ownership/Existing Conditions Map
Attachment 9	Library & Community Services Commission Meeting Minutes dated, March 13, 2019
Attachment 10	Traffic and Transportation Commission Meeting Minutes dated, March 14, 2019
Attachment 11	Draft West Area Specific Plan (link) with Errata sheet
Attachment 12	Rezone Map (Zoning Map Upon Adoption of Specific Plan)
Attachment 13	Draft Development Agreement
Attachment 14	Fiscal Impact Analysis
Attachment 15	Notice of Preparation

Attachment 16	Draft Program Environmental Impact Report (link)
Attachment 17	Draft Program Environmental Impact Report Technical Appendices (link)
Attachment 18	Notice of Completion and Notice of Availability
Attachment 19	Final Program EIR (Errata Sheet, Response to Comments and Mitigation Monitoring and Reporting Program)
Attachment 20	CEQA Findings and Statement of Overriding Considerations
Attachment 21	Project Findings
Attachment 22	Comments received regarding Project including: a) Letter from Monterey Bay Economic Partnership (MBEP) dated, December 4, 2019 b) Letter from Housing Coalition dated, December 2, 2019 c) Letter from Lozano Smith dated, December 4, 2019 d) Correspondence - written testimony (received via email) from LandWatch dated, December 4, 2019
Attachment 23	Letter from Lozano Smith (Santa Rita Union School District) dated December 10, 2019

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

RESOLUTION CERTIFYING THE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (ER 2018-003) FOR THE WEST AREA SPECIFIC PLAN PROJECT (SPEC 2013-002)

WHEREAS, Brian Finegan, Esq. (representing multiple property owners and developers) has submitted applications for the West Area Specific Plan project (Project), including requests for Specific Plan, Rezone, and Development Agreement approvals that would permit development of the approximately 797-acre project site shown in Exhibit A, herein incorporated by reference; and

WHEREAS, the City of Salinas (hereinafter "City"), as lead agency under the California Environmental Quality Act (Pub. Res. Act Section 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.) (collectively "CEQA") has completed the Final Program Environmental Impact Report ("Final EIR") [State Clearinghouse No. 2006021072] for the West Area Specific Plan in compliance with CEQA; and

WHEREAS, in accordance with Section 15082 of the CEQA Guidelines, on October 14, 2015, the City released a Notice of Preparation ("NOP") for the Draft Program Environmental Impact Report ("Draft EIR"), and received comments from nine (9) agencies and commenters in response to the NOP (these comments are included in Appendix A of the Draft EIR, herein incorporated by reference); and

WHEREAS, an EIR public scoping meeting was duly noticed and held on October 29, 2015, to solicit public and agency comments on the scope of the Draft EIR; and

WHEREAS, at the end of the NOP 30-day public comment period, the City received comments from nine (9) agencies and commenters, which are included in Appendix A of the Draft EIR; and

WHEREAS, the Draft EIR and associated technical appendices to the Draft EIR, herein incorporated by reference as Exhibits B and C, were prepared and the City filed a Notice of Completion of the Draft EIR, herein incorporated by reference as Exhibit D, with the California Office of Planning and Research State Clearinghouse on February 27, 2019, which commenced a 45-day state public agency review period ending on April 15, 2019; and

WHEREAS, the City filed a Notice of Availability of the Draft EIR with the Monterey County Clerk on February 27, 2019, which commenced a 45-day local public review period ending on April 15, 2019; and

WHEREAS, the Notice of Availability was also posted at the City of Salinas City Hall, the Salinas Permit Center, the City's two (2) libraries, and on the City's website; and

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

WHEREAS, the City subsequently prepared the Final EIR, herein incorporated by reference as Exhibit E, which contains the comment letters and written responses to comments addressing the substantive environmental issues received; and

WHEREAS, the City prepared a record of modifications to the Draft EIR made in response to these comments; and

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

WHEREAS, On November 27, 2019, the City provided the Final EIR to commenting agencies, thereby satisfying the City's obligations under Public Resources Code section 21092.5, subdivision (a); and

WHEREAS, on December 4, 2019 the Planning Commission held a duly noticed and agendized public hearing to consider the Final EIR (ER 2018-003); the proposed West Area Specific Plan (SPEC 2013-002); Rezone (RZ 2019-001); and the proposed Development Agreement (DA 2019-001); and

WHEREAS, the Planning Commission weighed the evidence presented at said public hearing, including the staff report which is on file at the Community Development Department, together with the record of environmental review including the Draft EIR, public comments on said document and responses thereto, the Final EIR (all of which were made publicly available consistent with state law prior to the Planning Commission's public hearing and consideration of a recommendation on the Project to the City Council), and evidence and public testimony presented at the public hearing; and

WHEREAS, the Planning Commission reviewed and considered all of the extensive information contained therein prior to making recommendations to the City Council; and

WHEREAS, the Planning Commission voted 7-0 to recommend that the City Council Certify the Final EIR, approving Resolution No. 2019-18; and

WHEREAS, the City Council must first certify the Final EIR as adequately prepared in compliance with CEQA before considering Project approval; and

WHEREAS, on December 17, 2019 the City Council held a duly noticed and agendized public hearing to consider the Final EIR (ER 2018-003); the proposed West Area Specific Plan (SPEC 2013-002); Rezone (RZ 2019-001); and the proposed Development Agreement (DA 2019-001); and

WHEREAS, the City Council weighed the evidence presented at said public hearing, including the staff report which is on file at the Community Development Department, together with the record of environmental review including the Draft EIR, public comments on said document and responses thereto, the Final EIR (all of which were made publicly available consistent with state law prior to the City Council's public hearing and consideration of the Project), and evidence and public testimony presented at the public hearing; and

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

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

1. The foregoing recitals and the information contained in the Exhibits are true and correct and are included herein by reference as findings.
2. The Final EIR has been completed in compliance with CEQA, the State CEQA Guidelines and local procedures adopted pursuant thereto.
3. It is hereby certified that the City Council has reviewed the Final EIR prepared for the Project, as well as all staff reports pertaining to the Project, and all other pertinent documents relating to the preparation of the Final EIR, including the Draft EIR and all comments received thereon.
4. It is hereby certified that the City Council has independently reviewed, analyzed and considered the Final EIR and all reports or declarations required by Section 21082.1 of the Public Resources Code, and in the exercise of its independent judgment, finds the FEIR as adequate in compliance with CEQA.

5. The City Council further finds that the Final EIR is legally sufficient not just with respect to the proposed project as set forth in the document, but also with respect to the alternatives discussed therein.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Salinas City Council approves this Resolution certifying the Final Program Environmental Impact Report [State Clearinghouse No. 2006021072] for the West Area Specific Plan (2013-002).

PASSED AND APPROVED this 17th day of December 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

THIS IS TO CERTIFY that the foregoing is a full, true, and correct copy of a Resolution of the Salinas City Council, that said Resolution was passed and adopted by the affirmative and majority vote of said City Council at a meeting held on December 17, 2019, and that said Resolution has not been modified, amended, or rescinded, and is now in full force and effect.

APPROVED:

_____

Joe Gunter, Mayor

ATTEST:

_____

Patricia M. Barajas, City Clerk

List of Exhibits (Incorporated by Reference):

Exhibit A Project Site Location Map

Exhibit B Draft Program Environmental Impact Report (link)

Exhibit C Draft Program Environmental Impact Report Technical Appendices (link)

Exhibit D Notice of Completion

Exhibit E Final Program Environmental Impact Report (link)

Exhibit A Project Site Location Map

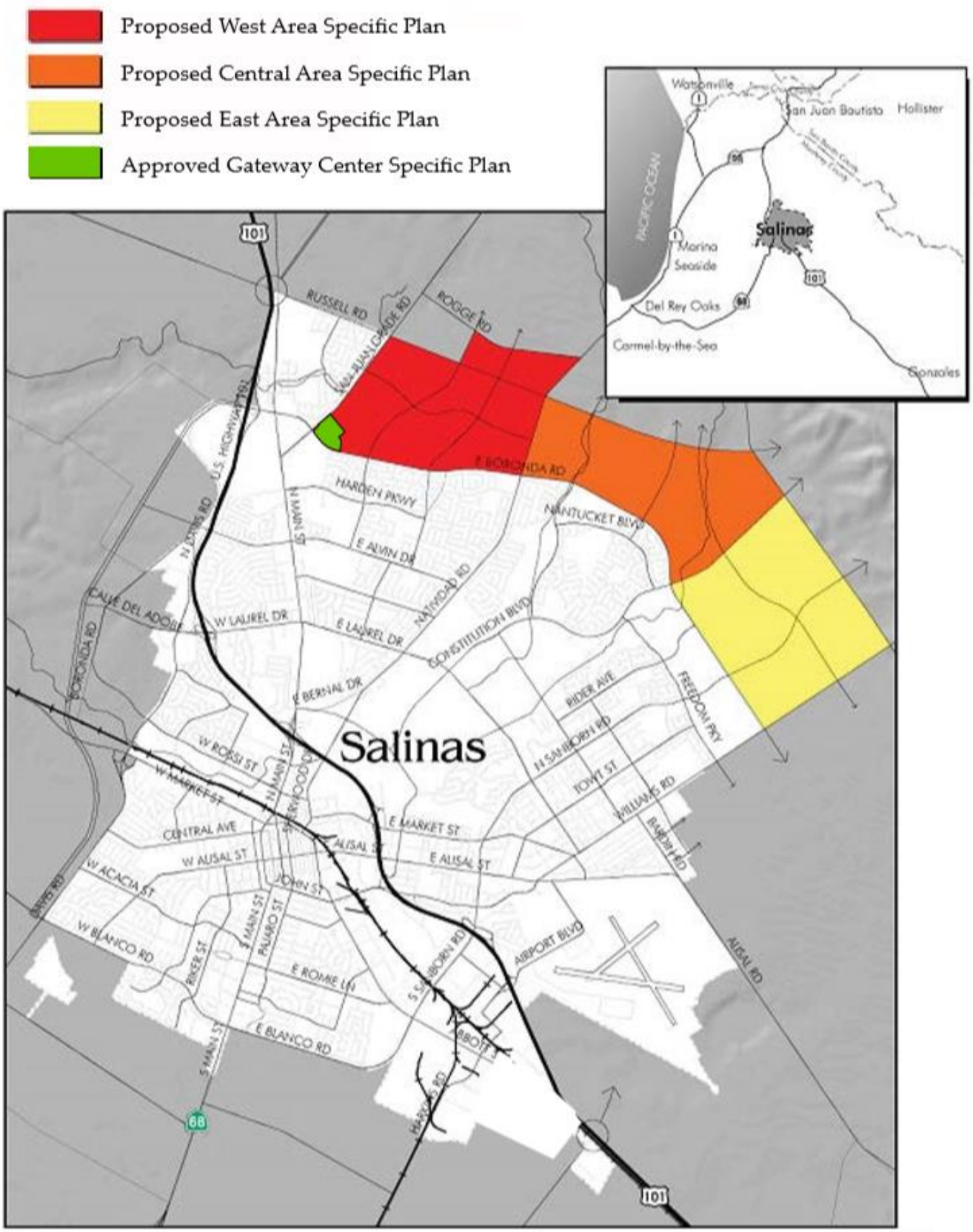

Exhibit B Draft Environmental Impact Report

https://www.cityofsalinas.org/sites/default/files/volume_i_west_area_specific_plan_public_draft_final_1.pdf

Exhibit C Draft Environmental Impact Report Technical Appendices

https://www.cityofsalinas.org/sites/default/files/volume_ii_appendices_west_area_specific_plan_public_draft_eir_web_0.pdf

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2006021072

Project Title: West Area Specific Plan

Lead Agency: City of Salinas — Contact Person: Jill Miller, Senior Planner

Mailing Address: 65 West Alisal Street, 2nd Floor — Phone: 831-758-7206

City: Salinas — Zip: 93901 — County: Monterey

Project Location: County: Monterey — City/Nearest Community: Salinas

Cross Streets: San Juan Grade Road and East Boronda Road — Zip Code: 93901

Longitude/Latitude (degrees, minutes and seconds): 36 ° 43 ′ 18 ″ N / 121 ° 38 ′ 16 ″ W Total Acres: 797

Assessor's Parcel No.: several — Section: ____ Twp.: ____ Range: ____ Base: ____

Within 2 Miles: State Hwy #: U.S. 101 — Waterways: ____

Airports: ____ — Railways: ____ — Schools: several

Document Type:

CEQA: ☐ NOP ☒ Draft EIR — NEPA: ☐ NOI — Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) ____ ☐ Draft EIS ☐ Other: ____
☐ Mit Neg Dec Other: ____ ☐ FONSI

Local Action Type:

☐ General Plan Update ☒ Specific Plan ☒ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☒ Land Division (Subdivision, etc.) ☐ Other: ____

Development Type:

☒ Residential: Units 4340 Acres 480
☐ Office: Sq.ft. ____ Acres ____ Employees ____ ☐ Transportation: Type ____
☒ Commercial: Sq.ft. 571,500 Acres ____ Employees ____ ☐ Mining: Mineral ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____ ☐ Power: Type ____ MW ____
☒ Educational: 1 HS, 1 MS, 3 Elem schools ☐ Waste Treatment: Type ____ MGD ____
☒ Recreational: 49 acres of parks ☐ Hazardous Waste: Type ____
☐ Water Facilities: Type ____ MGD ____ ☐ Other: ____

Project Issues Discussed in Document:

☒ Aesthetic/Visual	☐ Fiscal	☒ Recreation/Parks	☒ Vegetation
☒ Agricultural Land	☒ Flood Plain/Flooding	☒ Schools/Universities	☒ Water Quality
☒ Air Quality	☒ Forest Land/Fire Hazard	☒ Septic Systems	☒ Water Supply/Groundwater
☒ Archeological/Historical	☒ Geologic/Seismic	☒ Sewer Capacity	☒ Wetland/Riparian
☒ Biological Resources	☒ Minerals	☒ Soil Erosion/Compaction/Grading	☒ Growth Inducement
☐ Coastal Zone	☒ Noise	☒ Solid Waste	☒ Land Use
☒ Drainage/Absorption	☒ Population/Housing Balance	☒ Toxic/Hazardous	☒ Cumulative Effects
☐ Economic/Jobs	☒ Public Services/Facilities	☒ Traffic/Circulation	☐ Other: ____

Present Land Use/Zoning/General Plan Designation:

GP= Mixed Use, Res Low, Res Medium, Res High, Public/Semipublic, Open Space and Park. Zoning= New Urbanism Interim

Project Description: *(please use a separate page if necessary)*

An application for adoption of a Specific Plan and rezoning of the Specific Plan Area from New Urbanism Interim (NI) with a Specific Plan Overlay, to Neighborhood Edge (NE)/Low Density Residential, Neighborhood General 1 (NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, Village Center (VC), Public/Semipublic (PS), Parks (P), and Open Space (OS), with the applicable Specific Plan Overlay District. The West Area Specific Plan will provide for up to 4,340 new dwelling units, 571, 500 sq.ft. of commercial floor area, 5 schools, parks and associated infrastructure.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

x	Air Resources Board		Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
	California Emergency Management Agency		Parks & Recreation, Department of
	California Highway Patrol		Pesticide Regulation, Department of
x	Caltrans District # 5	x	Public Utilities Commission
	Caltrans Division of Aeronautics	x	Regional WQCB # 3
	Caltrans Planning		Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
x	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of		SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
x	Fish & Game Region # 4		Tahoe Regional Planning Agency
	Food & Agriculture, Department of		Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of		Water Resources, Department of
	General Services, Department of		
	Health Services, Department of		Other:
	Housing & Community Development		Other:
x	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date February 22, 2019 Ending Date April 9, 2019

Lead Agency (Complete if applicable):

Consulting Firm: De Novo Planning Group
Address: 1020 Suncast Lane, Suite 106
City/State/Zip: El Dorado Hills, CA 95762
Contact: Steve McMurtry, Principal
Phone: 916-580-9818

Applicant: Harrod Construction Company
Address: 365 Victor Street, Suite #S
City/State/Zip: Salinas, CA 93907
Phone: 831-758-4368

Signature of Lead Agency Representative: Jill McMurtry **Date:** 2-14-19

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Exhibit E Final Program Environmental Impact Report (link)

https://salinas.legistar.com/View.ashx?M=F&ID=7930583&GUID=47D41C7D-A7FF-43B2-AD0A-81EE780CE223

Attachment 2

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

RESOLUTION ADOPTING THE CEQA FINDINGS OF FACT, INCLUDING THE STATEMENT OF OVERRIDING CONSIDERATIONS, AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM (ER 2018-003) FOR THE WEST AREA SPECIFIC PLAN PROJECT (SPEC 2013-002)

WHEREAS, Brian Finegan, Esq. (representing multiple property owners and developers) has submitted applications for the West Area Specific Plan project (Project), including requests for Specific Plan, Rezone, and Development Agreement approvals that would permit development of the appoximately 797-acre project site shown in Exhibit A, herein incorporated by reference; and

WHEREAS, the City of Salinas (hereinafter "City"), as lead agency under the California Environmental Quality Act (Pub. Res. Act Section 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.) (collectively "CEQA") has completed the Final Program Environmental Impact Report ("Final EIR") State Clearinghouse No. 2006021072 for the West Area Specific Plan in compliance with CEQA; and

WHEREAS, on December 4, 2019 the Planning Commission held a duly noticed and agendized public hearing to consider the Final EIR (ER 2018-003); the proposed West Area Specific Plan (SPEC 2013-002); Rezone (RZ 2019-001); and the proposed Development Agreement (DA 2019-001); and

WHEREAS, the Planning Commission weighed the evidence presented at said public hearing, including the staff report which is on file at the Community Development Department, together with the record of environmental review including the Draft EIR, public comments on said document and responses thereto, the Final EIR (all of which were made publicly available consistent with state law prior to the Planning Commission's public hearing and consideration of a recommendation to the City Council on the Project), and evidence and public testimony presented at the public hearing; and

WHEREAS, the Planning Commission reviewed and considered all of the extensive information contained therein prior to making recommendations to the City Council; and

WHEREAS, the Planning Commission voted 7-0 to recommend that the City Council adopt the CEQA Findings of Fact, including the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program approving Resolution No. 2019-18; and

WHEREAS, on December 17, 2019 the City Council held a duly noticed and agendized public hearing to consider the Final EIR (ER 2018-003); the proposed West Area Specific Plan (SPEC 2013-002); Rezone (RZ 2019-001); and the proposed Development Agreement (DA 2019-001); and

WHEREAS, the City Council weighed the evidence presented at said public hearing, including the staff report which is on file at the Community Development Department, together with the record of environmental review including the Draft EIR, public comments on said document and responses thereto, the Final EIR (all of which were made publicly available consistent with state law prior to the City Council's public hearing and consideration of the Project), and evidence and public testimony presented at the public hearing; and

WHEREAS, after closing the public hearing, the City Council approved Resolution _____ (N.C.S.), herein incorporated by reference, certifying the FEIR; and

WHEREAS, CEQA Findings have been prepared for the Project and are incorporated herein as Exhibit B regarding the environmental review process and the contents of the West Area Specific Plan Final EIR; and

WHEREAS, these findings, consistent with Public Resources Code section 20181, subdivision (a), address the significant environmental impacts of the Project, the mitigation measures for those impacts identified in the Final EIR and adopted as conditions of approval, and the feasibility of alternatives and the reasons why such alternatives to the Project were not approved; and

WHEREAS, Pursuant to CEQA, a Statement of Overriding Considerations, herein incorporated by reference as Exhibit B, has been prepared for the Project; and

WHEREAS, this Statement of Overriding Considerations, consistent with consistent with Public Resources Code section 20181, subdivision (b), identifies benefits of the Project that outweigh its significant unavoidable environmental impacts, therefore justifying approval of the Project despite the impacts; and

WHEREAS, the City Council has independently reviewed and considered the CEQA Findings and the Statement of Overriding Considerations required for the adoption of the Project; and

WHEREAS, the City Council has independently reviewed and considered a Mitigation Monitoring and Reporting Program, herein incorporated by reference as Exhibit C; and

WHEREAS, this Mitigation Monitoring and Reporting Program, consistent with consistent with Public Resources Code section 20181.6, subdivision (a)(1), incorporates the mitigation measures identified in the Final EIR and provides mechanisms for making them enforceable; and

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

WHEREAS, subject to mitigation measures contained in the Final EIR and to conditions of approval for the Specific Plan, the Project is in conformance with the General Plan of the City of Salinas.

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

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

1. The foregoing recitals and the information contained in the Exhibits are true and correct and are included herein by reference as findings.
2. The Final EIR has been completed in compliance with CEQA, the State CEQA Guidelines and local procedures adopted pursuant thereto.
3. It is hereby certified that the City Council has independently reviewed, analyzed and considered the Final EIR and all reports or declarations required by Section 21082.1 of the Public Resources Code, and in the exercise of its independent judgment, finds the FEIR as adequate in compliance with CEQA.
4. The City Council has been provided with, reviewed and weighed the information contained in the Final EIR, the evidence in the record, the staff report and recommendations, and written and oral comments, and having done so, herby adopts the CEQA Findings and Statement of Overriding Considerations (incorporated herein by reference as Exhibit B), and based on those findings, further adopts the Mitigation Monitoring and Reporting Program (incorporated herein by reference as Exhibit C).

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Salinas City Council hereby:

a. Adopts the CEQA Findings contained in Exhibit B and adopts as conditions of approval all mitigation measures within the responsibility and jurisdiction of City of Salinas set forth in the CEQA Findings and the Final EIR;

b. Adopts the Statement of Overriding Considerations included within the CEQA Findings in Exhibit B; and

c. Adopts the Mitigation Monitoring and Reporting Program contained in Exhibit C.

PASSED AND APPROVED this 17th day of December, 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

THIS IS TO CERTIFY that the foregoing is a full, true, and correct copy of a Resolution of the Salinas City Council, that said Resolution was passed and adopted by the affirmative and majority vote of said City Council at a meeting held on December 17, 2019, and that said Resolution has not been modified, amended, or rescinded, and is now in full force and effect.

APPROVED:

_____

Joe Gunter, Mayor

APPROVED AS TO FORM:

_____

Christopher A. Callihan, City Attorney

ATTEST:

_____

Patricia M. Barajas, City Clerk

List of Exhibits (Incorporated by Reference):

Exhibit A Project Site Location Map

Exhibit B CEQA Findings and Statement of Overriding Considerations

Exhibit C Mitigation Monitoring and Reporting Program

Exhibit A Project Site Location Map

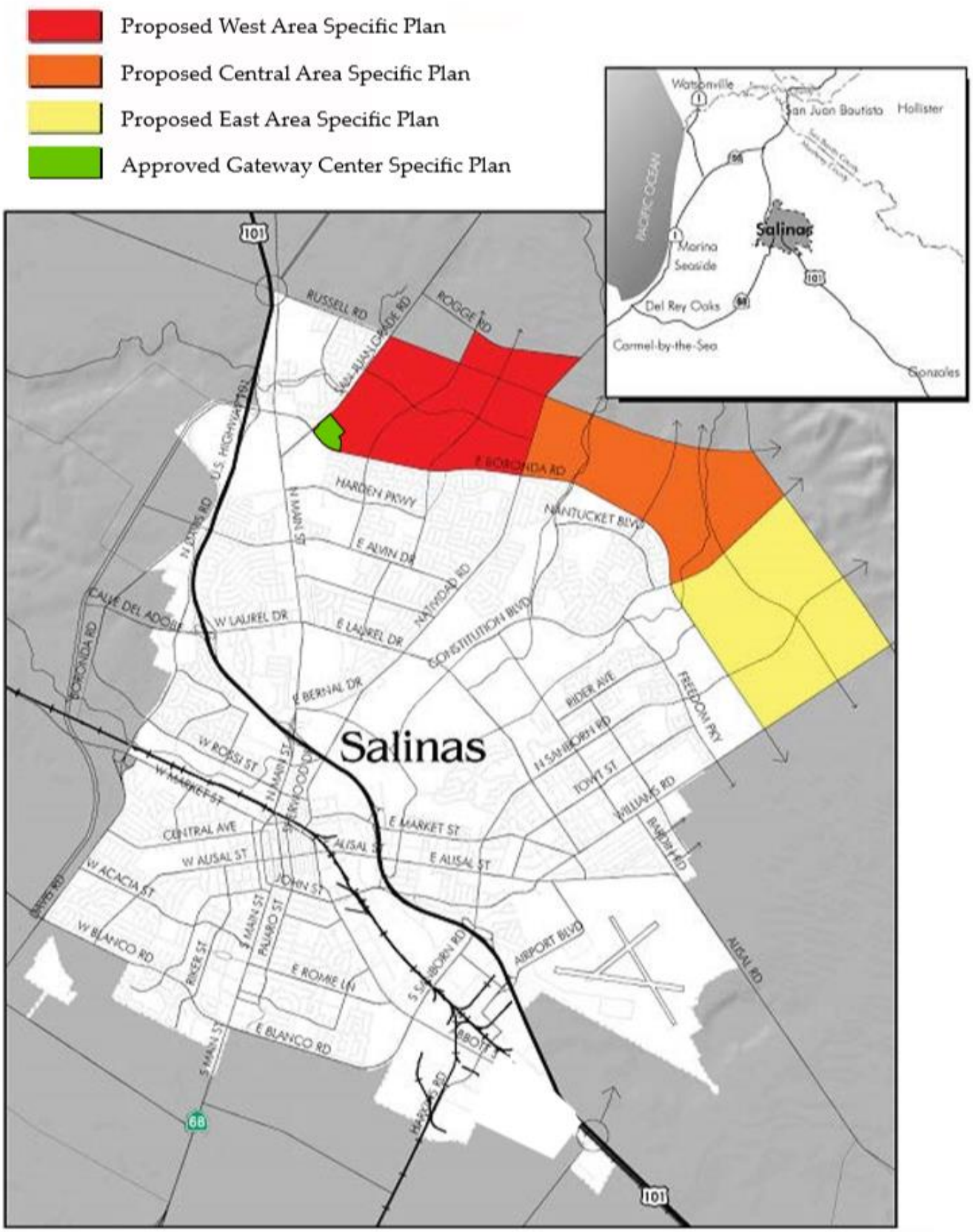

EXHIBIT "B"

CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS OF THE CITY COUNCIL OF THE CITY OF SALINAS FOR THE WEST AREA SPECIFIC PLAN

I. INTRODUCTION

The City of Salinas (hereinafter "City"), as lead agency, prepared a Program Environmental Impact Report (hereinafter "EIR") for the West Area Specific Plan (hereinafter "Specific Plan" or "project"). In its entirety, the EIR consists of the February 27, 2019 Draft Program EIR (hereinafter "Draft EIR" or "DEIR") and the October 10, 2019 Final Program EIR (hereinafter "Final EIR" or "FEIR") (State Clearinghouse No. 2006021072).

The Applicant has submitted applications requesting approval of the West Area Specific Plan, Rezoning, and Development Agreement. As approved, the project will facilitate the City's future consideration of applications for individual projects to be proposed within the Specific Plan Area.

The EIR analyzes the impacts of the West Area Specific Plan and the anticipated subsequent filing of maps and other development applications in the future. Therefore, the EIR analyzes the total impacts of the West Area Specific Plan, including these applications yet unfiled, so that future filings will not require separate environmental analysis, as long as development proposed does not substantially deviate from the approved Specific Plan. The specific processes by which the City will review individual applications are set forth on pages ES-1 through pages ES-4 of the Draft EIR and are also described below in section III(D).

These findings, as well as the accompanying statement of overriding considerations in Section XI below, have been prepared in accordance with the California Environmental Quality Act (hereinafter "CEQA") (Pub. Resources Code, § 21000 et seq) and its implementing guidelines (hereinafter "CEQA Guidelines") (Cal. Code Regs., tit. 14, § 15000 et seq).

II. DEFINITIONS AND ACRONYMS

Like the EIR itself, these findings use a number of acronyms. Key acronyms are defined the first time they are introduced in the text of this document.

III. PROJECT DESCRIPTION

A. Location

As described in the DEIR, the City of Salinas is located in northern Monterey County, within the Salinas Valley between the Gabilan and Santa Lucia mountain ranges. Salinas is situated approximately 20 miles northeast of the City of Monterey, 60 miles south of San Jose, 100 miles south of San Francisco and 325 miles north of Los Angeles. Figure 2-1 in the Draft EIR displays the project regional location. Several regional transportation routes are located within or near Salinas, including U.S. Highway 101 (U.S. 101), State Routes 68 (SR 68) and 183 (SR 183), the

Union Pacific Railroad line and the Monterey Regional Airport in Monterey. Salinas Municipal Airport, a general aviation facility, is located in the southeastern portion of the city.

The Specific Plan Area is located within the incorporated boundary of the City of Salinas. It is bounded by San Juan Grade Road on the west, East Boronda Road (also referred to as "Boronda Road") on the south, Natividad Road on the east, and Rogge Road and the future extension of Russell Road on the north. Gabilan Creek is located east of the Specific Plan Area, while U.S. 101 and North Main Street are located to the west. Unincorporated land under the jurisdiction of the County of Monterey abuts the Specific Plan Area on the north and northeast (DEIR, p. 2.0-1).

B. Overview

The West Area Specific Plan establishes the land use planning and regulatory guidance, including the land use and zoning designations and policies, development regulations, and design standards, for the approximately 797-acre Specific Plan Area. The Specific Plan will serve as a bridge between the Salinas General Plan and individual development applications in the Specific Plan Area, applying—and adding greater specificity to—the goals, policies and concepts of the General Plan for that area. The Specific Plan provides a complete blueprint for development of the Specific Plan Area, including:

- A description of proposed land uses,
- Policies, regulations and standards to support the Specific Plan,
- Infrastructure needed to support the Specific Plan, and
- Implementation and administrative processes needed for plan development.

The Specific Plan has been crafted to be consistent with overall community goals as expressed in the City of Salinas General Plan, as well as more specific policies and implementation measures contained in other documents. The City of Salinas Zoning Code requirements will apply to development applications and property within the Specific Plan Area unless specifically superseded by the development regulations or design standards contained in the Specific Plan.

The underlying purpose of the project is the approval and subsequent implementation of the West Area Specific Plan (including the Specific Plan's goals) and related entitlements. Land uses in the approximate 797-acre Specific Plan Area include residential, mixed use commercial, community park, neighborhood parks, small parks, schools and open space (including supplemental storm water detention/retention basins). Implementation will involve development of the site under the New Urbanism Zoning Districts of Neighborhood Edge (NE)/Low Density Residential, Neighborhood General 1 (NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, Village Center (VC) as well as the Public and Semipublic (PS), Parks (P), and Open Space (OS) Zoning Districts.

The quantifiable objectives of the project include the development of up to 4,340 residential dwelling units (with a minimum of 3,553 required under the General Plan), up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities (including three elementary schools, a high school, a middle school, open space areas (including supplemental storm water detention/retention basins) and 11 parks). It is anticipated that the Specific Plan Area will house up to 15,928 residents at project build-out.

C. Project Objectives

The underlying purpose of the project is the approval and subsequent implementation of the West Area Specific Plan and related entitlements. The quantifiable objectives of the project include the development of up to 4,340 residential dwelling units (with a minimum of 3,553 required under the General Plan), up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities (including three elementary schools, a high school, a middle school, open space (including supplemental detention/retention basins) and 11 parks. The Specific Plan goals are summarized as follows:

- Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly.
- Provide a variety of land uses in easy walking distance of housing including a mixed use village, parks, and schools to reduce vehicle miles traveled.
- Provide parks and other public green space in accordance with General Plan standards that are designed to be safe and easily accessible to residents.
- Provide a variety of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages.
- Provide public services and infrastructure improvements that achieve and maintain City service standards.
- Provide an inviting tree-lined street system which incorporates traffic calming and other measures.
- Establish an interconnected sidewalk/path and open space system throughout the development which links to the greater Future Growth Area (FGA) and City as a whole.
- Create a sense of place and unique identity through the use of entry treatments, landscaping, streetscapes, public art, decorative street lighting, pedestrian amenities and other elements.
- Provide for a reasonable jobs/housing balance.
- Provide opportunities for senior housing.
- Provide for a site/parcel-based post-construction Stormwater Control Measures (SCMs)/LID to the maximum extent practicable.

It is noted that there are additional project objectives that are not specifically presented in the Specific Plan, but are more overarching and are a response to, and driven by, the policy direction from the State Legislature and the Salinas City Council.

The State Legislature has declared that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives." (Government Code section 65589.5.) The Legislature notes that "California housing has become the most expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by

producers of housing." The Legislature further found that "Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration." The legislative intent of Government Code section 65589.5 is to "significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled." The State Legislature established its policy direction in the statute as follows: "It is the policy of the state that this section should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing."

The City of Salinas has recognized the need for additional housing supply for its citizens for many decades. Dating back to 1986, the City entered into the Boronda Memorandum of Understanding (MOU) with the County of Monterey to preserve the best agricultural land and to provide certain areas for future urban growth. Twenty years later, in 2006, the Greater Salinas Area MOU was adopted to preserve agricultural lands within Monterey County, and to provide future growth areas (FGSs) for Salinas. A year later, in 2007, applications for an amendment to the City's Sphere of Influence (to include the FGAs) and Pre-Zoning and Annexation (for the majority of the North of Boronda FGA consisting of approximately 2,400 acres) were submitted to the Monterey County Local Agency Formation Commission (LAFCO) for consideration. A Supplemental EIR for the Salinas General Plan Final Program EIR (SCH#2007031055) was also submitted in conjunction with the applications. The applications were approved by LAFCO on May 19, 2008. The North of Boronda FGA (which includes the West Area Specific Plan) was formally annexed to the incorporated City of Salinas on September 8, 2008 and zoned New Urbanism Interim (NI) with a Specific Plan Overlay. The West Area Specific Plan is a reflection of over twenty years of planning for new development, which is reflected by the City Council's approval of the FGA, including annexation of the land into the City limits.

The following two overarching project objectives are presented here as a response to: 1) the State Legislature's declaration of a housing crisis in California, 2) the State Legislature's policy direction for the provision of more housing, 3) the Salinas City Council's more than 30 years of planning for urban development within the FGAs, which includes the West Area Specific Plan, and 4) the Salinas City Council's policy direction as provided in the approved FGAs and General Plan:

- Objective 1: Respond to the State Legislature's declaration of a housing crisis in California, and their policy direction that local governmental agencies provide more housing, by including provisions for the construction of new housing supply within the West Area Specific Plan.
- Objective 2: Respond to the Salinas City Council's long-term vision and policy direction for new urban development to be focused in the Future Growth Areas, by including provisions the construction of new urban development consistent with the City of Salinas General Plan.

Based on its own review of the EIR and other information and testimony received in connection with the project, as well as the statutory and planning policies described above, the City Council finds all of these objectives to be acceptable and persuasive from a public policy standpoint. In

choosing to approve the project, the City thus embraces these objectives and accords them weight in considering the feasibility of alternatives set forth in the EIR, and in invoking overriding considerations in approving the project. (See *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1507-1508.)

D. Discretionary Approvals

Project approval requires the City, as lead agency, to take discrete planning and regulatory actions to approve the overall project. In addition, certain "responsible agencies" may ultimately rely in part on the programmatic analysis in the Specific Plan Area in making decisions associated with future site-specific projects consistent with the Specific Plan. Described below are the discretionary actions necessary to carry out the project.

City of Salinas

In addition to certifying the Final EIR and adopting these Findings and the associated Statement of Overriding Considerations and Mitigation Monitoring Plan (CEQA requirements), the City itself must approve the following actions:

- Certification of the EIR and adoption of the Mitigation Monitoring and Reporting Program (MMRP);
- Approval of the Draft West Area Specific Plan;
- Approval of the rezoning of the Specific Plan area from NI with a Specific Plan Overlay to NE/Low Density Residential, NG-1/Medium Density Residential, NG-2/High Density Residential, VC, PS, P and OS. A Specific Plan Overlay is also applicable to each Zoning District; and
- Approval of the Development Agreement;
- Subsequent Approvals: Parcel Maps, tentative maps, Final Maps, Subdivision Improvement Plans, Site Improvement Plans, Grading Permits, Building Permits, Conditional Use Permits, Business Permits, Encroachment Permits, etc.

Other Responsible/Trustee Agencies

The agencies below will also use the EIR, either as responsible agencies or as trustee agencies:

- California Department of Fish and Wildlife – Lake and Streambed Alteration Agreement (1600 permit);
- Cal Water – Approval of SB 610 Water Supply Assessment, Approval to serve the Specific Plan Area;
- Central Coast Region - Regional Water Quality Control Board – Clean Water Act Section 401 Water Quality Certification, National Pollution Discharge Elimination System (NPDES) general construction permit;
- Comcast/AT&T/SBC/Other – Approval to serve the Specific Plan Area, approval of telecommunications utility plans, Encroachment Permits;
- Johnson Canyon Landfill – Approval to serve the Specific Plan Area;
- Monterey Bay Air Resources District – Authority to Construct; Demolition permit;

- Monterey Bay Community Power – Approval to Serve the Specific Plan Area;
- Monterey One Water – Approval to serve the Specific Plan Area for wastewater services, and Encroachment Permit;
- Monterey County Health Department - Well demolition permit, Well construction permit;
- Monterey County Water Resources Agency – Approval to serve the Specific Plan Area, Encroachment Permit;
- Monterey-Salinas Transit – Approval to serve the Specific Plan Area, approval of bus stop locations and design;
- Pacific Gas and Electric Company – Approval to serve Specific Plan Area, approval of relocation plans, approval of electric and gas utility plans, Encroachment Permit;
- Salinas Valley Solid Waste Authority – Approval to serve the Specific Plan Area; and
- Santa Rita Union School District – Approval of site for the construction of two new elementary schools and one middle school

Federal Agencies

The following federal agencies also have approval authority over some aspects of the project, though these agencies are not subject to CEQA and instead are required to comply with the federal National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.):

- U.S. Army Corps of Engineers;
- U.S. Fish and Wildlife Service; and
- U.S. Federal Emergency Management Agency.

Future Projects

All individual future development projects proposed within the Specific Plan Area will be reviewed to determine their individual CEQA compliance requirements. The type of CEQA analysis required would be determined at the time a project is proposed.

It is noted that the Specific Plan provides a very high level of design detail for certain components of the project. To the extent that sufficient detail is available in the Specific Plan, a full project-level analysis is provided in this EIR. Examples of a full project level analysis would include topics that are related to the physical acreage affected (i.e., the project footprint), as opposed to the number of units, land uses/zoning, or other design parameters. Topics such as Biological Resources, Cultural Resources, and Hydrology/Water Quality are analyzed at a project-level analysis in this EIR given that these are physical environmental resources, and the area of impact is fully defined. Additionally, the Specific Plan includes a substantial level of detailed information that allows for a project-level analysis of topics such as Air Quality, Greenhouse Gases and Climate Change, Noise, Population and Housing, Transportation and Circulation, and Utilities. The analysis for these topics is driven by the number of units and square footage of development, which is detailed in the land use design and development projections. In some cases, there may be specific commercial uses that have design details developed at a later date that cannot reasonably be analyzed at a project-level at this time. Additionally, the design of the school facilities and other public facilities are not known at this time, so they are not able to be analyzed at a project-level.

This EIR examines the planning, construction and operation of the project. The program-level approach, with some project-level analysis, is appropriate for the project because it allows comprehensive consideration of the reasonably anticipated scope of the development plan; however, as discussed above, not all design aspects of the future development phases are known at this stage in the planning process. Subsequent individual development that requires further discretionary approvals will be examined in light of this EIR to determine whether additional environmental documentation must be prepared.

CEQA Guidelines Section 15168 states that a program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

1. Geographically,
2. As logical parts in the chain of contemplated actions,
3. In connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program, or
4. As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

According to CEQA Guidelines section 15168, subdivision (c)(5), "[a] program EIR will be most helpful in dealing with later activities if it provides a description of planned activities that would implement the program and deals with the effects of the program as specifically and comprehensively as possible." Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from the program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]).

Section 15168(c), entitled "Use with Later Activities," provides, in pertinent part, as follows: Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared:

1. If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. That later analysis may tier from the program EIR as provided in Section 15152.
2. If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activities as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.

3. An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into later activities in the program.
4. Where the later activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR.

Here, the City anticipates preparing a written checklist or similar device whenever landowners within the Specific Plan area submit applications for site-specific approvals (i.e. tentative maps, conditional use permits, or other discretionary entitlements). The checklist would serve in part as a consistency checklist to determine if the application for site specific approval is consistent with the General Plan, Specific Plan, Conditions of Approval, and Mitigation Measures, and it would also include a review of the project details relative to what was anticipated and analyzed in the program EIR (i.e., whether there are new environmental effects that were not covered by the program EIR). The City's expectation, at least at present, is that the checklist will conclude that most, or all, components of the Specific Plan can be developed with no new analysis of environmental effects given that there is a high level of resolution with regard to the project details that have been analysis in this program EIR. In some cases, however, a site-specific application (i.e., a proposed commercial use) may have specific issues associated with the project, or business, that this program EIR could not anticipate given the information that was available at this time. In those situations, the detailed site-specific information from that application could have site-specific effects not wholly anticipated in this EIR and would require some additional environmental review. (See also CEQA Guidelines section 15063, subd. (b)(1)(C).)

Future site-specific approvals may also be narrowed pursuant to the rules for tiering set forth in CEQA Guidelines Section 15152. "'[T]iering is a process by which agencies can adopt programs, plans, policies, or ordinances with EIRs focusing on 'the big picture,' and can then use streamlined CEQA review for individual projects that are consistent with such…[first tier decisions] and are…consistent with local agencies' governing general plans and zoning.'" (*Koster v. County of San Joaquin* (1996) 47 Cal.App.4th 29, 36.) Section 15152 provides that, where a first-tier EIR has "adequately addressed" the subject of cumulative impacts, such impacts need not be revisited in second- and third-tier documents. Furthermore, second- and third-tier documents may limit the examination of impacts to those that "were not examined as significant effects" in the prior EIR or "[a]re susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means." In general, significant environmental effects have been "adequately addressed" if the lead agency determines that:

a. they have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental impact report; or
b. they have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

Here, as noted above, the City anticipates preparing a written checklist or similar device whenever landowners within the Specific Plan area submit applications for site-specific approvals (i.e., tentative maps, conditional use permits, or other discretionary entitlements). The checklist would serve in part as a consistency checklist to determine if the application for site specific approval is consistent with the General Plan, Specific Plan, Conditions of Approval, and Mitigation Measures, and it would also include a review of the project details relative to what was anticipated and analyzed in the program EIR (i.e., whether all significant environmental impacts identified have been "adequately addressed" in the program EIR). Thus, if a new analysis is required for these site-specific actions, it would focus on impacts that cannot be "avoided or mitigated" by mitigation measures that either (i) were adopted in connection with the Specific Plan or (ii) were formulated based on information in this EIR.

In addition, because the EIR addresses the effects of rezoning the land within the proposed Specific Plan area, future environmental review can also be streamlined pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183. These provisions, which are similar but not identical to the tiering provisions, generally limit the scope of necessary environmental review for site-specific approvals following the preparation of an EIR for a "zoning action." For such site-specific approvals, CEQA generally applies only to impacts that are "peculiar to the parcel or to the project" and have not been previously disclosed, except where "substantial new information" shows that previously identified impacts would be more significant than previously assumed. Notably, impacts are considered not to be "peculiar to the parcel or to the project" if they can be substantially mitigated pursuant to previously adopted, uniformly applied development policies or standards. As noted above, the City anticipates that, in assessing the extent to which the Specific Plan EIR has previously addressed significant impacts that might occur with individual projects, the City may conclude that in some instances (e.g., with respect to agricultural resources, cultural resources, geology, soils, and paleontological resources), no further analysis beyond that found in the program EIR will be necessary.

Finally, for purely residential projects consistent with the Specific Plan, the City intends to preserve its ability to treat such projects as exempt from CEQA pursuant to Government Code section 65457. Subdivision (a) of that statute provides that "[a]ny residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an [EIR] has been certified after January 1, 1980, is exempt from the requirements of [CEQA]." The statutes go on to say, moreover, that "if after adoption of the specific plan, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental [EIR] for the specific plan is prepared and certified in accordance with the provisions of [CEQA]. After a supplemental [EIR] is certified, the exemption … applies to projects undertaken pursuant to the specific plan." (See also CEQA Guidelines section 15182.)

When purely residential projects are proposed, the City will consider whether they qualify for this exemption or whether the West Area Specific Plan EIR must be updated through a supplement to this EIR or a subsequent EIR as required by Public Resources Code section 21166 and CEQA Guidelines sections 15162 and 15163.

IV. ENVIRONMENTAL REVIEW PROCESS

The Notice of Preparation (hereinafter "NOP") of an EIR was circulated for public review and comment from October 15, 2015 to November 13, 2015 in accordance with CEQA Guidelines section 15082. Written responses to the NOP were received from the following interests/agencies:

1. Northern Salinas Valley Mosquito Abetment District (October 21, 2015)
2. California Department of Transportation (October 28, 2015)
3. Monterey-Salinas Transit (November 16, 2015)
4. Monterey County Resource Management Agency (November 16, 2015)
5. California Natural Resource Agency Division of Land Resource Protection (November 10, 2015)
6. Salinas Union High School District (November 10, 2015)
7. Ohlone/Costanoan-Esselen Nation (January 11, 2016)
8. Santa Rita Union School District (January 29, 2016)
9. Transportation Agency of Monterey County (March 31, 2016)

As part of the early consultation process and pursuant to the CEQA Guidelines section 15083 regarding early public consultation, a scoping meeting was held at the City of Salinas Rotunda (City Council chamber) on October 29, 2015. No specific comments were made about the scope of issues to be addressed in the EIR. Questions and comments were primarily focused on the project description and the project consideration process.

Pursuant to CEQA Guidelines sections 15023, subdivision (c), and 15087, subdivision (f), the State Clearinghouse in the Office of Planning and Research was responsible for distributing environmental documents to State agencies, departments, boards, and commissions for review and comment. The City followed required procedures with regard to distribution of the appropriate notices and environmental documents to the State Clearinghouse. The State Clearinghouse was obligated to make, and did make, that information available to interested agencies for review and comment. The NOP was received by the State Clearinghouse (SCH # 2006021072) and a 30-day public review period ended on November 13, 2015. The NOP and all comments received on the NOP are presented in Appendix A of the Draft EIR.

An Initial Study was also prepared for the project. Included below is a brief summary of findings from the Initial Study on environmental topics that were either found to have no impact or be less than significant, or were found to be sufficiently addressed in the General Plan EIR, and thus are not included within individual sections of the Draft EIR. For full Initial Study Findings and individual topics found to be less than significant through the Initial Study process refer to Appendix A of the Draft EIR.

- **Aesthetics:** The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would allow development to occur in the City in both vacant and underdeveloped portions of the community, and that the introduction/expansion of urban uses into these areas has the potential to interrupt views of natural features, open space, the hillsides, and agricultural resources, reducing

the aesthetic value of these resources. Additionally, new development in the City was found to increase the amount of light and glare in the community, particularly in areas planned for nonresidential development, such as retail and general commercial. It was also found that future development under the General Plan has the potential to change the visual character of the City.

To minimize and mitigate the impacts on aesthetics, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented the following five mitigation measures: Mitigation Measure A1 requires the City to implement the City's Gateway Guidelines; Mitigation Measure A2 requires the City to strengthen and require compliance with the City's Design Guidelines; Mitigation Measure A3 requires the City to improve the Lighting Ordinance; Mitigation Measure A4 requires the City to implement landscaping requirements for all proposed projects; and Mitigation Measure A5 requires the City to review all discretionary projects for aesthetics impacts. The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of Mitigation Measures A1 through A5, the potential citywide aesthetics impact would be reduced to a less than significant level.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that aesthetic impacts associated with the FGAs, which includes the West Area Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). Any future development under the approved General Plan, which includes all development under the project, would be required to comply with the above referenced regulations, policies, and standards. Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). This topic did not warrant additional analysis and was not addressed further in the EIR.

- **Agriculture and Forest Resources:** The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would result in the conversion of 3,525 acres of agriculture lands to urban uses. The *Final Environmental Impact Report* also indicates that General Plan buildout would result in agricultural activity in proximity to residential and other urban uses, which may result in conflicts between the uses. It is noted that agricultural activity can cause nuisances related to air quality and noise that may disturb surrounding development. Urban activities may also negatively affect nearby agricultural uses, as increased vandalism often occurs and the introduction of domestic animals may disturb certain agricultural activities.

  The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of Mitigation Measures AG1 through AG4, the impacts on potential compatibility issues would be reduced to a less than significant level; however, while the impacts on agricultural conversion would be reduced to the extent feasible, a significant and unavoidable impact would remain related to the loss of important farmland. Mitigation AG5 specifically addressed Agricultural

Land Conservation Easement Program, which states that the City will work with the County of Monterey and other local jurisdictions to create and implement an agricultural land conservation easement program, including such measures as securing the dedication of easements or by paying a mitigation fee that could be used to purchase easements through a mitigation bank. Additionally, in 2006, the City Council adopted Resolution No. 19422, approving the Agricultural Land Preservation Program. The resolution adopted a $750.00 per acre mitigation fee for agricultural lands currently designated by the California Department of Conservation's Farmland Mapping Program as "Prime" or "of Statewide Importance."

The City of Salinas certified the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), adopted a statement of overriding considerations relative to this significant and unavoidable impact, and approved the Salinas General Plan.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that agricultural impacts associated with the FGAs, which includes the Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002).

Any future development under the approved General Plan, which includes all development under the project, would be required to comply with the above-referenced regulations, policies, and standards. Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). This topic did not warrant additional analysis and was not addressed further in the EIR.

- **Geology and Soils:** Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). This topic did not warrant additional analysis and was not addressed further in the EIR.

- **Hazards and Hazardous Materials:** While the Draft EIR analyzes Hazards and Hazardous Materials, several topics were determined to not warrant additional analysis within the Chapter.

  The land uses proposed within the Specific Plan Area would not be expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, these uses are not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Furthermore, the project is not located in the vicinity of an airport or private airstrip; therefore, it would not result in a safety hazard related to air traffic for people residing or working in the Specific Plan Area. These topics did not warrant additional analysis and were not addressed further in the EIR.

Separately, the City has adopted a Multi-hazard Emergency Plan, which serves as extensions of the California Emergency Plan and the Emergency Resource Management Plan. The purpose of the Multi-hazard Emergency Plan is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The Emergency Operations Center (EOC) in City Hall serves as the center of the City's emergency operations. The Plan also addresses evacuation and movement of people in the event of an emergency. The project does not impair implementation of or physically interfere with the Multi-hazard Emergency Plan. Implementation of the project would have a less than significant impact relative to this environmental topic and is not further analyzed or addressed further in the EIR.

Lastly, the project is not located in an area that is considered a high risk for wildfires. The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Implementation of the proposed project would have a less than significant impact relative to this environmental topic and is not further analyzed or addressed further in the EIR.

- **Land Use and Planning:** The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the impacts would be reduced to a less than significant level with mitigation.

  Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan Area, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002).

  The City certified the Final Supplemental EIR and approved annexation of the North of Boronda FGA, which includes the West Area Specific Plan. The project, as proposed, is consistent with the Greater Salinas Area Memorandum of Understanding (GSA MOU). All development under the project would be required to comply with the regulations, policies, and standards identifies in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). Implementation of the project would not result in any new significant adverse impacts beyond those addressed within these supporting documents. This topic did not warrant additional analysis and is not addressed further in the EIR.

- **Mineral Resources:** It was determined in the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) that development of the FGA, including the Specific Plan Area, would not have a significant impact on mineral resources or mining activities. As such, implementation of the project would have no impact on mineral resources and this topic did not warrant additional analysis and is not addressed further in the EIR.

- **Population and Housing:** While the Draft EIR analyzes Population and Housing, several topics were determined to not warrant additional analysis within the Chapter.

The Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) noted that the General Plan would not result in the displacement of substantial numbers of existing housing units or persons since the majority of the FGA designated for future development consists of vacant, agricultural, or redevelopment of nonresidential land. Additionally, any individual units that require removal would be offset by the increase in housing by the development of approximately 18,397 additional dwelling units at General Plan buildout.

The project would necessitate the removal of some existing houses within the Specific Plan Area; however, removal of any individual units would be offset by the increase in housing by the development of approximately 4,340 additional dwelling units at Specific Plan buildout. As such, the project would not displace substantial numbers of existing housing or people. Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). This topic did not warrant additional analysis and is not addressed further in the EIR.

- **Recreation:** While the project would increase the demand for parks and other recreational facilities based on the population growth, the amount of parkland and open space provided within the Specific Plan Area sufficiently meets the City's parkland requirements. Construction of the parks would not result in any new significant adverse impacts beyond those addressed in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). This topic did not warrant additional analysis and is not addressed further in the EIR.

- **Transportation and Circulation:** While the Draft EIR analyzes Traffic and Circulation, several topics were determined to not warrant additional analysis within the Chapter.

  The project is not located in the vicinity of an airport or airstrip; therefore, it would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Implementation of the project would have no impact relative to this environmental topic

The remaining issues areas and checklist questions are analyzed in the EIR. The EIR includes an analysis of the following issue areas:

- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gases and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Population and Housing

- Public Services
- Transportation and Circulation
- Utilities

The City circulated the DEIR for public and agency review on February 27, 2019. A public review period of 45 days was provided on the DEIR and ended on April 15, 2019. This period satisfied the requirement for a 45-day public review period as set forth in Section 15105 of the CEQA Guidelines.

V. RECORD OF PROCEEDINGS

In accordance with Public Resources Code section 21167.6, subdivision (e), the record of proceedings for the City's decision on the project includes the following documents:

- The NOP and all other public notices issued by the City in conjunction with the project;

- All comments submitted by agencies or members of the public during the comment period on the NOP;

- The Draft EIR for the project (February 2019) and all appendices;

- All comments submitted by agencies or members of the public during the comment period on the Draft EIR;

- The Final EIR for the project, including comments received on the Draft EIR and the responses to those comments and appendices;

- Documents cited or referenced in the Draft EIR and Final EIR;

- The mitigation monitoring and reporting program for the project;

- All findings and resolutions adopted by the City Council in connection with the project and all documents cited or referred to therein;

- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the project;

- The Draft West Area Specific Plan;

- All documents submitted to the City by other public agencies or members of the public in connection with the project, up through the close of the Planning Commission public hearing, and the close of the City Council public hearing;

- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the project;

- Any documentary or other evidence submitted to the City at such information sessions, public meetings, and public hearings;

- The City of Salinas General Plan and all environmental documents prepared in connection with the adoption of the General Plan;

- Any and all resolutions approved by the City regarding the project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;

- Matters of common knowledge to the City, including, but not limited to federal, state, and local laws and regulations;

- Any documents expressly cited in these findings, in addition to those cited above; and

- Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The documents constituting the record of proceedings are available for review by responsible agencies and interested members of the public during normal business hours at the City of Salinas Community Development Department, 65 West Alisal Street, Salinas, California 93901. The custodian of these documents is the Community Development Director. Without exception, any documents set forth above not found in the project files fall into one of two categories. Many of them reflect prior planning or legislative decisions of which the City Council was aware in approving the project. (See *City of Santa Cruz v. Local Agency Formation Commission* (1978) 76 Cal.App.3d 381, 391-392; *Dominey v. Department of Personnel Administration* (1988) 205 Cal.App.3d 729, 738, fn. 6.) Other documents informed the experts who provided advice to City Staff or consultants, who then provided advice to the City Council. For that reason, such documents form part of the underlying factual basis for the City Council's decisions relating to the approval of the project. (See Pub. Resources Code, § 21167.6(e)(10); *Browning-Ferris Industries v. City Council of City of San Jose* (1986) 181 Cal.App.3d 852, 866; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 153, 155.)

VI. CONSISTENCY WITH APPLICABLE PLANS

This section includes a review of the project's relationship to the General Plan, other land use related documents/agreements, and to regional plans and identifies whether inconsistencies with these plans may exist.

Consistency with the Salinas General Plan

The Salinas General Plan states the City's vision for the community's future and outlines goals, policies and implementation measures to achieve its vision. The General Plan also projects the population, dwelling units, and non-residential building square footage associated with the future

buildout of the Land Use Plan, also referred to as General Plan buildout. Typically, General Plan buildout is decades beyond the 20-year General Plan planning cycle.

As described in CEQA Guidelines section 15125, subdivision (d), an EIR must discuss any inconsistencies between a proposed project and applicable general plans, specific plans, and regional plans. Such regional plans include, but are not limited to, the applicable air quality attainment or maintenance plan, area-wide waste treatment and water quality control plans, regional transportation plans, regional housing allocation plans, regional blueprint plans, plans for the reduction of greenhouse gas (GHG) emissions, habitat conservation plans, and natural community conservation plans.

New Urbanism principles, a component of the General Plan Land Use Element, were used to design a land use plan for the project that is compact and pedestrian-friendly, with a mixture of uses surrounding activity centers/neighborhood local points in the Specific Plan Area. Higher density residential uses are proposed around retail, recreation, and public uses and all of these core activity centers are proposed to be connected with pedestrian, bicycle, and transit systems.

The quantifiable objectives of the project include the development of up to 4,340 residential dwelling units (with a minimum of 3,553 required under the General Plan), up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities (including three elementary schools, a high school, middle school, supplemental detention/retention basins and 11 parks). It is anticipated that Specific Plan Area will have up to 15,928 residents at project build-out. This is consistent with the expected intensity of development within the Specific Plan Area under General Plan buildout conditions as analyzed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002).

The Salinas General Plan requires the approval of Specific Plans prior to development of any land in the North of Boronda Future Growth Area (FGA). The West Area Specific Plan includes certain development regulations and design standards that are intended to be specific to the Specific Plan Area. Where there is a matter or issue not specifically covered by the Specific Plan development regulations and design standards, the Salinas Zoning Code would apply. Where there is a conflict between the Specific Plan and the Zoning Code, the Specific Plan would prevail.

The Specific Plan is intended to be adopted by the City Council and to serve as a tool for the City of Salinas to implement. The Specific Plan is to be used by designers, developers, builders, and planners, to guide development of the Specific Plan Area. The land use, development standards, and design guidelines are provided to ensure that all proposed developments remain consistent with the vision established by the Specific Plan as the project is built over time. The Specific Plan development concepts, design guidelines, and standards are in accordance with the City's General Plan, Municipal Ordinances, and City Specifications. The Specific Plan shall be used to review, process, and approve development proposals for individual parcels/project sites within the Specific Plan Area, including but not limited to site specific development applications and site improvement plans.

The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that the General Plan may impact the related land use plans and policies that have

been adopted to avoid or mitigate an environmental effect. The Salinas Zoning Code, Salinas Redevelopment Plan, Greater Salinas Area Plan, Salinas Municipal Airport Master Plan, Monterey County Airport Land Use Plan, GSA MOU, are specifically mentioned. Of these seven documents, the project does not affect an existing Specific Plan, the Salinas Municipal Airport Master Plan, or the Monterey County Airport Land Use Plan, and the Salinas Redevelopment Plan is no longer in effect. These topics are not discussed further, but the other three are discussed below.

Salinas Zoning Code

The Specific Plan Area is currently zoned NI with a Specific Plan Overlay. The project includes a rezone to NE/Low Density Residential, NG-1/Medium Density Residential, NG-2/High Density Residential, VC, PS, P and OS. A Specific Plan Overlay District is also applicable to each Zoning District. The purpose of the rezone is to ensure consistency between the proposed General Plan Land Use Designations and Zoning. With the approval of the rezoning application, the Specific Plan would be consistent with the Salinas Zoning Code.

City/County Greater Salinas Area Memorandum of Understanding

In 2006, the City and the County adopted the GSA MOU to allow for annexation and development of specific parcels that are located outside of the Future Growth Areas as illustrated in the General Plan. These areas were not contemplated for annexation and development at the time the General Plan was adopted. These areas include, but are not limited to, the "Unikool", Boronda Road, and Fresh Express sites.

The GSA MOU describes the intent of each agency to consider annexation of the subject growth areas and identifies framework conditions under which annexations could be considered. The following excerpt from the Preface of the GSA MOU identifies its general intent:

"This Memorandum of Understanding (MOU), by and between the County of Monterey (County) and the City of Salinas (City), is to set forth certain agreements between the parties to express their intent to jointly pursue action to assure orderly and appropriate land use development in the area designated in the General Plan of Monterey County as the Greater Salinas Area Plan area and in the City of Salinas. Specific objectives to be achieved through the implementation of the land use and associated policies included in this MOU are the preservation of certain agriculture land, the provision of future growth areas, and the provision of adequate financing for the services and facilities of benefit to the residents of the Greater Salinas Area Plan area and the City."

With the adoption of the GSA MOU, both the City and the County acknowledged that additional development outside the City's Future Growth Areas would be considered subject to amendment of the City's SOI and annexation of such areas to the City. The GSA MOU also includes a set of points of agreement that govern future annexations and associated development. Among other topics, the points of agreement address the future direction of City growth, agricultural mitigation, traffic impacts, and storm drainage. The GSA MOU states that the direction of future growth of the City shall be to the north and east of the current city limits, except as otherwise provided for in the GSA MOU.

To minimize and mitigate the potential impacts, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented the following two mitigation measures: Mitigation Measure LU5 requires the City to continue to cooperate with the County of Monterey to implement the GSA-MOU, which directs that City growth generally to the north and east away from the most productive farmland; and Mitigation Measure LU6 requires the City to encourage City-centered growth and give priority to redevelopment and infill projects that reduce development pressure on agricultural lands. The City will also establish an incentive program to promote these projects, such as priority permit processing and density bonuses for such developments. The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of this mitigation measure, the impact would be reduced to a less than significant level.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan Area, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). The City certified this EIR and approved annexation of the North of Boronda FGA, which includes the WASP. The project as proposed is consistent with the GSA-MOU. All development under the project would be required to comply with the above-referenced regulations, policies, and standards.

Greater Salinas Area Plan

The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that implementation of General Plan will result in development outside the existing City limits, into the Greater Salinas Planning Area. Development occurring outside of the City limits is subject to the Greater Salinas Area Plan. The implementation of the General Plan may conflict with the Greater Salinas Area Plan, resulting in a significant impact.

To minimize and mitigate the potential impacts, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented Mitigation Measure LU2, which requires the City to be consistent with a portion of Draft Policy LU 3.4 of the Monterey County Draft General Plan, and to cooperate with LAFCO and the County of Monterey to direct growth outside the City limits to the Future Growth Area, on lands that are served or are planned to be served, with a full range of urban services, such as public water and sewer, an extensive road network, public transit, safety and emergency response services, parks, trails, and open space. The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of this mitigation measure, the impact would be reduced to a less than significant level.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). The City certified this EIR and approved annexation of the North of Boronda Future Growth Area, which includes the Specific Plan. The project as proposed is consistent with the Greater Salinas Area Plan. All development

under the project would be required to comply with the above-referenced regulations, policies, and standards.

VII. FINDINGS REQUIRED UNDER CEQA

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute provides that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to provide that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in Public Resources Code section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR. The second permissible finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and that such changes have been adopted by, or can and should be adopted by, such other agency. The third potential conclusion is that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR. (CEQA Guidelines, § 15091, subd. (a).)

As explained elsewhere in these findings, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors. The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506-1509 (court upholds CEQA findings rejecting alternatives in reliance on project's objectives); see also *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 (*CNPS*) (an alternative "'may be found infeasible on the ground it is inconsistent with the project objectives as long as the finding is supported by substantial evidence in the record'") (quoting Kostka & Zischke, *Practice Under the Cal. Environmental Quality Act* [Cont.Ed.Bar 2d ed. 2009] (*Kostka*), § 17.309, p. 825); *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165, 1166 (*Bay-Delta*) ([i]n the CALFED program, feasibility is strongly linked to achievement of each of the primary program objectives"; "a lead agency may structure its EIR alternative analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basic goal).) Moreover, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133

Cal.App.3d 410, 417 (*City of Del Mar*); see also *CNPS, supra,* 177 Cal.App.4th 957 (after weighing "'economic, environmental, social, and technological factors,' ... 'an agency may conclude that a mitigation measure or alternative is impractical or undesirable from a policy standpoint and reject it as infeasible on that ground) (quoting Kostka, *supra,* § 17.29, p. 824))

For purposes of these findings (including the table described in Section IX below), the term "avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. In contrast, the term "substantially lessen" refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less than significant level.

As explained above, CEQA requires that the lead agency adopt feasible mitigation measures or, in some instances, feasible alternatives to substantially lessen or avoid significant environmental impacts that would otherwise occur. With respect to a proposed project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons that the agency found that the project's benefits outweigh its unavoidable adverse environmental effects. The City of Salinas' Statement of Overriding Considerations for the project is included herein in Section XI below.

VIII. MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring and Reporting Program (hereinafter "MMRP") has been prepared for the project, and is being approved by the City Council by Resolution 2019-__(N.C.S.). The City will use the MMRP to track compliance with project mitigation measures. The MMRP will remain available for public review during the compliance period. The Final MMRP is Exhibit "B" of the aforementioned resolution and is approved in conjunction with these Findings of Fact.

IX. SIGNIFICANT EFFECTS AND MITIGATION MEASURES

The EIR identified a number of significant and potentially significant environmental effects (or impacts) that the project will cause or contribute to. Most of these significant effects can be fully avoided through the adoption of feasible mitigation measures. Other effects, however, cannot be avoided by the adoption of feasible mitigation measures or alternatives, and thus will be significant and unavoidable. Some of these unavoidable significant effects can be substantially lessened by the adoption of feasible mitigation measures. Other significant, unavoidable effects cannot be substantially lessened or avoided. For reasons set forth in Section XI however, the City Council has determined that overriding economic, social, and other considerations outweigh the significant, unavoidable effects of the project.

The City Council's findings with respect to the project's significant effects and mitigation measures are set forth in the Table of Impacts, Mitigation Measures, and CEQA Findings attached to these findings. The findings set forth in the table are hereby incorporated by reference.

This table does not attempt to describe the full analysis of each environmental impact contained in the EIR. Instead, the table provides a summary description of each impact, describes the

applicable mitigation measures identified in the Draft EIR or Final EIR and adopted by the City Council, and states the City Council's findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Draft and Final EIRs, and these findings hereby incorporate by reference the discussions and analyses in those documents supporting the Final EIR's determinations regarding mitigation measures and the projects' impacts and mitigation measures designed to address those impacts. In making these findings, the City Council ratifies, adopts, and incorporates into these findings the analyses and explanations in the Draft EIR and Final EIR, and ratifies, adopts, and incorporates in these findings the determinations and conclusions of the Draft EIR and Final EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

By Resolution 2019-__(N.C.S.), the City Council adopts all of the mitigation measures identified in the table.

X. PROJECT ALTERNATIVES

A. Basis for Analysis of the Feasibility of Alternatives

Public Resources Code section 21002, a key provision of CEQA, provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects."

Where a lead agency has determined that, even after the adoption of all feasible mitigation measures, a project as proposed will still cause one or more significant environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA. Although an EIR must evaluate this range of *potentially* feasible alternatives, an alternative may ultimately be deemed by the lead agency to be "infeasible" if it fails to fully promote the lead agency's underlying goals and objectives with respect to the project. (*City of Del Mar, supra,* 133 Cal.App.3d at p. 417) "'[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*Ibid*.; see also *CNPS, supra,* 177 Cal.App.4th at p. 1001.) Thus, even if a project alternative will avoid or substantially lessen any of the significant environmental effects of the project, the decision-makers may reject the alternative if they determine that specific considerations make the alternative infeasible.

Under CEQA Guidelines section 15126.6, the alternatives to be discussed in detail in an EIR should be able to "feasibly attain most of the basic objectives of the project [.]" For this reason, the Objectives described above provided the framework for defining possible offsite alternative project locations. (See *Bay-Delta, supra,* 43 Cal.4th at p. 1166). The project objectives are set out

above in section III.C. Based on the requirements of CEQA Guidelines section 15126.6 and the Project's Objectives, the following alternatives to the project were identified:

No Project (No Build) Alternative

The CEQA Guidelines (Section 15126.6[e]) require consideration of a no project alternative that represents the existing conditions, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved. For purposes of this analysis, the No Project (No Build) Alternative assumes that development of the Specific Plan Area would not occur, and the Specific Plan Area would remain in its current agricultural condition. It is noted that the No Project (No Build) Alternative would fail to meet the project objectives identified for the West Area Specific Plan and is inconsistent with the goals of the General Plan for the future growth areas of the City.

Reduced Land Area Project Alternative

Under this alternative, the Specific Plan Area would be developed with the same components as described in the Project Description, but the area utilized for the development (i.e., the project footprint) would be reduced by approximately 20 percent. Under this alternative, approximately 162 acres of land in the northeast corner of the Specific Plan Area would be removed. This removed area would include the 52.85-acre Mortensen property (APN 21101108) and the 108.32-acre Madolora/Global property (APN 21101109), which are shown on Figure 5.0-1. The resultant Specific Plan Area would include approximately 635 acres. The proposed land uses within this area identified for removal under this alternative would be incorporated into the remaining 635 acres of the Specific Plan Area, which would increase the residential density of the Specific Plan Area under this alternative, while retaining the same number of residences, mixed use commercial areas, schools, parks, etc. as the project. This alternative would establish a site for a third 10.0-acre elementary school to be developed by the Santa Rita Union School District (District). However, if the District decides against the elementary school siting, the area would instead be residential units.

Under this alternative the average residential density (units per net acre) would increase from 9.0 to approximately 11.3 units/acre. It is assumed that the number of NE parcels would be reduced, and the number of NG-1 parcels would increase. The proposed Village Center would remain unchanged under this alternative, and would still include up to 571,500 square feet of mixed use commercial floor area and a minimum of 91 dwelling units.

Reduced Residential Intensity/Density Project Alternative

Under this alternative, the Specific Plan Area would be developed with a reduction in the overall residential intensity/density while maintaining the approximate overall project footprint. For the purposes of discussion, this option considers a 25 percent reduction in the intensity/density of the residential components of the project while maintaining the approximately 797-acre project footprint. This would result in fewer residential lots, but larger lot sizes. This alternative would result in up to 3,255 residential units. This alternative would retain the approximately 571,500 square feet of mixed commercial uses, the five proposed schools (three elementary, one middle, and one high school), and the same acreage of parks and detention basins as the project.

Under this alternative, the average residential density (units per net acre) would decrease from 9.0 to approximately 6.8 units/acre. It is assumed that the number of NE parcels would be increased, and the number of NG-1 and NG-2 parcels would increase. The proposed Village Center would remain unchanged under this alternative, and would still include up to 571,500 square feet of mixed use commercial floor area and a minimum of 91 dwelling units.

This alternative, based upon residential overall density, is inconsistent with the Salinas General Plan's standards for the Specific Plan Area, which require a minimum of 3,553 residential units within the Specific Plan Area, and the incorporation of New Urbanism concepts which mandates that new residential development have a minimum average density of 9 dwelling units per net residential acre. A General Plan Amendment would be required.

Smaller-scale Project Alternative

Under this alternative, the Specific Plan Area would be reduced by approximately 33 percent and the proposed residential and non-residential uses would also be reduced by approximately 33 percent. For the purposes of discussion, this alternative assumes that approximately 264 acres of land along the entire eastern boundary of the Specific Plan Area would be removed and remain as undeveloped agricultural land. The resultant Specific Plan Area under this alternative would be approximately 533 acres in size, and include up to 2,908 residential units, up to 382,905 square feet of commercial/mixed use building area, and up to 119 acres of public facilities (including two elementary schools, a high school, a middle school, open space (including supplemental detention/retention basins) and up to 8 parks). The number of residential units under this alternative would not meet the minimum of 3,553 residential units as provided within the City of Salinas General Plan. The residential densities under this alternative would be similar to the project.

The City Council finds that that a good faith effort was made to evaluate all potentially feasible alternatives in the EIR that are reasonable alternatives to the project and could feasibly obtain the basic objectives of the project, even when the alternatives might impede the attainment of the project objectives and might be more costly. As a result, the scope of alternatives analyzed in the EIR is not unduly limited or narrow. The City Council also finds that all reasonable alternatives were reviewed, analyzed and discussed in the review process of the EIR and the ultimate decision on the project. (See, e.g., DEIR, pp. 6-5 to 6-55)

1. Significant, Unavoidable Impacts of the Project

The significant and unavoidable impacts of the project are set out in detail below in Section XI.A.

2. Scope of Necessary Findings and Considerations for Project Alternatives

As noted above, these findings address whether the various alternatives substantially lessen or avoid any of the significant unavoidable impacts associated with the project and also consider the feasibility of each alternative. Under CEQA, "[f]easible means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic,

environmental, legal, social, and technological factors." (CEQA Guidelines § 15364). As explained earlier, the concept of feasibility permits agency decision makers to consider the extent to which an alternative is able to meet some or all of a project's objectives. In addition, the definition of feasibility encompasses "desirability" to the extent that an agency's determination of infeasibility represents a reasonable balancing of competing economic, environmental, social, and technological factors supported by substantial evidence.

In identifying potentially feasible alternatives to the project, the following project objectives were considered:

1. Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly.

2. Provide a variety of land uses in easy walking distance of housing including a mixed use village, parks, and schools to reduce vehicle miles traveled.

3. Provide parks and other public green space in accordance with General Plan standards that are designed to be safe and easily accessible to residents.

4. Provide a variety of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages.

5. Provide public services and infrastructure improvements that achieve and maintain City service standards.

6. Provide an inviting tree-lined street system which incorporates traffic calming and other measures.

7. Establish an interconnected sidewalk/path and open space system throughout the development which links to the greater FGA and City as a whole.

8. Create a sense of place and unique identity through the use of entry treatments, landscaping, streetscapes, public art, decorative street lighting, pedestrian amenities and other elements.

9. Provide for a reasonable jobs/housing balance.

10. Provide opportunities for senior housing.

11. Provide for a site/parcel-based post-construction SCMs/LID to the maximum extent practicable.

As noted near the beginning of these findings, moreover, the City is keenly aware that the State Legislature has declared that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives." (Government Code section 65589.5.) The Legislature notes that "California housing has become the most

expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing." The Legislature further found that "Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration." The legislative intent of Government Code section 65589.5 is to "significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled." The State Legislature established its policy direction in the statute as follows: "It is the policy of the state that this section should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing."

The following two overarching project objectives are therefore presented here as a response to: 1) the State Legislature's declaration of a housing crisis in California, 2) the State Legislature's policy direction for the provision of more housing, 3) the Salinas City Council's more than 30 years of planning for urban development within the FGAs, which includes the West Area Specific Plan, and 4) the Salinas City Council's policy direction as provided in the approved FGAs and General Plan:

- Objective 1: Respond to the State Legislature's declaration of a housing crisis in California, and their policy direction that local governmental agencies provide more housing, by including provisions for the construction of new housing supply within the West Area Specific Plan.
- Objective 2: Respond to the Salinas City Council's long-term vision and policy direction for new urban development to be focused in the Future Growth Areas, by including provisions the construction of new urban development consistent with the City of Salinas General Plan.

B. No Project (No Build) Alternative

In general, a CEQA "No Project Alternative" must "discuss the existing conditions …, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." (CEQA Guidelines, § 15126.6, subd. (e)(2).) When the proposed project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future. In such an instance, the no project alternative consists of evaluating the projected impacts of the proposed plan to the impacts that would occur under the existing plan. "Typically, this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan. (*Id.*, subd. (e)(3)(A).)

1. Analysis of No Project (No Build) Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed, and there would be no net change in emissions and no potential for a conflict with any adopted plans or policies related to air quality. As such, the project level and cumulative impacts would be greatly reduced when compared to the project.

Biological Resources

Under the No Project (No Build) Alternative, the West Area Specific Plan would not be constructed, no habitat would be removed, no wetlands disturbed, and no ground disturbing activities would occur. The Specific Plan Area would remain open to migration, foraging, nesting, and other uses by wildlife. Therefore, potential for impacts to biological resources would be eliminated under the No Project (No Build) Alternative. Impacts to biological resources would be reduced as compared to the project.

Cultural Resources

The No Project (No Build) Alternative would continue to result in ground disturbing activities associated with the agricultural operations (i.e., soil tilling); however, because the ground disturbance associated with farming has occurred for an extended period of time with no cultural resources being found it is anticipated that the continuation of these operations under this alternative would have a significantly reduced potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources, the No Project (No Build) Alternative would result in slightly less potential for impacts to cultural resources as the entire Specific Plan Area would continue to be used for agriculture production.

Greenhouse Gases and Climate Change

Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed, and there would be no net change in emissions and no potential for a conflict with any adopted plans or policies related to GHG reductions. As such, this impact would be reduced when compared to the project. This does not necessarily mean, however, that the No Project Alternative represents a better long-term policy outcome for climate than the project. California has a large housing need, and new housing will have to be built somewhere, if not the Specific Plan Area. As the California Supreme Court explained, "[g]iven the reality of growth, some greenhouse gas emissions from new housing and commercial developments are inevitable. The critical CEQA question is the cumulative significance of a project's greenhouse gas emissions, and from a climate change point of view it does not matter where in the state those emissions are produced." (*Center for Biological Diversity v. California Dept. of Fish and Wildlife* (2015) 62 Cal.4th 204, 220-221.)

Hazards and Hazardous Materials

Under the No Project (No Build) Alternative, no new land uses would be introduced to the Specific Plan Area, and the potential for hazardous material release in the Specific Plan Area would be reduced. Ongoing pesticide use would occur within the area to remain in agriculture, and this has the potential to generate negative health effects on existing residents located in the areas south and west of the Specific Plan Area. However, there would not be long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, because development would not occur. While the West Area Specific Plan is not anticipated to result in significant impacts associated with hazards and hazardous materials, the No Project (No Build) Alternative would result in less potential for impacts.

Hydrology and Water Quality

Under the No Project (No Build) Alternative, potential new water quality impacts from construction and operation of the West Area Specific Plan would be eliminated. Under this alternative, the land would be kept in its present state with the majority of the Specific Plan Area either fallow land or being used for agricultural purposes. The No Project (No Build) Alternative would have a greater chance of groundwater recharge because it would not introduce large areas of impervious surfaces as would the West Area Specific Plan. However, the beneficial impact of reducing the consumptive use of water by 2,078 acre-feet per year (AFY) (Cal Water, 2015) would not exist. This is a significant contribution in reducing overdraft in the Salinas Valley Ground Water basin.

The potential to result in the violation of water quality standards would be reduced under this alternative as compared with the project. However, there are some instances where the No Project (No Build) Alternative would have greater discharges of certain pollutants (such as erosion, sedimentation, pesticides release, etc.) when compared to the project. Nevertheless, overall, potential impacts related to hydrology and water quality would be reduced under this alternative.

Noise

Existing agricultural activities within the Specific Plan Area sometimes involve on-going noise sources such as agricultural equipment (e.g., tractors, harvesters, planters, etc.). Such noise sources are part of the existing ambient noise levels in the Specific Plan Area. Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed and there would be no potential for new noise sources; however, existing noise from agricultural operations would continue. As such, this alternative would have less impact relative to the project.

Population and Housing

Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed and the Specific Plan Area would not accommodate the City's anticipated growth. Growth would still be anticipated to occur within the region, but it would not be accommodated in the FGA, which has undergone extensive planning efforts by the City and community for over a decade. This outcome would not be consistent with the FGA and General Plan. The City would need to look

to other undeveloped areas of the region to develop for new housing, which would be expected to have environmental impacts that have not yet been assessed, but could well be worse than those of the West Area Specific Plan, particularly with respect to prime agricultural land, which is abundant in the region. Overall, this alternative would have a greater impact when compared to the project.

Public Services

Under the No Project (No Build) Alternative, there would be no increased demand for police, fire, schools, parks, or other public services. Alternatively, this alternative would result in no new school or park facilities, which are designed to accommodate more than the demand that is generated by the West Area Specific Plan. Overall, this alternative would have a slightly greater impact to public services when compared to the project.

Transportation and Circulation

Under the No Project (No Build) Alternative, there would be no new traffic generated within the Specific Plan Area. This alternative would also not result in new traffic improvements on the City's roadway system and it would not result in payments of traffic impact fees into the City's Capital Improvement Program (CIP) that would be used for the roadway system. Existing deficiencies in the traffic system would not receive the benefit of improvements to improve existing deficiencies; however, this would be more than offset by the fact that there would be no new contribution to degrading traffic levels of service at a project and cumulative level. Overall, this alternative would have less of an overall traffic impact than the project. Still, the growth for which there is market demand would still be anticipated to occur somewhere else within the region, possibly in areas that could result in transportation effects worse than those of the West Area Specific Plan.

Utilities

Under the No Project (No Build) Alternative, the Specific Plan Area would not have an increased demand for wastewater, storm drainage, or solid waste disposal. There would be no new impacts on these utilities and there would be no need to construct new infrastructure. Therefore, overall, the impact on wastewater, solid waste, and storm drainage would be reduced under this alternative. In conclusion, the No Project (No Build) Alternative would not result in a beneficial impact to groundwater recharge. However, this alternative would decrease the amount of solid waste and wastewater generated at the site, and would not require construction of new utilities infrastructure. Overall, the No Project (No Build) Alternative would not add new impacts to wastewater, storm drainage, or solid waste disposal systems, but would not result in the beneficial impacts to the groundwater system.

2. Feasibility of No Project (No Build) Alternative

The No Project (No Build) Alternative is the environmentally superior alternative because it results in the least adverse environmental impacts when compared to the project. However, the No Project (No Build) Alternative would fail to meet the project objectives identified for the

West Area Specific Plan and is inconsistent with the goals of the General Plan for the future growth areas of the City.

The City Council finds the No Project (No Build) Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the Project.

C. Reduced Land Area Project Alternative

1. Analysis of Reduced Land Area Project Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the Reduced Land Area Project Alternative, the Specific Plan Area would be developed with a 20 percent smaller development area, with an overall increase in residential density. Although the number of users would be the same under this alternative as compared with the project, this alternative has reduced mobile emissions when compared to the project, due to the more compact design of this alternative. It was assumed that mobile emissions under this alternative would be reduced by approximately twenty percent (as compared to the project), the same amount as the reduction in the size of this alternative's footprint when compared to the project. However, project operational activities under this alternative would still exceed the threshold of significance and generate a significant and unavoidable impact for reactive organic compounds (ROG), nitrogen oxides (NO_x), and respirable particulate matter (PM_{10}) at buildout.

This alternative would provide more compact development than the project, providing greater opportunities for non-motorized transportation choices (such as walking or cycling). This would slightly reduce vehicle miles travelled (VMT) as compared to the project, which would slightly the mobile source emissions.

The Reduced Land Area Project Alternative would have greater impacts with respect to Air Quality Impact 3.1-1, which is identified as "the potential to conflict with or obstruct implementation of the applicable air quality plan." This is because the Association of Monterey Bay Area Governments (AMBAG), in consultation with the City of Salinas, included the North of Boronda FGA (inclusive of the West Area Specific Plan) within the AMBAG 2018 Regional Growth Forecast. The AMBAG 2018 Regional Growth Forecast feeds into the Monterey Bay Air Resources Board's (MBARD) 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) as well as the future version of the Air Quality Management Plan (AQMP). Therefore, while an increase in density has the potential to reduce mobile source emissions if residents chose alternative transportation modes (i.e., walk/bike/transit instead of driving a vehicle), this is not guaranteed to occur given that the choice to drive is still convenient and economical for most residents under this residential density in a suburban environment. The increased residential density under this alternative was not specifically planned for in the MBARD planning documents and within the AMBAG forecasts. Nevertheless, due to the reduced footprint and slightly reduced VMT, this impact would be slightly reduced when compared to the West Area Specific Plan.

Biological Resources

Under the Reduced Land Area Project Alternative, less habitat would be removed, and fewer ground disturbing activities would occur. It is still anticipated that the drainage ditches along Boronda Road would be eliminated (i.e., fill activity). A portion of the Specific Plan Area (twenty percent) would remain open to migration, foraging, nesting, and other uses by wildlife. The balance of the Specific Plan Area (eighty percent of site) would be developed and no longer available for migration, foraging, nesting, and other uses by wildlife. This would still be a significant and unavoidable impact, and would be cumulatively considerable.

When compared to the Specific Plan, potential for impacts to biological resources would be reduced under the Reduced Land Area Project Alternative proportionate to the reduction in developed area estimated at twenty percent.

Cultural Resources

The Reduced Land Area Project Alternative would result in fewer ground disturbing activities and would have a slightly reduced potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources with mitigation, the Reduced Land Area Project Alternative would result in slightly less potential for impacts to cultural resources, as a portion of the Specific Plan Area would remain undeveloped.

Greenhouse Gases and Climate Change

The Reduced Land Area Project Alternative would not develop approximately 162 acres that is proposed to be developed under the project. This would provide more compact development, creating more opportunities for non-motorized transportation options (such as walking or cycling). This is likely to reduce overall VMT as compared to the project. This would reduce mobile-related GHG emissions by an amount approximately equivalent to proportional reduction in the size of the Specific Plan Area (twenty percent) under this alternative, as compared with the project. Total operational emissions would be reduced by approximately 11 percent under this scenario, as compared to the project. However, Specific Plan Area operational activities under this alternative would be expected to generate a significant and unavoidable impact on operational greenhouse gases.

With a total projected service population of 16,785 (same as the project), this alternative would generate approximately 2.53 metric tons of carbon dioxide equivalent (MT CO_2e)/service population/year in the mitigated scenario (in Year 2035). This value is above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035. However, this value is below the per service population estimate for the project of 2.84 MT CO_2e/service population/year (in Year 2035). Therefore, the emissions per capita under this alternative would be reduced as compared with the project. This impact would be slightly reduced when compared to the project.

Hazards and Hazardous Materials

Under the Reduced Land Area Project Alternative, the land area to be developed would be reduced by 20 percent and the potential for exposure to hazardous materials, or a release of hazardous materials would be reduced proportionately. Ongoing pesticide use would occur within the area to remain in agriculture, and this would have the potential to generate negative health effects on new residents in the development. Similar to the project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production. Any negative health effects associated with the residuals of these chemicals would be alleviated through compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. While the West Area Specific Plan is not anticipated to result in significant impacts associated with hazards and hazardous materials, the Reduced Land Area Project Alternative would result in slightly less potential for impacts.

Hydrology and Water Quality

Implementation of the West Area Specific Plan has the potential to result in the violation of water quality standards and waste discharge of pollutants into surface waters during both construction and long-term operations. Construction operations could result in temporary increases in runoff, erosion, sedimentation, soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas. The long-term operation of the West Area Specific Plan could result in long-term impacts to surface water quality from urban stormwater runoff and could enter groundwater or surface water systems. Additionally, the proposed project would result in new impervious surfaces that could reduce rainwater infiltration and groundwater recharge. Mitigation measures incorporated into the project would reduce potential water quality impacts to a less than significant level. The West Area Specific Plan would not place persons or structures in a flood hazard zone.

Under the Reduced Land Area Project Alternative, potential water quality impacts from construction and operation of the West Area Specific Plan would be reduced. Under this alternative, the developed area would be reduced by 20 percent when compared with the project. The Reduced Land Area Project Alternative would have a greater chance of groundwater recharge because it would reduce the amount of impervious surfaces by 20 percent as compared to the West Area Specific Plan. The areas that would not be developed (i.e., the 162 acres of land in the northeast corner of the Specific Plan Area) would remain under agricultural production. While the 162-acre agricultural area would provide opportunities for groundwater recharge, the agricultural uses would continue to require intensive groundwater pumping for the agricultural production. The higher amount of groundwater pumping required for the 162-acres of agricultural use under this alternative would result in a greater impact on the Salinas Valley Ground Water basin, when compared to the project. The amount of total consumptive water usage reduced by this alternative when compared to the existing uses in the Specific Plan Area would be approximately 1,666 AFY, compared with the approximately 2,078 AFY estimated to be saved by the proposed project. That is, buildout this alternative would save approximately 412

AFY less water than buildout of the proposed project. This would increase risks to the groundwater basin associated with seawater intrusion, when compared to the proposed project.

Under this alternative, there are some instances where the undeveloped portions of the Specific Plan Area would have greater discharges of certain pollutants (such as erosion, sedimentation, pesticides release, etc.) when compared to the project. Additionally, while the potential to result in water quality violations would be reduced under this alternative when compared with the project, the higher amount of groundwater pumping under this alternative would result in a greater impact on the Salinas Valley Ground Water basin, when compared to the proposed project. There would still be some benefit on the Salinas Valley Ground Water basin under this alternative because 80 percent of the land area would be converted into a use that would not require intensive groundwater pumping. As such, potential impacts related to hydrology and water quality would be increased under this alternative when compared to the project.

Noise

Under the Reduced Land Area Project Alternative, development would be reduced by 20 percent when compared with the project. As a result of less development, noise levels associated with traffic, stationary sources, and construction would be expected to be reduced under this alternative. Receptors would be subject to ongoing agricultural noise under this alternative. It is noted that, despite this reduction in the size of development under this alternative, it is expected that some noise levels associated with traffic, stationary sources, and construction would still generate a significant and unavoidable impact. As such, this alternative would have a reduced impact relative to the project.

Population and Housing

Under the Reduced Land Area Project Alternative, the project footprint would be reduced by 20 percent when compared with the project. However, although the residential density would increase from approximately 9.0 to 11.3 residential units per acre under this alternative, the number of residences developed under this alternative would be the same as for the proposed project. Overall, this alternative would have a equal impacts when compared to the project.

Public Services

Under the Reduced Land Area Project Alternative, the development area would be reduced by 20 percent. Residential and non-residential development would be equal under the Reduced Land Area Project Alternative; therefore, the demand for police, fire and other public services would be equal. This alternative would still result in development of public facilities (i.e. schools and parks) and would be required to pay the appropriate public safety impact fees. Overall, this alternative would have equal impacts to public services when compared to the project.

Transportation

Under the Reduced Land Area Project Alternative, the development area would be reduced by 20 percent. Residential and non-residential development would be equal under the Reduced Land Area Project Alternative; therefore, traffic generated in the Specific Plan Area would be equal.

This alternative would still result in new traffic improvements on the City's roadway system to accommodate the new traffic generated. It would also still result in payments of traffic impact fees into the City's CIP program that would be used for the roadway system. Existing deficiencies in the traffic system would receive some benefit of improvements to improve existing deficiencies; however, there would still be significant and unavoidable cumulative impacts to this topic under this alternative.

The Reduced Land Area Project Alternative would have "slightly greater" impact with respect to Transportation and Circulation Impact 3.10-7, which is identified as "impacts related to emergency access." The basis for this determination is that the increased density of the proposed project would increase congestion on existing and planned roadways as compared to the proposed project, given that fewer roadways would be developed under this alternative (because the APNs 211-011-008 and 211-011-009 would not be developed under this alternative). Specifically, Natividad Road (Major Arterial), Russell Road (Major Arterial), and Rogge Road would not be expanded with full frontage improvements under this alternative. Congestion is also expected to be slightly higher under this alternative compared to the proposed project, given the increased density of traffic (based on fewer roadway miles being developed under this alternative compared with the proposed project, and the increased density of the proposed project [to 11.3 residential units per acre under this alternative, compared to 9.0 residential units per acre under the proposed project]). This represents a slightly greater impact with respect to emergency access within the Specific Plan Area. It is noted that the significance determination under Transportation and Circulation Impact 3.10-7 would likely still be less than significant for the Reduced Land Area Alternative, similar to the proposed project; however, the roadway network will not have the same capacity as under the proposed project, so the determination remains "slightly greater."
Additionally, the Reduced Land Area Project Alternative would have a "slightly greater" impact with respect to Transportation and Circulation Impact 3.10-8, which is identified as "conflict with adopted multi-modal circulation policies, plans, or programs" or a "decrease [in] the performance or safety of public transit, bicycle, or pedestrian facilities." The basis for this determination is that the following roadways would not be developed in full under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane);
- Rogge Road frontage improvements.

Since these roadways would not be developed in full, as planned for by the proposed project, connectivity with the remainder of the City and County, including other areas within the City's FGA, would be more limited under the Reduced Land Area Project Alternative as compared to the proposed project. Overall, this alternative would have slightly greater traffic impacts than the project.

Utilities

This alternative would not save as much groundwater when compared to the proposed project. The amount of total consumptive water usage reduced by this alternative when compared to the

existing uses in the Specific Plan Area would be approximately 1,666 AFY, compared with the approximately 2,078 AFY estimated to be saved by the proposed project. That is, buildout this alternative would save approximately 412 AFY less water than buildout of the proposed project. This is due to the dramatically higher water usage under the current irrigated agricultural cultivation uses as compared with developed residential and/or commercial uses. This would increase risks to the groundwater basin associated with seawater intrusion, when compared to the project.

Although this alternative would save less groundwater than the project, generate a similar amount of solid waste, and demand a similar amount of water, this alternative would reduce impacts to stormwater compared to the project. Overall, the demand for utilities would be reduced under this alternative when compared to the project.

2. Feasibility of Reduced Land Area Project Alternative

The Reduced Land Area Project Alternative would slightly reduce impacts to air quality, biological resources, cultural resources, GHG and climate change, hazards, hydrology, noise, transportation, and utilities compared to the project. However, this alternative would potentially worsen impacts related to groundwater supplies and recharge (cumulative and project-level), population and housing, emergency vehicle access, and conflicts with adopted multi-modal circulation policies, plans, or programs. Further, this alternative does not meet the following project objectives:

- Provide public services and infrastructure improvements that achieve and maintain City service standards;
- Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole.

The Reduced Land Area Project Alternative does not fully meet the project objective to "Provide public services and infrastructure improvements that achieve and maintain City service standards" because the Reduced Land Area Project Alternative would develop fewer roadways, bicycle and pedestrian pathways, and other infrastructure improvements (such as well sites) when compared with the project.

Under this alternative, APNs 211-011-008 and 211-011-009, as shown in Figure 5.0-1 of the Draft EIR, would not be developed. The effect of this area not developing in accordance with the General Plan would be that the following roadways and infrastructure improvements would not be developed:

- Natividad Road (Major Arterial) expansion frontage improvements;
- Russell Road (Major Arterial) expansion;
- Rogge Road frontage improvements;
- The proposed water well #3 and water treatment site;
- The supplemental stormwater basins along Natividad Road; and
- Neighborhood Park WA-3 (3-acre park).

Therefore, based on the above list of roadways and infrastructure improvements that would not be developed under this alternative, the ability of the City to provide public services and infrastructure improvements in accordance with the adopted General Plan would be hampered under the Reduced Land Area Project Alternative.

The Reduced Land Area Project Alternative does not meet the project objective to "Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole" because this alternative would leave undeveloped a portion of the land that would be developed under project (i.e., APNs 211-011-008 and 211-011-009), as shown in Figure 5.0-1 of the Draft EIR. This is an area located adjacent to the future Central Area Specific Plan (within the City's FGA). If this area were to remain undeveloped, there would be fewer interconnected sidewalks/pathways and available open space areas for City residents, and connectivity would be limited between the West Area Specific Plan (the project) and the planned for Central Area Specific Plan (a planned Specific Plan Area that would be located just to the east of the proposed project). This reduced connectivity means that the Reduced Land Area Project Alternative would not establish an interconnected sidewalk/pathway and open space system that fully links with the greater FGA and with the City as a whole. Notably, this rationale is also the basis for determining that the Smaller-Scale Project Alternative would not meet this Specific Plan objective. Specifically, the following roadways would not be developed under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane); and
- Rogge Road frontage improvements.

The Reduced Land Area Project Alternative would lessen many of the potentially significant environmental effects of the project. For example, some of the potentially significant impacts related to the following topics would be reduced or slightly reduced under this alternative: air quality, biological resources, cultural resources, greenhouse gases and climate change, hazards and hazardous materials, hydrology and water quality, noise, transportation and circulation, and utilities. It is noted, however, that this alternative would also result in greater, slightly greater, or equal impacts as compared to the project in the following topics: air quality plan consistency, hydrology and water quality, population and housing, public services, transportation and circulation, and utilities.

Ultimately, the significant and unavoidable environmental effects anticipated with the project would still occur under this Reduced Land Area Project Alternative due to the location, size and scope of the alternative. The significant and unavoidable impacts may occur to a lesser extent than under the project under this alternative, but the impacts would still be significant and unavoidable. For example, a significant and unavoidable impact related to increased traffic noise levels at existing receptors would occur under the project and the Reduced Land Area Project Alternative as there is a possibility of not being able to feasibly install sounds walls in some locations that would be warranted. It is noted that, due to decreased noise levels associated with this alternative, the noise at existing receptors would likely decrease. However, the cumulative traffic noise level increases would exceed the Federal Interagency Committee on Noise (FICON) CEQA substantial increase criteria of 1.5 to 5 dB.

The City Council finds the Reduced Land Area Project Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the project.

D. Reduced Residential Intensity/Density Project Alternative

1. Analysis of Reduced Residential Intensity/Density Project Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the Reduced Residential Intensity/Density Project Alternative, there would be a 25 percent reduction in the intensity/density of the residential portions of the Specific Plan Area, with an overall decrease in residential density.

It was assumed that overall criteria pollutant emissions under this alternative would be reduced by approximately 25 percent when compared to the project, consistent with the reduction in the intensity/density of the residential portions of the Specific Plan Area under this alternative. However, project operational activities under this alternative would still exceed the threshold of significance and generate a significant and unavoidable impact for ROG, NOx, and PM_{10} at buildout.

Although less compact development generally increases overall per capita VMT, the smaller number of residential units under this alternative as compared with the project would reduce overall air quality emissions, including under area sources, mobile sources, and energy sources. As such, this impact would be reduced when compared to the project.

Biological Resources

Under the Reduced Residential Intensity/Density Project Alternative, an equivalent amount of habitat would be removed as under the project, and a similar level of ground disturbing activities would occur as compared with the project. Therefore, there would be an approximately equal potential for impacts to biological resources under this alternative as compared with the project.

Cultural Resources

The Reduced Residential Intensity/Density Project Alternative would result in a similar level of ground disturbing activities and would have a similar potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources with mitigation, the Reduced Residential Intensity/Density Project Alternative would result in equal potential for impacts to cultural resources.

Greenhouse Gases and Climate Change

Under the Reduced Residential Intensity/Density Project Alternative, there would be a 25 percent reduction in the intensity/density of the residential portions of the Specific Plan Area. It

was assumed that overall GHG emissions under this alternative would be reduced by approximately 25 percent when compared to the project, consistent with the reduction in the intensity/density of the residential portions of the Specific Plan Area under this alternative. Total operational emissions would be reduced by approximately 25 percent under this scenario, as compared to the project. However, Specific Plan Area operational activities under this alternative would be expected to generate a significant and unavoidable impact on operational greenhouse gases.

With a total projected service population of 12,803 under this alternative (this is equivalent to a 25 percent smaller residential population but the same number of workers, when compared to the project), this alternative would generate approximately 2.79 MT CO_2e/service population/year in the mitigated scenario (in Year 2035). This value is above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035, but lower than the per service population estimate for the project of 2.84 MT CO_2e/service population/year (in Year 2035). Therefore, this impact would be slightly reduced when compared to the project.

The slight reduction does not necessarily mean that the Reduced Residential Intensity/Density Project Alternative represents a better long-term policy outcome for climate than the project. California has a large housing need, and new housing will have to be built somewhere, if not in the Specific Plan Area. As the California Supreme Court explained, "[g]iven the reality of growth, some greenhouse gas emissions from new housing and commercial developments are inevitable. The critical CEQA question is the cumulative significance of a project's greenhouse gas emissions, and from a climate change point of view it does not matter where in the state those emissions are produced." (*Center for Biological Diversity v. California Dept. of Fish and Wildlife* (2015) 62 Cal.4th 204, 220-221.)

Hazards and Hazardous Materials

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential components would be reduced by 25 percent as compared with the project. Similar to the project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production. Any negative health effects associated with the residuals of these chemicals would be alleviated through compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. Overall, given the reduction in the intensity-density of this alternative as compared with the project, it is expected that the Reduced Residential Intensity/Density Project Alternative would have a slightly reduced impact to this topic relative to the project.

Hydrology and Water Quality

Under the Reduced Residential Intensity/Density Project Alternative, potential water quality impacts from construction and operation would be slightly reduced. Under this alternative, the intensity/density of the residential uses would be reduced by 25 percent when compared with the project, although the footprint would remain the same. This would result in fewer residential lots, but larger lot sizes. Since the residential lot sizes under this alternative would be larger when

compared with the project, there would be less impervious surface, and therefore there would be a greater chance of groundwater recharge under this alternative. As such, potential impacts related to hydrology and water quality would be reduced under the Reduced Residential Intensity/Density Alternative when compared to the project.

Noise

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent when compared with the project. As a result of less development, noise levels associated with traffic, stationary sources, and construction would be expected to be reduced under this alternative. Despite this reduction in the size of intensity of development under this alternative, it is expected that some noise levels associated with traffic, stationary sources, and construction would still generate a significant and unavoidable impact. As such, this alternative would have less impact relative to the project.

Population and Housing

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent when compared with the project. Development of housing would still occur under this alternative, but fewer units would be built. Growth would still be anticipated to occur within the region, but it would not be fully accommodated in the North of Boronda FGA, which has undergone extensive planning efforts by the City and community for over a decade. This would not be consistent with the FGA and General Plan. The City would need to look to other undeveloped areas of the region to develop for new housing which would be expected to have environmental impacts that have not yet been assessed but could well be worse than those of the West Area Specific Plan, particularly with respect to prime agricultural land, which is abundant in the region. The lower density of this alternative would also not meet the minimum number of residential units required for New Urbanism principles that are established in the General Plan for the Specific Plan Area. Overall, this alternative would have a greater impact when compared to the project.

Public Services

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent; therefore, the demand for police, fire and other public services would be reduced. This alternative would still result in development of public facilities (i.e. schools and parks) and would be required to pay the appropriate public safety impact fees. Overall, this alternative would have a slightly reduced impact to public services when compared to the project.

Transportation and Circulation

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent; therefore, traffic generated in the Specific Plan Area would be reduced. This alternative would still result in new traffic improvements on the City's roadway system to accommodate the new traffic generated. It would also still result in payments of traffic impact fees into the City's CIP program that would be used for the roadway

system. Existing deficiencies in the traffic system would receive some benefit of improvements to improve existing deficiencies; however, there would still be significant and unavoidable cumulative impacts under this alternative. Overall, this alternative would have less of an overall traffic impact than the project.

Utilities

Under the Reduced Residential Intensity/Density Alternative, the Specific Plan Area would be developed with a reduction in the overall residential intensity/density while maintaining the approximate overall project footprint as in the project. For the purposes of discussion, this option considers a 25 percent reduction in the intensity/density of the residential components of the project while maintaining the approximately 797-acre project footprint. This would result in fewer residential lots, but larger lot sizes. This alternative would result in up to 3,255 residential units. This alternative would retain the approximately 571,500 square feet of mixed commercial uses, the five proposed schools (three elementary, one middle, and one high school), and the same acreage of parks and detention basins as the project.

The total quantity of infrastructure installed would not be reduced, but the demand for wastewater and solid waste services would be less than would be required for the project. For example, is expected that this alternative would generate approximately 0.8 million gallons per day (MGD) of wastewater and approximately 37,777 pounds per day (lbs/day) of solid waste, smaller than would be generated by the project, since this alternative would generate fewer residents when compared to the project.

Separately, the total storm drainage runoff under this alternative would be approximately the same when compared to the project, due to the project footprint remaining the same for this alternative when compared to the project. Additionally, this alternative would save approximately the same amount of groundwater when compared to the project, since the project footprint would remain the same for this alternative as compared to the project. Overall, the demand for wastewater and solid waste services would be less than would be required for the project, and the amount of storm drainage runoff would be approximately the same. Therefore, demand for utilities would be slightly reduced under this alternative when compared to the project.

2. Feasibility of Reduced Residential Intensity/Density Project Alternative

The Reduced Residential Intensity/Density Project Alternative would slightly reduce impacts to air quality, cultural resources, GHG and climate change, hydrology, noise, public services, transportation, and utilities compared to the project. However, this alternative would potentially worsen impacts related to conflicts with applicable air quality plans and population and housing. Further, this alternative does not meet the following project objectives:

- Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly;
- Provide a balance of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages;
- Provide a reasonable jobs/housing balance.

The Reduced Residential Intensity/Density Project Alternative does not fully meet the project objective to "Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly" because the Reduced Residential Intensity/Density Project Alternative would result in fewer lots with larger lot sizes than will occur under the project. Larger lot sizes are inherently not compact, and development of these larger lot sizes may result in larger block sizes, which are less conducive to travel by walking, bicycles, and transit. Based upon residential overall density, this alternative is inconsistent with the Salinas General Plan's standards for the Specific Plan Area, which require a minimum of 3,553 residential units within the Specific Plan Area, and the incorporation of New Urbanism concepts, which mandate that new residential development have a minimum average density of 9 dwelling units per net residential acre.

The Reduced Residential Intensity/Density Project Alternative does not fully meet the project objective to "Provide a balance of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages" because the Reduced Residential Intensity/Density Project Alternative would provide fewer medium- and high-density housing units than the project. The number of low-density housing options would increase compared to the project, and these units would replace otherwise varied density housing options.

Furthermore, the reduction in housing units under the Reduced Residential Intensity/Density Project Alternative would be less consistent than the project in meeting statewide legislative goals of building housing units in order to address the statewide housing crisis. Given the enormous unmet demand for housing in California, the City believes that it has an obligation to facilitate the construction of more, rather than fewer, housing units when opportunities for residential development arise.

Similarly, the Reduced Residential Intensity/Density Project Alternative does not fully meet the project objective to "Provide a reasonable jobs/housing balance" because the Reduced Residential Intensity/Density Project Alternative would result in 1,085 fewer housing units than the project, but the same amount of commercial uses. This would impact the jobs/housing balance because fewer residents would be live in the Specific Plan Area, which proximity is vital to ensuring the success of the businesses in the Specific Plan Area.

The Reduced Residential Intensity/Density Project Alternative would lessen many of the potentially significant environmental effects of the project. For example, some of the potentially significant impacts related to the following topics would be reduced or slightly reduced under this alternative: air quality, cultural resources, greenhouse gases and climate change, hydrology and water quality, hazards and hazardous materials, noise, public services, transportation and circulation, and utilities. It is noted, however, that this alternative would also result in greater, slightly greater, or equal impacts as compared to the project in the following topics: air quality plan consistency, biological resources, hazards and hazardous materials, population and housing, transportation and circulation, and utilities.

Ultimately, the significant and unavoidable environmental effects which are anticipated with the project would still occur under this Reduced Residential Intensity/Density Project Alternative due to the location, size and scope of the alternative. The significant and unavoidable impacts

may occur to a lesser extent under this alternative than under the project, but the impacts would still be significant and unavoidable. For example, a significant and unavoidable impact related to violation of an air quality standard would occur under both the project and the Reduced Residential Intensity/Density Project Alternative. As shown in Table 5.0-4 of Chapter 5.0 of the Draft EIR, the Reduced Residential Intensity/Density Project Alternative would exceed the threshold of significance for ROG, NOx, and PM_{10} at buildout. Although the emissions would be less than with the project, this alternative would also cause a violation of an air quality standard. This is considered a significant and unavoidable impact.

The City Council finds the Reduced Residential Intensity/Density Project Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the project.

E. Smaller Scale Project Alternative

1. Analysis of Smaller Scale Project's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the Smaller-scale Project Alternative, the overall size of the project would be scaled down by approximately 33 percent as compared with the project. This would reduce Specific Plan Area operational emissions by an approximately equivalent amount (33%) as compared to the project. However, project operational activities under this alternative would still exceed the threshold of significance and generate a significant and unavoidable impact for ROG, NOx, and PM_{10} at buildout.

Nevertheless, overall air quality emissions under this alternative would be reduced compared to the project, due to the smaller size of this alternative, including for area sources, mobile sources, and energy sources. As such, this impact would be reduced when compared to the project.

Biological Resources

Under the Smaller-scale Project Alternative, an area of about 264 acres would not be developed, and fewer ground disturbing activities would occur. It is still anticipated that the drainage ditches along Boronda would be eliminated (i.e., fill activity). The 264 acres would remain open to migration, foraging, nesting, and other uses by wildlife. The balance of the Specific Plan Area would be developed and no longer available for migration, foraging, nesting, and other uses by wildlife. This would still be a significant and unavoidable impact, and would be cumulatively considerable.

When compared to the Specific Plan, potential for impacts to biological resources would be reduced under the Smaller-scale Project Alternative proportionate to the reduction in developed area.

Cultural Resources

The Smaller-scale Project Alternative would result in a reduced level of ground disturbing activities and would therefore have slightly less potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources with mitigation, this alternative would result in slightly less potential for impacts to cultural resources.

Greenhouse Gases and Climate Change

The Smaller-scale Project Alternative would reduce the level of development by approximately 33 percent as compared with the project. This would reduce Specific Plan Area operational GHG emissions by an approximately equivalent amount (33%) when compared to the project. Total operational emissions would be reduced by approximately 33% under this scenario, as compared to the project. However, Specific Plan Area operational activities under this alternative would be expected to generate a significant and unavoidable impact on operational greenhouse gases.

With a total projected service population of 11,190 under this alternative (this is equivalent to a 33% reduction in both residential and worker population, when compared to the project), this alternative would generate approximately 2.84 MT CO_2e/service population/year in the mitigated scenario (in Year 2035). This value is above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035. Additionally, this emissions-per-capita value would be the same as those generated by the project. Therefore, this impact would be equal when compared to the project.

Hazards and Hazardous Materials

The Smaller-scale Project Alternative would reduce the level of development by approximately 33 percent and the potential for exposure to hazardous materials, or a release of hazardous materials would be reduced proportionately. Ongoing pesticide use would occur within the area to remain in agriculture, and this would have the potential to generate negative health effects on new residents in the development. Similar to the project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production. Any negative health effects associated with the residuals of these chemicals would be alleviated through compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. While the West Area Specific Plan is not anticipated to result in significant impacts associated with hazards and hazardous materials, the Smaller-scale Project Alternative would result in slightly less potential for impacts.

Hydrology and Water Quality

Under the Smaller-scale Project Alternative, potential water quality impacts from construction and operation would be reduced. Under this alternative, the overall level of development (including the size of the site and the overall development area per use) would be reduced by approximately 33 percent. An area of approximately 264 acres that would be developed as part of the project would not be developed as part of this alternative. The areas that would not be developed would remain under agricultural production, and while they would have better

recharge in those areas, they would continue to require intensive groundwater pumping for the agricultural production. The higher amount of groundwater pumping under this alternative would result in a greater impact on the Salinas Valley Ground Water basin, when compared to the project. There would still be some benefit on the Salinas Valley Ground Water basin under this alternative because 66 percent of the land area would be converted into a use that would not require intensive groundwater pumping.

There are some instances where the 264 acres of Specific Plan Area that remains undeveloped would have greater discharges of certain pollutants (such as erosion, sedimentation, pesticides release, etc.) when compared to the project. Additionally, overall, while the potential to result in the violation of water quality standards would be reduced under this alternative when compared with the project, overdraft conditions would worsen in the Salinas Valley Ground Water basin under this alternative when compared to the project. As such, potential impacts related to hydrology and water quality would be increased under the Smaller-scale Project Alternative when compared to the West Area Specific Plan.

Noise

Under the Smaller-scale Project Alternative, the overall level of development would be reduced by 33 percent as compared with the project. As a result of less development, noise levels associated with traffic, stationary sources, and construction would be expected to be reduced under this alternative. Despite this reduction in the size and intensity of development under this alternative, it is expected that some noise levels associated with traffic, stationary sources, and construction would still generate a significant and unavoidable impact As such, this alternative would have less impact relative to the project.

Population and Housing

Under the Smaller-scale Project Alternative, the overall level of development would be reduced by 33 percent as compared with the project. Development of housing would still occur under this alternative, but fewer units would be built. Growth would still be anticipated to occur within the region, but it would not be fully accommodated in the FGA, which has undergone extensive planning efforts by the City and community for over a decade. This would not be consistent with the FGA and General Plan. The City would need to look to other undeveloped areas of the region to develop for new housing, which would be expected to have environmental impacts that have not yet been assessed but could well be worse than those of the West Area Specific Plan, particularly with respect to prime agricultural land, which is abundant in the region. Overall, this alternative would have a greater impact when compared to the project.

Public Services

Under the Smaller-scale Project Alternative, the overall level of development and the number of residential/non-residential uses would be reduced by 33 percent; therefore, the demand for police, fire and other public services would be reduced. This alternative would still result in development of public facilities (i.e., schools and parks) and would be required to pay the appropriate public safety impact fees. Overall, this alternative would have a slightly reduced impact to public services when compared to the project.

Transportation and Circulation

Under the Smaller-scale Project Alternative, the overall level of development and the number of residential/non-residential uses would be reduced by 33 percent; therefore, traffic generated in the Specific Plan Area would be reduced. This alternative would still result in new traffic improvements on the City's roadway system to accommodate the new traffic generated. It would also still result in payments of traffic impact fees into the City's CIP program that would be used for the roadway system. Existing deficiencies in the traffic system would receive some benefit of improvements to improve existing deficiencies; however, there would still be significant and unavoidable cumulative impacts. Overall, this alternative would have less of an overall traffic impact than the project.

Utilities

Under the Smaller-scale Project Alternative, the Specific Plan Area would be reduced by approximately 33 percent and the proposed residential and non-residential uses would also be reduced by approximately 33 percent. This alternative assumes that approximately 264 acres of land along the entire eastern boundary of the Specific Plan Area would be removed and remain as undeveloped agricultural land. The resultant Specific Plan Area under this alternative would be approximately 533 acres in size, and include up to 2,908 residential units, up to 382,905 square feet of commercial/mixed use building area, and up to 119 acres of public facilities (including two elementary schools, a high school, middle school, open space (including supplemental detention/retention basins) and up to 8 parks).

The total quantity of infrastructure installed would be reduced, and the demand for wastewater, stormwater, and solid waste services would be less than would be required for the project. For example, is expected that this alternative would generate approximately 0.7 MGD of wastewater and approximately 33,473 lbs/day of solid waste, less than what would be generated by the project, since this alternative would generate fewer residents when compared to the project.

Separately, the total storm drainage runoff under this alternative would be reduced by approximately 33% when compared to the project, due to the project footprint being reduced by 33% when compared to the project.

However, this alternative would not save as much groundwater when compared to the project. The amount of total water usage reduced by this alternative when compared to the existing uses in the Specific Plan Area would be approximately 1,389 AFY, compared with the approximately 2,078 AFY estimated to be saved by the project. That is, buildout this alternative would save approximately 689 AFY less water than buildout of the project. This would increase risks to the groundwater basin associated with seawater intrusion, when compared to the project. However, in general, the demand for utilities would be reduced under this alternative when compared to the project.

2. Feasibility of Smaller-scale Project Alternative

The Smaller-scale Project Alternative would slightly reduce impacts to air quality, biological resources, cultural resources, GHG and climate change, hazards, hydrology, noise, public

services, transportation, and utilities compared to the project. However, this alternative would potentially worsen impacts related to conflicts with applicable air quality plans, groundwater supplies and recharge (cumulative and project-level), population and housing, emergency vehicle access, and conflicts with adopted multi-modal circulation policies, plans, or programs. Further, this alternative does not meet the following project objectives:

- Provide public services and infrastructure improvements that achieve and maintain City service standards;
- Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole.

The Smaller-scale Project Alternative does not fully meet these two project objectives because, similar to the Reduced Land Area Project Alternative, this alternative would leave 33 percent of the Specific Plan Area undeveloped, which would include 264 acres of land along the entire eastern boundary of the Specific Plan Area. This eastern area is located adjacent to the future Central Area Specific Plan (within the City's FGA). This means that there would be fewer interconnected sidewalks/pathways and available open space areas for City residents, and that there would be limit connectivity between the West Area Specific Plan (the project) and the future Central Area Specific Plan (a planned Specific Plan Area that would be located just to the east of the proposed project). This reduced connectivity means that the Reduced Land Area Project Alternative would not establish an interconnected sidewalk/pathway and open space system which fully links with the greater FGA and the City as a whole. Specifically, the following roadways would not be developed under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane); and
- Rogge Road frontage improvements.

Furthermore, the reduction in housing units under the Reduced Residential Intensity/Density Project Alternative would be less consistent than the project in meeting statewide legislative goals of building housing units in order to address the statewide housing crisis. Given the enormous unmet demand for housing in California, the City believes that it has an obligation to facilitate the construction of more, rather than fewer, housing units when opportunities for residential development arise.

The Smaller-scale Project Alternative would lessen many of the potentially significant environmental effects of the project. For example, some of the potentially significant impacts related to the following topics would be reduced or slightly reduced under this alternative: air quality, biological resources, cultural resources, greenhouse gases and climate change, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and circulation, and utilities. It is noted, however, that this alternative would also result in greater, slightly greater, or equal impacts as compared to the project in the following topics: air quality plan consistency, greenhouse gases and climate change, hydrology and water quality, population and housing, transportation and circulation, and utilities.

Ultimately, the significant and unavoidable environmental effects anticipated with the project would still occur under this Smaller-scale Project Alternative due to the location, size and scope of the alternative. The significant and unavoidable impacts may occur to a lesser extent under this alternative than under the project, but the impacts would still be significant and unavoidable. For example, a significant and unavoidable impact related to violation of an air quality standard would occur under both the project and the Smaller-scale Project Alternative. As shown in Table 5.0-7 of Chapter 5.0 of the Draft EIR, the Smaller-scale Project Alternative would exceed the threshold of significance for ROG, NOx, and PM_{10} at buildout. Although the emissions would be less than the proposed project, this alternative would also cause a violation of an air quality standard. This is considered a significant and unavoidable impact.

The City Council finds the Smaller- scale Project Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the project.

XI. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth in the preceding sections, the City of Salinas's approval of the West Area Specific Plan will result in a significant adverse environmental effect that cannot be avoided even with the adoption of all feasible mitigation measures; and there are no feasible project alternatives that would mitigate or substantially lessen all of these impacts. Despite the occurrence of these effects, however, the City Council, in accordance with CEQA Guidelines section 15093, chooses to approve the project because, in the Council's view, the economic, social, and other benefits that the project will produce will render the significant effects acceptable.

A. Significant and Unavoidable Impacts

The project will result in the following potentially significant and unavoidable impacts, even with the implementation of all feasible mitigation measures:

- **Air Quality Operation.** The Specific Plan would exceed the Monterey Bay Air Resources District (MBARD) thresholds of significance for operations for ROG, NO_x, and PM_{10}, even after mitigation. (DEIR, pp. 3.1-19 through 3.1-23)
- **Cumulative Air Quality.** As is currently proposed, the Specific Plan is expected to be built out under a staged approach, and all mitigation would be applicable to each stage. However, even with the application of mitigation measures, operational emissions levels would remain above the defined thresholds of significance. Exceedance of the threshold within an area designated as nonattainment would be a cumulatively considerable impact. (DEIR, pp. 3.1-31 through 3.1-32)
- **Wildlife Movement and Corridors.** Development of the project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. There are no mitigation measures that can fully mitigate this impact and, given the fact that once the land is converted, it will no longer be a viable migration corridor for any species. (DEIR, pp. 3.2-46 through 3.2-47)
- **Cumulative Biological Resources.** Development of the project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. Given the rareness of CTS and CRLF in the Bioregion, the incremental loss of movement habitat from the project, when considered alongside all

past, present, and probable future projects (inclusive of all communities within the Bioregion), is a significant and unavoidable cumulative impact, and the Specific Plan's incremental contribution to this impact is itself cumulatively considerable. (DEIR, pp. 3.2-52 through 3.2-53)

- **Greenhouse Gas Emissions.** The project would generate GHG emissions, directly and indirectly, that may have a significant impact on the environment. While mitigation measures would result in reduced GHGs, it is possible that individual projects within the Specific Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant. (DEIR, pp. 3.4-31 through 3.4-38)
- **Cumulative Greenhouse Gas Emissions.** Implementation of the project will still generate GHG emissions that would not otherwise exist without the project. Given the length of construction activities for a project of this size, the construction emissions would be a long-term release of approximately 168,734.3 MT CO_2e. The operational emissions would be a long-term release totaling approximately 51,939.2 MT CO2e per year without mitigation, and 47,684.9MT CO_2e per year with mitigation. Because it is possible that individual projects within the Specific Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant, implementation of the Specific Plan would have a cumulatively considerable contribution and significant and unavoidable impact to GHGs. (DEIR, pp. 3.4-48 through 3.4-49)
- **Traffic Noise at Existing Receptors.** The project would cause increased noise levels exceeding the City of Salinas 60 dB L_{dn} exterior noise level standard at existing residential receptors. Additionally, traffic noise level increases would exceed the FICON CEQA substantial increase criteria of 1.5 to 5 dB, as outlined in Table 3.7-7. (DEIR, pp. 3.7-14 through 3.7-23)
- **Cumulative Traffic Noise.** The project would cause increased noise levels exceeding the City of Salinas 60 dB L_{dn} exterior noise level standard at existing residential receptors. Therefore, there would be a cumulative exposure of existing and future noise-sensitive land uses to increased noise resulting from cumulative development. (DEIR, pp. 3.7-33 through 3.7-37)
- **School Facilities.** Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts. Development of a school within the proposed Specific Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2, and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1 and 3.7-8), and transportation and circulation (Impacts 3.10-3 and 3.10-4). (DEIR, pp. 3.9-19 through 3.9-21)
- **Park Facilities.** Project implementation may result in effects on parks, or require the construction of park facilities which may cause substantial adverse physical environmental impact. Development of 49.76 acres of park land within the Specific Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2 and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1 and 3.7-8), and transportation and circulation (Impacts 3.10-3 and 3.10-4). (DEIR, pp. 3.9-22 through 3.9-23)
- **Cumulative Public Facilitates.** The construction and operation of future public facilities required to serve cumulative development (including the West Area Specific Plan Area) could potentially cause significant impacts. Cumulative development, including

additional parks, schools, library, and other public facilities within the city and service area, would contribute to significant and unavoidable cumulative impacts that have been identified within this EIR related to: air quality (Impact 3.1-7), biological resources (Impact 3.2-12), greenhouse gases (Impact 3.4-4), noise (Impact 3.7-8), and transportation and circulation (Impacts 3.10-3 and 3.10-4). (DEIR, pp. 3.9-24 through 3.9-26)

- **Cumulative Plus Project Traffic.** Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan would conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. (DEIR, pp. 3.10-63 through 3.10-70)
- **Cumulative Plus Central Area Specific Plan Plus Project Traffic.** Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan would with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans (DEIR, pp. 3.10-76 through 3.10-81)

B. Overriding Considerations

In the City Council's judgment, the project and its benefits outweigh its unavoidable significant effects. The following statement identifies the specific reasons why, in the City Council's judgment, the benefits of the project as approved outweigh its unavoidable significant effects. Any one of these reasons is sufficient to justify approval of the project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City Council would stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section (XI), and in the documents found in the Record of Proceedings, as defined in section V.

1. The project will substantially expand employment opportunities for local residents.

It is anticipated that local employment would be increased to provide administrative, management, and retail services. The project is expected to require both full-time and part-time employees. It is anticipated that the employment growth would be met both by existing residents and through the attraction of new residents. Data from U.S. Bureau of Labor Statistics (2018) indicates that the City has an unemployment rate of approximately 4.9%, as of November 2018, which is higher than the State and national averages at 4.2% and 3.7%, respectively (U.S. Bureau of Labor Statistics, 2018). Many of the newly created jobs are expected to be in the retail/commercial sector and would be opportunities well-suited for second wage earners in households, the younger workforce, and others, which generally depend on the local workforce. Due to the fact there is currently a surplus of unemployed workforce within the City, it is likely that current residents would fill the majority of new positions. Additional population growth induced by the creation of new businesses could be supported by the available housing within Salinas as well as new housing planned as part of the West Area Specific Plan.

The construction of new developments within the Specific Plan Area would increase temporary construction jobs in the area. New employment opportunities are critical to the residents of the

City as a basis to reduce the City's higher than average unemployment rate and to improve the balance between jobs and housing.

The creation of new jobs has a variety of other co-benefits that lead to improved quality of life. These benefits include enhancing overall economic activity in the City, which leads to increased revenue to fund and maintain city services and facilities such as public safety, parks, recreation centers and libraries and related programs that support a high quality of life. Benefits also include improving community health through crime reduction, improving economic productivity, decreasing traffic congestion and greenhouse gas emissions by reducing the number of residents that must travel out of the city to find employment.

2. The project will help attract economic investment.

Currently, Salinas lags behind the region in private economic investment. This lack of investment can be quantified in terms of the number of building permits pulled and the associated building valuation. For example, from June 1, 2018 to June 21, 2019, 1,765 permits with a building valuation of approximately $5,116,481.85 were pulled in Salinas.[1] This is a fraction, 10.0 percent, of the private investment in the City of Monterey totaling a valuation of $51,289,904 (422 permits).[2] This is especially significant considering Salinas (162,797) has more than five times the population of the City of Monterey (28,448).

The project streamlines opportunities for economic investment in the City by positioning the Specific Plan Area for development. The project creates the land use and zoning entitlements and provides specific guidance about how development is to proceed needed to catalyze economic development in the form of individual development projects.

3. The project will generate sales and property taxes for the City.

The project will generate substantial sales tax revenue from the planned commercial and retail uses and property tax revenue from the planned residential uses. The City can use this revenue to fund City programs that benefit the City's residents. The project has been designated with land uses that are intended to generate jobs and tax revenue for the City, while providing recreational facilities, retail opportunities, and housing opportunities.

4. The project will help improve the quality of life for City residents.

The City is experiencing significant retail leakage to surrounding communities and the region resulting in the loss of sales tax revenue. The 2008 Buxton Retail Leakage and Surplus Analysis, estimated that as much as $250 million in annual retail sales could be recaptured by the City through targeted retail development which offers goods and services now sought from businesses located outside the City. The City's total revenue per capita figures demonstrate the impacts of this leakage. In 2016, Salinas' total revenue per capita was $752 dollars compared to Monterey at $2,224 dollars per capita. (California Controller, 2016)

[1] CRW Systems. City of Salinas Permits Issued for the Period 6/1/2018 thru 6/1/2019. Provided by Kristy Parker, City of Salinas Permit Center Coordinator, on June 24, 2019.
[2] City of Monterey Permits Issued for the Period 6/1/2018 thru 6/1/2019. Provided by Lisa Feliciano, City of Monterey Permit Inspection Services Division, on June 14, 2018.

The project would include a central core area with retail and professional services. The retail and professional service uses would help increase annual retail sales and reduce retail leakage. Residents of the Specific Plan Area and the surrounding City and unincorporated areas could shop at the planned core area retail and professional service facilities located within the central core area.

The Specific Plan focuses on individual neighborhoods, parks, schools, and other civic gathering spaces; the tree-lined streets with pedestrian amenities; a Main Street and Town Square surrounded by shops and restaurants; and mixing of land uses that encourages residents to frequently walk and bicycle in their community. The Specific Plan also contains goals and policies which require and/or encourage the necessary services to enhance residents' quality of life. The Specific Plan includes design and management strategies that aim to specifically increase the quality of life for the future residents and employees of the Specific Plan Area. For example, the Specific Plan includes sections regarding traffic calming and landscaping in order to create safe and attractive streets, parks, and landscaped areas.

Quality of life is also an important factor in the ability of the City to attract and retain businesses. The Specific Plan addresses improving safety, improving access to open space and recreational opportunities, and the adequate provision of public services. If currently unemployed residents become employed and increase their earnings through new businesses resulting from development of the Specific Plan, it is expected that their income level and standard of living will improve.

5. The project will revitalize the local infrastructure.

The proposed Specific Plan circulation and infrastructure policies promote investment in infrastructure systems including water supply, wastewater and storm drainage conveyance and disposal facilities that are critical to support the proposed uses. Section 7.3.4.1 of the Specific Plan outlines the Public Facilities Impact Fee program. Section 7.5 of the Specific Plan includes funding policies that will govern the funding of infrastructure and public facilities for the Specific Plan Area.

6. The project will implement the Salinas General Plan.

The Specific Plan will serve as a bridge between the Salinas General Plan and individual development applications in the Specific Plan Area, applying—and adding greater specificity to—the goals, policies and concepts of the General Plan for that area. The Specific Plan provides a complete blueprint for development of the Specific Plan Area, including:

- A description of proposed land uses,
- Policies, regulations and standards to support the Specific Plan,
- Infrastructure needed to support the Specific Plan, and
- Implementation and administrative processes needed for plan development.

The Specific Plan has been crafted to be consistent with overall community goals as expressed in the General Plan, as well as more specific policies and implementation measures contained in other documents.

The 2002 General Plan identifies areas for growth within the FGAs (which includes the Specific Plan Area). The Salinas General Plan Land Use Table LU-3 identifies the development capacity of the FGAs. This includes 15,873 residential units, resulting in an additional population of 58,253 within the City's FGAs. The proposed West Area Specific Plan development proposes 4,340 units with the potential to increase the population of the city by an estimated 16,101 persons, which is within the projections identified in the Salinas General Plan.

Additionally, the General Plan identified FGAs as areas of the City where future urban development will be directed. FGAs are established as a part of the General Plan maps, and include the Specific Plan Area, as well as other nearby areas. The General Plan provides development guidance within the FGAs so that they are developed as urban neighborhoods using the principles of New Urbanism. The principles of new urbanist design are further detailed in Chapter 37 (Zoning) of the City's Municipal Code. The Specific Plan Area is currently designated New Urbanism Interim (NI) by the City's zoning map**.** The purpose of the NI zoning district is to provide a transitional zone for the FGAs of the City located north of East Boronda Road (including the Specific Plan Area) that are within the City limits and are subject to the preparation of specific plans and subsequent subdivision maps.

The New Urbanism Districts promote the principles of New Urbanism and the creation of distinct identifiable neighborhoods that have Traditional Neighborhood Development (TND) characteristics as expressed in the Salinas General Plan and that are intended to guide the development of the North of Boronda FGA. The FGA is also subject to a Specific Plan Overlay. The Overlay requires that a Specific Plan be approved by the City prior to the development of any land located in the FGA. As such, an approved Specific Plan will ultimately regulate the development in the FGA. The New Urbanism districts identified in the City's zoning code and the West Area Specific Plan are as follows: Neighborhood Edge/Low Density Residential (NE), Neighborhood General 1/Medium Density Residential (NG-1), Neighborhood General 2/High Density Residential (NG-2), and Village Center (VC).

The development allowed by the project will be consistent with the development types and intensities identified in the General Plan and its associated Final Program EIR. The project does not change limits, amount, type, or intensity of development allowed in the Plan Area beyond what was analyzed in the certified Final Program EIR for the General Plan and Supplemental EIR for the Salinas General Plan Final Program EIR (SCH#2007031055).

7. The project will provide much-needed housing.

One of the core goals of the Specific Plan is to provide a variety of low-density, medium-density, and high-density housing and a variety of housing options for residents at various life stages. As emphasized earlier, the State Legislature has declared that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and

businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives." (Government Code section 65589.5.) The Legislature notes that "California housing has become the most expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing." The Legislature further found that "Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration." The legislative intent of Government Code section 65589.5 is to "significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled." The State Legislature established its policy direction in the statute as follows: "It is the policy of the state that this section should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing."

The City of Salinas has recognized the need for additional housing supply for its citizens for many decades. The project will provide much-needed housing in an area of the City that has been recognized and planned for future growth.

C. Conclusion

As explained above, the City Council has balanced these benefits and considerations against the significant unavoidable environmental effects of the project and has concluded that the impacts are outweighed by these benefits, among others. After balancing environmental costs against project benefits, the City Council has concluded that the benefits the City of Salinas community and economy will derive from the project outweigh the risks. The City Council believes the project benefits outlined above override the significant and unavoidable environmental costs associated with the project.

Attachment

Impacts, Mitigation Measures and CEQA Findings Summary Table

WEST AREA SPECIFIC PLAN
CITY OF SALINAS, CALIFORNIA
TABLE OF IMPACTS, MITIGATION MEASURES, AND CEQA FINDINGS

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
AIR QUALITY			
Impact 3.1-1: The project has the potential to conflict with or obstruct implementation of the applicable air quality plan (Less than Significant) AMBAG, in consultation with the City of Salinas, included the North of Boronda Future Growth Area (inclusive of the West Area Specific Plan) within the AMBAG 2018 Regional Growth Forecast. The 2018 Regional Growth Forecast provides the region's population, housing, and employment forecasts for inclusion for AMBAG's 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) as well as for the future version of the AQMP. The City of Salinas has worked closely with AMBAG to ensure that City population estimates are included within AMBAG's 2018 Regional Growth Forecast, which will feed into the next AQMP. The population estimates for the West Area Specific Plan are included in these growth forecasts. As such, the City has met the action recommended by MBARD in the *CEQA Air Quality Guidelines* (MBARD, 2008a) to ensure consistency with the applicable air quality plan (i.e. "*Ensure that the jurisdiction's population forecasts are updated in the next AQMP by working with AMBAG or the appropriate local agency*."). The proposed project would not conflict with or obstruct the latest air quality plan. (DEIR, pp. 3.1-18 through 3.1-19)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.1-2: Project operation has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation (Potentially Significant) Buildout of the Plan Area is expected to exceed some of the MBARD operational criteria pollutant emissions thresholds, as modelled. Mitigation measures are provided below to reduce emissions to the maximum extent feasible. Upon full buildout, the Specific Plan would exceed the MBARD thresholds of significance for operations	**Mitigation Measure 3.1-1:** Prior to approval of development review permits including tentative maps, the project applicant(s) shall incorporate the following features into project plans and specifications, as directed by the City of Salinas: • Provide traffic calming measures wherever feasible, within the Specific Plan Area; • Provide preferential carpool/vanpool parking spaces;	SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. Even with implementation of Mitigation Measures 3.1-1 through 3.1-8, the Specific Plan would exceed the MBARD thresholds of significance for operations for ROG, NO_x, and PM_{10}. Therefore, the impact is significant and unavoidable. The City Council concludes, however, that the Project's benefits

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for ROG, NO_x, and PM_{10}, even after mitigation. (DEIR, pp. 3.1-19 through 3.1-23)	• Provide electric-vehicle parking spaces; • Require the use of low-VOC paint for all new building architectural coatings within the Specific Plan Area, consistent with or better than, what is required by the City's Municipal Code. **Mitigation Measure 3.1-2:** Prior to approval of development review permit(s), the project applicant(s) shall incorporate effective methods to encourage the use of cleaner alternative fuel vehicles and carpooling within the Specific Plan Area. Effective methods may include the installation of alternative fuel (e.g. electric) charging stations at locations spaced throughout the Specific Plan Area, consistent with or better than what is required by the City's Municipal Code and Specific Plan. Additionally, this can be achieved by providing preferential parking for alternatively-powered vehicles, including electric cars, and/or by providing carpool/vanpool parking spaces. **Mitigation Measure 3.1-3:** Prior to approval of development review permit(s), the project applicant(s) shall incorporate the use of alternative energy for the residential and mixed-use/commercial developments, including by implementing alternative energy (e.g. PV solar) building requirements, consistent with or better than, what is required by the City's Municipal Code. Project applicant(s) shall also ensure that pre-installed electrical hookups and/or charging stations, as applicable, are incorporated into all project plans and specifications. **Mitigation Measure 3.1-4:** Prior to the issuance of building permits, the project applicant(s) shall provide plans that demonstrate that low-flow (high-efficiency) indoor water fixtures will be installed throughout the Specific Plan Area, including for bathroom and kitchen faucets, toilet fixtures, and showers, in both residential and non-residential buildings, in compliance with or better than the standards required within the most recent version of the California Green Building Standards Code. **Mitigation Measure 3.1-5:** Prior to the issuance of building permits, the project applicant(s) shall provide plans that demonstrate that water-		outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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	efficient irrigation systems will be installed throughout the Specific Plan Area, consistent with or better than the requirements contained within the State's Model Water Efficient Landscape Ordinance, the City's Water Conservation Ordinance and the Salinas Zoning Code Landscaping and Irrigation requirements. **Mitigation Measure 3.1-6:** Prior to approval of improvement plans or development review permits, as applicable, the project applicant(s) shall ensure that pedestrian/bicycle facilities (e.g. pedestrian paths, outdoor bike racks, etc.) are provided within the Specific Plan Area, in coordination with and subject to approval by the City of Salinas. The project proponent shall also provide bicycling parking near the entrance to commercial establishments within the Specific Plan Area, consistent with or better than the requirements contained within the City's Municipal Code. **Mitigation Measure 3.1-7:** Prior to the issuance of development review permit(s), the project applicant(s) shall incorporate of one or more of the following additional Specific Plan Area requirements, as determined by the City of Salinas: • Install secured bicycle storage facilities (bike lockers, cages, interior space, or similar as approved by the City Engineer) at all commercial and public facilities with 50 employees or more; • Incorporate a park-and-ride lot; • Install Level 2 electric vehicle (EV) charge stations at workplace sites with 50 or more employees (10% of total available parking spaces); and • Install publicly-available dual post Level 2 charge within commercial zones, and/or other zones as deemed acceptable by the City of Salinas. (Note: The 'level' of the charging station refers to the voltage that the electric vehicle charger uses. Level 1 charging is your typical traditional home outlet, while level 2 is a 240 Volt Portable Cordset or Wall-		

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	mounted Charging Station (2-10 hours charging). **Mitigation Measure 3.1-8**: Prior to the approval of individual phases (i.e. tentative maps, commercial design review, etc.), the project applicant(s) shall develop an offsite mitigation program that provides funding to offset the project-generated air emissions that are still above the Air District's operational criteria pollutant thresholds after the adoption of other applicable air quality mitigation measures. The offsite mitigation program is subject to the review and approval of the Air District and the City of Salinas on a project-by-project basis (of phase-by-phase), and is intended to be in addition to offsets that are obtained through any on-site mitigation measures. Example projects that could be included in the offsite mitigation program may include, but are not limited to, the following: • Replace existing agricultural combustion-based generators/pumps with electric agricultural water pumps (in place of generators/pumps; • Replace combustion school buses with electric school buses within the local community; • Install adaptive traffic control systems; • Install solar photovoltaic (PV) systems.		
Impact 3.1-3: Project construction has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation (Potentially Significant) The Specific Plan maximum daily unmitigated emissions during construction of the Plan Area buildout in a single year is not expected to exceed the MBARD threshold of significance (82 pounds per day) for construction-generated PM_{10}. Nevertheless, since it is possible that future development proposed within the Plan Area could involve grading that exceeds 2.2 acres per day, MBARD recommends the implementation Mitigation Measure 3.1-9. (DEIR, pp. 3.1-23 through 3.1-25)	**Mitigation Measure 3.1-9**: Prior to the issuance of grading permits, the project applicant shall prepare a grading plan subject to review and approval by the City. In the event that ground-disturbance exceeds 2.2 acres per day for initial site preparation activities that involve extensive earth-moving activities (e.g., grubbing, excavation, rough grading), and 8.1 acres per day for activities that involve minimal earth-moving (e.g., finish grading), the required grading plans shall include the following measures to be implemented as needed to prevent visible dust emissions: • Water all active construction sites to prevent visible dust emissions. Frequency should be based on the type of operation, soil, and wind exposure; • Prohibit grading and earthmoving	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.1-9 be adopted. Mitigation Measure 3.1-9 requires preparation of a grading plan with measures to prevent visible dust emissions. Implementation of Mitigation Measure 3.1-9 would reduce this impact to a less-than-significant level.

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	activities, and cover stock piles, during periods of high wind (over 15 mph); • Limit vehicle speed on construction sites to 15 mph. • Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days); • Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area; • Maintain at least 1-foot of freeboard in each haul truck; • Provide windbreaks on the windward perimeter of construction projects where adjacent to open land; • Cover inactive storage piles; • Sweep streets if visible soil material is carried out from the construction site; and/or • Post a publicly visible sign written in English and Spanish which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District (MBARD) shall be visible to ensure compliance with Rule 402 (Nuisance). The sign shall be in accordance with MBARD and/or City requirements, as applicable; • Use cleaner construction equipment that conforms to EPA's Tier 3 or Tier 4 emission standards; and/or • Further, where feasible construction should include the use of alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.		
Impact 3.1-4: The proposed project has the potential to have carbon monoxide hotspot impacts (Less Than Significant) This project is located in an area that is designated	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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attainment-unclassified for carbon monoxide. Therefore, no project-level conformity analysis is necessary for CO. Substantial concentrations of carbon monoxide are not expected at or along any streets or intersections affected by the development of the Plan Area. (DEIR, pp. 3.1-25 and 3.1-26)			
Impact 3.1-5: The proposed project has the potential for public exposure to toxic air contaminants (Potentially Significant) While implementation of the West Area Specific Plan, in and of itself, would not result in an increased exposure of sensitive receptors to localized concentrations of TACs, there is a potential for future commercial business activity, as permitted under the West Area Specific Plan, to result in increased exposure of sensitive receptors to localized concentrations of TACs. The emission sources could be stationary sources and/or mobile source (i.e. diesel truck traffic). Because, at the Specific Plan level of land use planning, the City does not yet know the precise locations, configurations, and sizes of any future land uses within the Specific Plan that uses may generate sufficient levels of TACs to create the possibility of adverse health effects, it is premature, at the Specific Plan stage, to undertake an overall health risk assessment for the Specific Plan. Future health risk assessments will be performed where warranted, as required by Mitigation Measure 3.1-10. (DEIR, pp. 3.1-26 through 3.1-30)	**Mitigation Measure 3.1-10:** Prior to issuance of building permits or commencing operation of any commercial building/use that would emit toxic air contaminants (such as gas stations or dry cleaning operations), the project applicant shall, at a minimum, perform prioritization screening in accordance with the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act. The prioritization screening shall be performed in accordance with the California Air Pollution Control Officers Association Air Toxic "Hot Spots" Program guidance. The prioritization screening shall also be conducted consistent with the guidance provided by the Monterey Bay Air Resources District, which will be responsible for determining which facilities based on their prioritization screening score, must perform a health risk assessment. In determining the need to prepare a health risk assessment, the Monterey Bay Air Resources District considers the potency, toxicity, quantity, and volume of hazardous materials released from the facility, the proximity of the facility to potential receptors, and any other factors specific to the facility that indicate that it may pose a significant health risk. If a health risk assessment is warranted for a facility based on its prioritization score, the project applicant shall assess the facilities for the potential to expose the public to toxic air contaminants in excess of the applicable thresholds (utilizing an air dispersion modelling program such as AERMOD). As of the time of this writing, the commonly accepted threshold for cancer risk is 10 in a million for carcinogens, and the reference exposure level for non-carcinogens (HI = 1). Facilities that exceed the applicable threshold(s) have the potential to expose the public to toxic air contaminants levels that would be considered significant. Facilities that exceed the applicable threshold(s) must incorporate mitigation to reduce the risks from emission of toxic air contaminants to an acceptable level (i.e.,	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.1-10 be adopted. Mitigation Measure 3.1-10 requires performance of a prioritization screening in accordance with the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act. Implementation of Mitigation Measure 3.1-10 would reduce this impact to a less-than-significant level.

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	to a level that does not exceed the applicable threshold[s]). Potential mitigation includes: reducing the size of the facility area; rearranging the site to reduce the potential for impacts on the nearest sensitive receptors; and utilizing products that reduce the level of toxic air contaminants, or removal of such products from the operational phase of the project.		
Impact 3.1-6: The proposed project has the potential for exposure to odors (Less than Significant) The Specific Plan does not propose sensitive receptors that could be exposed to odors in the vicinity; nor does it propose uses that would create odors that could expose receptors in the area. Therefore, operation of the proposed project would not result in significant objectionable odors. (DEIR, pp. 3.1-30 and 3.1-31)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.1-7: Cumulative impact on the region's air quality (Potentially Significant) As discussed under Impact 3.1-2, implementation of the Specific Plan would result in increased emissions primarily from vehicle miles travelled associated with project implementation and area sources. The MBARD has established operations-related emissions thresholds of significance and it was determined that the Specific Plan annual emissions of ROG, NOx, and PM_{10} at full buildout would exceed the MBARD's thresholds of significance for these pollutants, even with mitigation. As is currently proposed, the Specific Plan is expected to be built out under a staged approach, and all mitigation would be applicable to each stage. However, even with the application of mitigation measures, operational emissions levels would remain above the defined thresholds of significance. Exceedance of the threshold within an area designated as nonattainment would be a cumulatively considerable impact. (DEIR, pp. 3.1-31 and 3.1-32)	Implement Mitigation Measures 3.1-1 through 3.1-9.	CS and SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. The City Council has directed that Mitigation Measures 3.1-1 through 3.1-9 be adopted. Implementation of Mitigation Measures 3.1-1 through 3.1-9, which have been required or incorporated into the Project, will substantially lessen the severity of the significant effect, but will not reduce this impact to a less-than-significant level. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
BIOLOGICAL RESOURCES			
Impact 3.2-1: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Invertebrates (Less Than Significant) Based on field surveys, habitat conditions, and records searches, there are no special status invertebrate species that have the potential to be present within the Specific Plan Area. The proposed project would not, directly or indirectly, have a substantial adverse effect on invertebrate species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. (DEIR, pp. 3.2-30)			
Impact 3.2-2: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Reptile and Amphibian (Potentially Significant) There are numerous locations for refugia (debris, burrows, crevices, barns, sheds, etc.) within the Plan Area that could be used by migrating California tiger salamander (CTS). Higher quality upland habitat is found to the east; however, the Specific Plan Area cannot be completely discounted as having potential refuge sites. It is noted that there is not any known CTS taking refuge in the Specific Plan Area during their estivation period. It is also theoretically possible that a breeding CTS would emerge from the breeding basin and migrate west of Natividad Road to find refugia in the Specific Plan Area. The areas with potential upland habitat in the Specific Plan Area include the farmland fringe, irrigation ditch, roadside ditch, and farmland residence. The paved roads, dirt roads, and tilled farmland provide	**Mitigation Measure 3.2-1:** Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CTS. This is may, or may not, include the need to submit an application for incidental take to both the USFWS (Section 7 Consultation) and CDFW (2081 incidental take permit). If either USFWS, CDFW, or the City's Community Development Director determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CTS habitat. **Mitigation Measure 3.2-2:** Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to California tiger salamander, the proposed project activities shall be compliant with all Avoidance and Minimization Measures imposed by the USFWS and/or CDFW during Construction Activities. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CTS to be	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.2-1 through 3.2-4 be adopted. Mitigation Measure 3.2-1 would ensure a final concurrence is obtained from the regulatory agencies to ensure that there is no illegal take for CTS even though they are well documented as a hybrid population. Mitigation Measure 3.2-2 would require activities to avoid and minimize impacts to CTS to the extent feasible. Mitigation Measure 3.2-3 would ensure a final concurrence is obtained from the regulatory agencies to ensure that there is no illegal take for CRLF. Mitigation Measure 3.2-4 would require activities to avoid and minimize impacts to CRLF to the extent feasible. Therefore, this impact is less than significant with mitigation incorporated.

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limited habitat because of the frequency of disturbance in these areas. Given that the entire Specific Plan Area is within the 1.3-mile migration radius, and there is potential aquatic breeding and upland habitat, the proposed project will affect this breeding population of CTS. There are numerous documented occurrences of California red-legged frog (CRLF) in the vicinity of the Specific Plan Area. Higher quality upland and aquatic habitat is found to the east; however, the Specific Plan Area cannot be completely discounted as having potential habitat within the drainage features (i.e. ditches). It is noted that there is not any known CRLF within the Specific Plan Area. The foothill yellow-legged frog (FYLF) is not documented in the vicinity of the Specific Plan Area. The ditches within the Specific Plan Area provide some limited habitat for FYLF. This species is known to occur in aquatic habitats, such as creeks or rivers in woodland, forest, mixed chaparral, and wet meadow habitats with rock and gravel substrate and low overhanging vegetation along the edge. They are usually found near riffles with rocks and sunny banks nearby. The conditions of the Plan Area, including the drainages, are not ideal for this species and they are presumed absent. (DEIR, pp. 3.2-30 through 3.2-38)	responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CTS migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CTS found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report. **Mitigation Measure 3.2-3:** Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CRLF. This may, or may not, include the need to submit an application for incidental take to both the USFWS (Section 7 Consultation) and CDFW (2081 incidental take permit). If either USFWS, CDFW, or the City's Community Development Director determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CRLF habitat. **Mitigation Measure 3.2-4:** Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to CRLF, the proposed project activities shall be compliant with all Avoidance and Minimization Measures imposed by the USFWS and CDFW during Construction Activities. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CRLF to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit		

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	traps to capture CRLF migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CRLF found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report.		
Impact 3.2-3: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Birds (Potentially Significant) Construction activities in the Specific Plan Area would create temporary sources of noise and light that could affect nesting songbirds if they are located adjacent to the Specific Plan Area in the future. The ongoing activities associated with the operational phase (i.e., human and/or domesticated animal presence, light, noise, etc.) could disrupt nesting birds if they are located adjacent to the Specific Plan Area in the future. (DEIR, pp. 3.2-38 through 3.2-40)	**Mitigation Measure 3.2-5:** Building and grading permits and plans issued for development in the Specific Plan Area shall note the following: If construction activities occur during the avian breeding season (February 1 – September 15) then the project proponent shall conduct pre-construction surveys to prevent impacts to nesting birds. No more than 15 days prior to the start of construction a bird survey shall be conducted by a qualified biologist to identify any active nests within 300 feet of the construction zone, and shall be submitted to the City. If construction stops for a period of 15 days or more during the avian breeding season than an additional bird survey shall be conducted. The biologist will conduct a survey within 300 feet of the construction zone for all special-status birds protected by the federal and state ESA, MBTA and CFGC. The biologist shall map all nests that are within, and visible from, 300 feet of the construction zone. If nests are identified, the biologist shall map the location and establish a minimum 300-foot buffer zone around active nests. Construction activity shall be prohibited within the buffer zones until the young have fledged. Nests shall be monitored at least twice per week during the nesting season and a report submitted to the City and CDFW monthly.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.2-1 through 3.2-5 be adopted. Mitigation Measure 3.2-5 would ensure a final concurrence is obtained from the regulatory agencies to ensure that there is no illegal take for CRLF. Mitigation Measure 3.2-4 requires a preconstruction survey of the Plan Area and immediate vicinity for all special-status birds protected by the federal and state ESA, MBTA and CFGC prior to construction. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.2-4: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Fish (Less Than Significant) field surveys, habitat conditions, and records searches, there are no fish species that have the potential to be present within the Specific Plan Area. The proposed project would not, directly or indirectly, have a substantial adverse effect on fish	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. (DEIR, pp. 3.2-41)			
Impact 3.2-5: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Mammals (Potentially Significant) The Specific Plan Area provides potential habitat for several special-status bats, including: Mexican free-tailed bat (*Tadarida brasiliensis),* California mastiff bat (*Eumops perotis californicus*), big brown bat (*Eptesicus fuscus),* Hoary bat (*Lasiurus cinereus),* spotted bat (*Euderma maculatum),* Townsend's big-eared bat (*Corynorhinus townsendii),* pallid bat (*Antrozous pallidus*), western pipistrelle (*Pipistrellus Hesperus),* small-footed myotis/bat (*Myotis ciliolabrum*), long-eared myotis/bat (*Myotis evotis*), California myotis (*Myotis californicus),* long-legged myotis/bat (*Myotis volans*), Yuma myotis/bat (*Myotis yumanensis*), and little brown bat *(Myotis lucifugus).* These species are not federal or State listed; however, most of them are considered California Species of Special Concern and/or are tracked by the CNDDB. Bats are found in a variety of habitats in the region, including buildings, bridges, mines, caves, tree cavities, under bark or rocks, etc. There is the potential for bats to roost in the two on-site farmland residence complexes along San Juan Grade Road, and/or the complexes located along Natividad Road. There is no evidence that bats are present in these locations at this time; however, they can become occupied at some future date. (DEIR, pp. 3.2-41 through 3.2-43)	**Mitigation Measure 3.2-6:** Grading and/or building permits and plans issued for development in the Specific Plan Area shall note the following: Fifteen days prior to construction activities within 200 feet of the residential complexes located along Natividad Road and San Juan Grade Road, the project applicant shall retain a qualified biologist familiar with bat biology to perform a preconstruction survey for roosting special-status bats; and shall be submitted to the City. The survey shall include a minimum of one daytime and one evening survey. The survey shall cover the trees, structures, and debris located within these complexes. If active roosting is observed, removal of the tree or building shall be avoided until the bats can be excluded. All active non-maternity roosting sites shall be fitted with passive exclusion devices, such as one-way flaps or doors, and all bats shall be allowed to leave voluntarily. Once it is confirmed that all bats have left the roost (minimum of five days), crews shall be allowed to continue work in the area. If a maternity roosting site is discovered, a minimum 50-foot buffer shall be established around the roost. The project applicant shall consult with the qualified biologist in order to determine if a greater buffer is warranted based on the bat species, roost location, and specific construction activities to be performed in the vicinity. The buffer shall stay in effect until all young are determined to be volant (i.e., able to fly and feed independently) by a qualified biologist. Once it is determined that all young are volant (generally by August 1st), passive exclusion devices shall be installed and all bats shall be allowed to leave voluntarily. Once it is determined by a qualified biologist that all bats have left the roost (minimum of five days), crews shall be allowed to work within the buffer zone. Project Improvement Plans will include this measure as a note in the plans.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.2-6 be adopted. Mitigation Measure 3.2-6 requires avoidance and minimization measures to avoid impacts to bat species. Therefore, this impact is less than significant with mitigation incorporated.

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Impact 3.2-6: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS – Plants (Less Than Significant) The records search identified numerous special-status plants located within the region. Field surveys and habitat evaluations were performed in 2004 by Biotic Resources Group: March (26th and 31st), April (14th and 30th), May (17th), June (17th), July (26th). Additional field surveys were performed by De Novo Planning Group in 2015 September (11th) and in 2016 (April 18th). The collection of field surveys included surveys that coincided with the blooming period for special many status plants known to occur within the region. The conditions of the Specific Plan Area are highly disturbed due to the active agricultural operations. No special-status plants were observed within the Specific Plan Area during field surveys. The proposed project would not, directly or indirectly, have a substantial adverse effect on plant species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. (DEIR, pp. 3.2-43)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-7: The proposed project has the potential to have substantial adverse effect on federally - or state-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (Potentially Significant) The Specific Plan Area contains a roadside ditch located along the north side of East Boronda Road. The ditch was constructed to support agricultural operations, and drains agricultural runoff from most of the Specific Plan Area into the existing City storm water drainage system	**Mitigation Measure 3.2-7**: Prior to grading/building permit issuance in an area that would disturb the irrigation ditches and/or roadside ditches, the project applicant shall obtain a jurisdictional determination from the USACE and CDFW for the ditches that are proposed to be disturbed. If these regulatory agencies concur that these facilities are exempt, then no further mitigation is necessary. If it is determined that these facilities are not exempt, authorization for fill from the regulatory agencies (USACE-404 permit, RWQCB-401 certification, 1600 Streambed Alteration Agreement) will be	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.2-7 be adopted. Mitigation Measure 3.2-7 requires a 1:1 replacement of acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation or operations. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
The USACE has regulatory responsibility for navigable waters as well as "all other waters such as...streams ...wetlands...and natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce" (33 CFR 323.2) under Section 404 of the CWA. A formal jurisdictional determination must be made by the USACE relative to the protected wetlands and jurisdictional waters within the Specific Plan Area. The agricultural irrigation ditches are manmade and believed to solely function to drain upland agricultural runoff. As such, they are expected to be exempted from the USACE jurisdiction under the Irrigation Ditch Exemption pursuant to Federal Regulations (33 CFR 323.4(a)(3)). However, a final determination must be made by the USACE prior to any filling of these ditches for urban use. (DEIR, pp. 3.2-43 through 3.2-45)	necessary and a permit shall be adhered to throughout the construction phase. At a minimum, the project applicant shall replace on a "no net loss" basis (minimum 1:1 ratio) the acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation or operations, although a higher mitigation measure may be required by the USACE, RWQCB, and CDFW through their permitting processes. Wetland habitat shall be replaced at acreage and location agreeable to the USACE, RWQCB, and CDFW and as determined during the Section 401, 404, and 1600 permitting processes.		
Impact 3.2-8: The proposed project has the potential to have substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Less Than Significant) The records search and field surveys did not reveal the presence of any riparian habitat or sensitive natural communities within the Specific Plan Area. The conditions of the Specific Plan Area are highly disturbed due to the active agricultural operations. The proposed project would not result in a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or UFWSF. (DEIR, pp. 3.2-45 and 3.2-46)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-9: The proposed project has the potential to interfere substantially with the movement of native fish or wildlife species or with established wildlife corridors, or impede the use of native wildlife nursery sites (Potentially Significant) The proposed project has the potential to interfere substantially with the movement of native fish or wildlife species or with established wildlife corridors, or impede the use of native wildlife nursery sites. Development of the proposed project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. (DEIR, pp.	No mitigation measures are feasible.	CS and SU	The EIR identified no mitigation measures to address this particular significant effect on the environment. Thus, the effect remains significant and unavoidable, and no mitigation is available to substantially lessen or avoid the effect. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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3.2-46 through 3.2-47)			
Impact 3.2-10: The proposed project has the potential to conflict with an adopted Habitat Conservation Plan or Natural Community Conservation Plan (Less Than Significant) The proposed project is not subject to a Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, the proposed project would not conflict with an adopted Habitat Conservation Plan or Natural Community Conservation Plan. (DEIR, pp. 3.2-47)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-11: The proposed project has the potential to conflict with local policies or ordinances protecting biological resources (Less Than Significant) The proposed project would not conflict with local policies or ordinances protecting biological resources. The project proponent is required to comply with the provisions of the City's General Plan and Municipal Code. The proposed project is generally consistent with the above relevant open space and conservation policies of the General Plan, as well as the City's Municipal Code. (DEIR, pp. 3.2-47 through 3.2-52)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-12: Cumulative loss of biological resources including habitats and special status species (Potentially Significant) The project would result in impacts to biological resources including habitats and special status species. Development of the proposed project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. Given the rareness of CTS and CRLF in the Bioregion, the incremental loss of movement habitat from the proposed project, when considered alongside all past, present, and probable future projects (inclusive of all communities within the Bioregion), is a significant and unavoidable cumulative impact, and the Specific Plan's incremental contribution to this impact is itself cumulatively considerable**.** (DEIR, pp. 3.2-52 and 3.2-53)	No mitigation measures are feasible.	CS and SU	The EIR identified no mitigation measures to address this particular significant effect on the environment. Thus, the effect remains significant and unavoidable, and no mitigation is available to substantially lessen or avoid the effect. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
CULTURAL AND TRIBAL RESOURCES			
Impact 3.3-1: Project implementation may cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines	**Mitigation Measure 3.3-1:** In the event that evidence of archaeological or historical features or deposits (e.g., ceramic shard, trash scatters,	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment.

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§15064.5 (Potentially Significant) No historical resources were found during field surveys for the proposed project. Additionally, there are no historical resources that have been identified in the Specific Plan Area on maps and files maintained by the Northwest Information Center (NWIC). There have been three previous cultural resource studies that examined approximately three-quarters of the Specific Plan Area and no historical resources were documented. The Monterey County Historic Property Data File Directory and National Register of Historic Resources do not list any historical resources in the Specific Plan Area. It is not anticipated that ground disturbing activities would result in impacts to historical resources given that none are believed to be present. However, as with most projects in California that involve ground disturbing activities, there is the potential for discovery of a previously unknown historical resource. Project implementation may cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5. (DEIR, pp. 3.3-12 and 3.3-13)	lithic scatters) are uncovered (discovered) during excavation and/or grading, all work shall stop in the area of the subject property until an appropriate data recovery program can be developed and implemented by a qualified archaeologist. This archaeologist shall determine whether the uncovered deposits or features qualify as either "historical resources" within the meaning of CEQA Guidelines section 15064.5, subdivision (a), "unique archaeological resources" as defined in Public Resources Code section 21083.2, subdivision (g), or "tribal cultural resources," as defined in Public Resources Code section 21074. If historical resources, unique archaeological resources, or tribal cultural resources are present, the project proponent shall preserve any such resources or implement any feasible mitigation measures identified by the archaeologist and imposed by the City. Recommended mitigation measures shall be reviewed by the City Planner and shall be approved if feasible in light of project design, logistics, and cost considerations and, if approved, shall be implemented and completed prior to commencing further work for which grading or building permits were issued, unless otherwise directed by the City Planner. Data recovery shall be an option if preservation in place is infeasible. Where resources have been determined to be "unique archaeological resources" but not "historical resources" or "tribal cultural resources," the project proponent's obligations shall be limited as set forth in Public Resources Code section 21083.2, subdivisions (d), (e), and (f). Grading/building permits and plans shall note this measure.		The City Council hereby directs that Mitigation Measure 3.3-1 be adopted. Implementation of Mitigation Measure 3.3-1 requires work to stop if an archaeological or historical feature or deposit is found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.3-2: Project implementation may cause a substantial adverse change in the significance of archaeological resource pursuant to CEQA Guidelines §15064.5 (Potentially Significant) No archaeological resources were found during field surveys for the proposed project. Additionally, no archaeological resources have been identified in the Plan Area on maps and files maintained by the NWIC. There have been three previous cultural resource studies that examined approximately three-quarters of the Specific Plan Area and no archaeological resources were documented. The Monterey County Historic Property Data File Directory and National Register of Historic	Implement Mitigation Measure 3.3-1	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.3-1 be adopted. Implementation of Mitigation Measure 3.3-1 requires work to stop if an archaeological or historical feature or deposit is found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.

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Resources do not list any archaeological resources in the Specific Plan Area. It is not anticipated that ground disturbing activities would result in impacts to archaeological resources given that none are believed to be present. However, as with most projects in California that involve ground disturbing activities, there is the potential for discovery of a previously unknown archaeological resource. Project implementation may cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5. (DEIR, pp. 3.3-13)			
Impact 3.3-3: Project implementation may directly or indirectly destroy a unique paleontological resource (Potentially Significant) A search of the University of California, Berkeley Museum of Paleontology collections database of Paleontology Localities did not identify any paleontological resources (fossils or fossil formations) within the Specific Plan Area. The Monterey County General Plan Draft EIR (2007) included a review of known fossil localities conducted by paleontologists in 2001. Twelve fossil sites were identified as having outstanding scientific value. For the most part, the fossils at these 12 sites reflect the type of assemblages found throughout the county (microorganisms or invertebrates); however, each has special characteristics that make it unique or rare, or in some way provide important stratigraphic or historic information. None of the 12 identified high value sites are located on or near the Specific Plan Area. Additionally, the Salinas General Plan Final EIR (2002) does not identify any high value sites in the Specific Plan area or in the City as a whole. However, unknown important paleontological resources have the potential to occur within the planning area including the undeveloped future growth areas, which include the Specific Plan Area. The construction of new development would involve grading and other earthwork that can disturb important fossils. Therefore, project implementation may directly or indirectly destroy a unique paleontological resource. (DEIR, pp. 3.3-13 and 3.3-14)	**Mitigation Measure 3.3-2**: If paleontological resources are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the City of Salinas shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where the resource could be curated and displayed for public education purposes. Grading/ building permits and plans shall note this measure.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.3-2 be adopted. Implementation of Mitigation Measure 3.3-2 requires work to stop if a paleontological resource is found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.3-4: Project implementation may disturb human remains, including those interred outside of	**Mitigation Measure 3.3-3:** If human remains are found during construction within the Specific	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

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formal cemeteries (Potentially Significant) No human remains or known burial sites were found during field surveys for the proposed project. Additionally, there are no human remains or known burial sites that have been identified in the Plan Area on maps and files maintained by the NWIC. It is not anticipated that ground disturbing activities would result in impacts to human remains or known burial sites given that none are believed to be present. However, as with most projects in California that involve ground disturbing activities, there is the potential for discovery of previously unknown human remains or known burial sites. Project implementation may disturb human remains, including those interred outside of formal cemeteries. (DEIR, pp. 3.3-14 and 3.3-15)	Plan Area, or at off-site infrastructure improvement locations, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until a qualified archeological monitor and the coroner of Monterey County are contacted. If it is determined that the remains are Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. Grading permit/building permits and plans shall note this measure.		environment. The City Council hereby directs that Mitigation Measure 3.3-3 be adopted. Implementation of Mitigation Measure 3.3-3 requires work to stop if human remains are found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.3-5: The project may contribute to cumulative impacts on known and undiscovered cultural resources (Less Than Significant) While there are extensive documented cultural resources in Salinas and unincorporated Monterey County, there are no cultural resources that were found during field surveys of the proposed project. Additionally, there are no cultural resources that have been identified in the Plan Area on maps and	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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files maintained by the NWIC. The Monterey County Historic Property Data File Directory and National Register of Historic Resources do not list any cultural resources in the Plan Area. Any significant discoveries during construction would be required to be preserved in place or mitigated through relocation or documentation; and the project is not anticipated to considerably contribute to a significant reduction in cultural resources. The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts. The proposed project would not have cumulatively considerable impacts associated with cultural resources. (DEIR, pp. 3.3-15 and 3.3-16)			
GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY			
Impact 3.4-1: Potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (Potentially Significant) Short-term construction GHG emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate change over the lifetime of the Specific Plan. Even after incorporation of the mitigation measures provided in Section 3.1: Air Quality, overall GHGs generated by the proposed project are expected to be greater than the applicable thresholds of 1,150 MT of CO_2e per year for construction emissions, 1.94 MT CO_2e/service population/year for operational emissions during Year 2035, and 0.80 MT CO_2e/service population/year for operational emissions during Year 2050. The project would generate GHG emissions, directly and indirectly, that may have a significant impact on the environment. (DEIR, pp. 3.4-31 through 3.4-38)	**Mitigation Measure 3.4-1**: Prior to the approval of the tentative maps and development review permits, as applicable, pursuant to CEQA Guidelines section 15183.5(b), Plans for the Reduction of Greenhouse Gas Emissions, the project applicant shall prepare a Greenhouse Gas Reduction Plan (GGRP) aimed at achieving specific performance standards. The GGRP shall include the following: 1) The GGRP shall achieve a per capita operational emissions level of 1.94 MT CO_2e/service population/year by year 2035, and 0.80 MT CO_2e/service population/year by year 2050. 2) Calculation of GHG emissions projection using an acceptable modeling tool such as the most recent version of CalEEMod. GHG reduction measures may include building and site energy reduction measures, measures to reduce project-generated vehicle miles traveled, or other measures. Off-site measures such as participation in a community-wide GHG reduction program(s), if any are adopted, or payment of GHG reduction fees (carbon offsets) into a qualified existing program, if one is in place, may be considered after all feasible on-site reduction measures are considered. The effectiveness of the GHG reduction measures included in the GGRP must be verifiable based	SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. Even with implementation of Mitigation Measure 3.4-1, it is possible that individual projects within the Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant. Therefore, the impact is significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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	on evidence presented in the GGRP. Representative GHG reduction measures which may be considered may include, but are not limited to: • Measures identified by the California Air Pollution Control Officers' Association in Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures or updates to this document as may occur from time to time. • Applicable measures identified in guidance from MBARD, if any, and/or in guidance provided by other regional air districts such as the Bay Area Air Quality Management District, Sacramento Metropolitan Air Quality Management District, San Luis Obispo County Air Pollution Control District, or other agencies with adopted GHG reduction guidance that is applicable on the date the project application is deemed complete by the City. If sufficient feasible GHG reduction measures are unavailable to reduce GHG emissions to below the threshold of significance, the project applicant shall include evidence in the GGRP to this effect. The GGRP shall be subject to review and approval of the City of Salinas Community Development Department prior to approval of the tentative map or development review application, as applicable. Implementation of this mitigation measure shall not be required if the City has a qualified GHG reduction plan in place on the date a future individual project application is deemed complete, the qualified GHG reduction plan reflects the most recent legislatively-adopted GHG reduction targets (e.g., the 2030 target set by SB 32), includes an inventory of projected GHG emissions from development within the Specific Plan Area, and includes GHG reduction measures applicable to development within the Specific Plan Area whose implementation is required as a condition of approval of such projects.		
Impact 3.4-2: Potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of	Implement Mitigation Measure 3.4-1.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

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reducing the emissions of greenhouse gases (Potentially Significant) The Specific Plan would generate GHG emissions that could conflict with the State's long-term GHG Reduction targets, even with implementation of Mitigation Measures 3.1-1 through 3.1-9 contained within Section 3.1: Air Quality. The Specific Plan would not interfere with the *2008 Monterey Bay Regional Energy Plan* objectives. (DEIR, pp. 3.4-38 through 3.4-42)			environment. The City Council hereby directs that Mitigation Measure 3.4-1 be adopted. Implementation of Mitigation Measure 3.4-1 would ensure that GHG reduction measures required pursuant to it are consistent with the intent of current and future statewide GHG reduction legislation and regulations, and with current and future expectations of local, regional, and State stakeholders regarding the City's effort to reduce GHG emissions from new development, including Executive Order B-30-15 and S-03-05. Therefore, with implementation of Mitigation Measure 3.4-1, new development of the Plan Area would consistent with Executive Orders B-30-15 (and SB 32) and S-03-05. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.4-3: Project implementation may result in the inefficient, wasteful, or unnecessary use of energy resources (Less Than Significant) The proposed project would use energy resources for the operation of project buildings (electricity and natural gas), for on-road vehicle trips (e.g. gasoline and diesel fuel) generated by the proposed project, and from off-road construction activities associated with the proposed project (e.g. diesel fuel). Each of these activities would require the use of energy resources. The proposed project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. Overall, the incorporation of mitigation measures would ensure that the proposed project would avoid and reduce inefficient, wasteful, and unnecessary consumption of energy. The proposed project would comply with all existing energy standards, including those established by the City of Salinas, the local air district (MBARD), and the State of California, and would not be expected to result in significant adverse impacts on energy resources. (DEIR, pp. 3.4-42 through 3.4-48)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.4-4: Cumulative impact on climate change from increased project-related greenhouse gas emission (Potentially Significant) Implementation of the proposed project will generate GHG emissions that would not otherwise exist without the proposed project. Given the length of construction activities for a project of this size, the construction emissions would be a long-term release of approximately 168,734.3 MT CO_2e. The operational emissions would be a long-term release totaling approximately 51,939.2 MT CO2e per year without mitigation, and 47,684.9MT CO_2e	Implement Mitigation Measure 3.4-1.	CS and SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. The City Council hereby directs that Mitigation Measure 3.4-1 be adopted. Implementation of Mitigation Measure 3.4-1 would ensure that GHG reduction measures required pursuant to it are consistent with the intent of current and future statewide GHG reduction legislation and regulations, and with current and future expectations of local, regional, and State stakeholders regarding the City's effort to reduce GHG emissions from new

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per year with mitigation. The City of Salinas's planning efforts included targeted growth that accommodates the economic and social needs of the community, while recognizing and seeking to mitigate environmental impacts when growth occurs. The State of California continues to implement measures that are intended to reduce emissions on a State-wide scale (i.e. vehicle fuel efficiency standards in fleets, low carbon fuels, etc.) that are consistent with AB 32 and SB 32. These types of statewide measures will benefit the proposed project (and city as a whole) in the long-term as they come into effect; however, the City does not have the jurisdiction to create far-reaching (i.e. statewide) measures to reduce GHG emissions. (DEIR, pp. 3.4-48 through 3.4-49)			development, including Executive Order B-30-15 and S-03-05. Therefore, with implementation of Mitigation Measure 3.4-1, new development of the Plan Area would consistent with Executive Orders B-30-15 (and SB 32) and S-03-05. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
HAZARDS AND HAZARDOUS MATERIALS			
Impact 3.5-1: Potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment (Potentially Significant) The hazards assessments included site reconnaissance, interviews, historical land use research, database research, and soils testing. The project has the potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment. (DEIR, pp. 3.5-24 through 3.5-26)	**Mitigation Measure 3.5-1**: Prior to issuance of grading permits or building permits, (including the issuance of demolition permits for agricultural support buildings) as applicable, the applicant shall hire a qualified consultant to: 1) Provide a final evaluation of the soils around the agricultural operations support buildings (residences, warehouses, barns, etc.) before they are demolished. If toxic levels of residual agrichemicals or surface staining are found, the contaminated soil shall be excavated and disposed of at an off-site disposal facility permitted to accept such waste. Any contaminated areas shall be remediated by the project applicant in accordance with recommendations made by the Monterey County Health Department Hazardous Materials Management Services, Regional Water Quality Control Board, Department of Toxic Substances Control, or other appropriate federal, State, or local regulatory agencies. 2) Investigate structures for asbestos-containing materials and lead. If asbestos-containing materials and/or lead are found in the buildings, a Cal-OSHA certified ACBM and lead based paint contractor shall be retained to remove the asbestos-containing materials and lead in accordance with U.S. EPA and California	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.5-1 through 3.5-3 be adopted. Implementation of the Mitigation Measures 3.5-1 requires a final evaluation of the soils around the agricultural operations support buildings and investigation of structures for asbestos-containing materials and lead. Implementation of the Mitigation Measures 3.5-2 requires destruction of existing water wells. Implementation of the Mitigation Measures 3.5-2 requires that water wells serving the proposed building be constructed and tested for water quality under permit from the Monterey County Health Department Therefore, this impact is less than significant with mitigation incorporated.

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	Occupational Safety and Health Administration (Cal/OSHA) standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards. Any ACBM and lead shall be disposed of properly at an appropriate offsite disposal facility. **Mitigation Measure 3.5-2**: Prior to the issuance of grading permits, existing water wells within the grading area shall be destroyed under permit from the City of Salinas and/or the Monterey County Health Department, as applicable. Any destruction of these facilities shall be in accordance with the Monterey County Well Standards for Abandonment/Destruction. The project applicant shall provide the City of Salinas with a copy of the permit and a report or other information documenting the appropriate destruction of these facilities. **Mitigation Measure 3.5-3:** Prior to the issuance of building permits, the water well or wells that will be providing water for the applicable portion of the Specific Plan Area, shall be constructed and tested for water quality under permit from the Monterey County Health Department. The project applicant shall provide the City of Salinas with a copy of the permit and a report or other information documenting the appropriate construction and operation of these facilities.		
Impact 3.5-2: Create a significant hazard to school sites due to siting or the placement of infrastructure (Potentially Significant) The proposed project does not pose significant hazards from existing natural gas transmission piping, and mitigation measures identified under Impact 3.5-1 would ensure water well construction and abandonment impacts would be less than significant. However, implementation of the project may create a significant hazard to school sites due to siting or the placement of infrastructure (i.e., the due to the citing of school sites near power lines). (DEIR, pp. 3.5-26 through 3.5-28)	**Mitigation Measure 3.5-4:** The property line of all school sites (even if it is a joint use agreement as described in subsection (o) of § 14010) shall be at least the following distance from the edge of respective power line easements as identified in the California Code of Regulations Title 5, Article 2. School Sites § 14010. Standards for School Site Selection (c). • 100 feet for power lines that are between 50 and 133 kV.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.5-4 be adopted. Implementation of Mitigation Measure 3.5-4 ensures all future electrical transmission alignments are required to comply with California Code of Regulations Title 5, Article 2 (School Sites) § 14010 (Standards for School Site Selection) setback requirements. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.5-3: Cumulative impact related to hazards and hazardous materials (Less Than Significant) The proposed project includes the approval and	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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subsequent implementation of an approximately 797-acre Specific Plan Area that includes residential, mixed use commercial, a community park, neighborhood parks, small parks, schools, and open space (with supplemental storm water detention/retention basins). These uses are not expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, these uses are not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed Specific Plan land uses are not expected to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Mitigation measures have been included to minimize the risk of on-site hazards. (DEIR, pp. 3.5-28 through 3.5-29)			
HYDROLOGY AND WATER QUALITY			
Impact 3.6-1: The proposed project has the potential to violate water quality standards or waste discharge requirements during construction (Potentially Significant) Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas. (DEIR, pp. 3.6-21 through 3.5-23)	**Mitigation Measure 3.6-1:** Prior to issuance of grading permits, the project proponent shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the City of Salinas prior to submitting to the RWQCB to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ). The SWPPP shall be designed with Best Management Practices (BMPs) that the RWQCB has deemed to be effective at reducing erosion, controlling sediment, and managing runoff. These include: covering disturbed areas with mulch, temporary seeding, soil stabilizers, binders, fiber rolls or blankets, temporary vegetation, and permanent seeding. Sediment control BMPs, installing silt fences or placing straw wattles below slopes, installing berms and other temporary run-on and runoff diversions. These BMPs are only examples of what should be considered and shall not preclude the use of equally or more effective new or innovative approaches currently available or being developed. Final selection of BMPs will be subject to approval by City of Salinas. The SWPPP will be kept on site during construction activity and will be made available upon request	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.6-1 be adopted. Mitigation Measure 3.6-1 requires the use of BMPs during construction activities in order to reduce erosion, control sediment, and manage runoff from the Plan Area. Therefore, this impact is less than significant with mitigation incorporated.

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	to representatives of the RWQCB.		
Impact 3.6-2: The proposed project has the potential to violate water quality standards or waste discharge requirements during operation (Potentially Significant) The long-term operations of the proposed project (all phases) could result in long-term impacts to surface water quality from urban stormwater runoff. The proposed Project would result in new impervious areas associated with roadways, driveways, parking lots, buildings, and landscape areas. Normal activities in these developed areas include the use of various automotive petroleum products (i.e. oil, grease, and fuel), common household hazardous materials, heavy metals, pesticides, herbicides, fertilizers, and sediment. Within urban areas, these pollutants are generally called nonpoint source pollutants. The pollutants pollutant levels vary based on factors such as time between storm events, volume of storm event, type of uses, and density of people. The proposed project has the potential to violate water quality standards or waste discharge requirements during operation. (DEIR, pp. 3.6-23 through 3.6-26)	**Mitigation Measure 3.6-2:** Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department a Stormwater Control Plan detailing plans and calculations for water quality best management practices (BMPs) and water quality detention/retention basins designed to meet the applicable regulatory requirements and to reduce contaminant loadings to receiving waters to the maximum extent practicable. The Improvement Plans shall be consistent with the City's NPDES permit requirements at the time of permitting. The NPDES permit granted to the City of Salinas by the Central Coast RWQCB (CCRWQCB, 2012) requires the following: I. Erosion and Sediment Control BMPs – Erosion control and sediment control BMPs shall be designed, installed, and maintained to reduce the discharge of pollutants from construction sites to the maximum extent practical (MEP) and protect water quality; II. Erosion and sediment from slopes and channels shall be controlled by implementing an effective combination of erosion control (source control) and other sediment control BMPs; and II. Soil Stabilization – Stabilization of disturbed areas shall, at a minimum, be initiated immediately whenever any clearing, grading, excavating, or other earth disturbing activities have permanently ceased. Additionally, the Improvement Plans shall be consistent with the requirements of the City's Stormwater Development Standards for New and Redevelopment Projects. The City of Salinas Stormwater Standards for New and Redevelopment Projects (City of Salinas, 2013) require the following practices: I. Limit disturbance of creeks and natural drainage features and provide setbacks according to the City's latest NPDES permit; II. Minimize compaction of highly permeable	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.6-2 through 3.6-4 be adopted. Mitigation Measure 3.6-2 requires submittal of a Stormwater Control Plan that includes calculations, BMPs and plan of sufficient detail to confirm that contaminant loadings to receiving waters will be reduced to the maximum extent practicable. Mitigation Measures 3.6-3 and 3.6-4 require submittal of detailed plans and calculations for the water quality BMPs, water quality detention basins, and supplemental retention and peak flow control. The BMPs will be designed to meet regulatory requirements and to reduce peak flows during storm events below peak flows under pre-project conditions. The various RWQCBs have evaluated the effectiveness of the types of BMPs required by Mitigation Measures 3.6-2 through 3.6-4 and have determined that BMPs are known to be effective in protecting receiving waters. Therefore, this impact is less than significant with mitigation incorporated.

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	soils; and II. Limit clearing and grading of native vegetation to the minimum needed to build the project and provide fire protection. **Mitigation Measure 3.6-3:** Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department a Stormwater Control Plan detailing plans and calculations for water quality best management practices (BMPs) and water quality detention basins designed to prevent to the maximum extent practicable the creation of new sources of polluted runoff. The detailed plans and calculations shall be subject to review and approval by the Salinas Public Works Department. **Mitigation Measure 3.6-4:** Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department detailed plans and calculations for supplemental retention and peak flow control. BMPs will be designed to meet regulatory requirements and to reduce peak flows during storm events below peak flows under pre-project conditions. The detailed plans and calculations shall be subject to review and approval by the Salinas Public Works Department.		
Impact 3.6-3: The proposed project has the potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge (Potentially Significant) The proposed project, without mitigating features, would reduce infiltration of rainwater and runoff into the local groundwater system due to the increase in impermeable area. This may deplete groundwater supplies or interfere substantially with groundwater recharge. The total annual rainfall depth in an average year is approximately 16 inches and the project surface area is approximately 797 acres, producing an annual rainfall volume of approximately 1,060 AF. Nearly all of this area is currently in agriculture, while the proposed project could convert as much as 60 percent of the area to impervious surfaces, resulting in a reduction in groundwater recharge in the range of 400 to 600 AF. (DEIR, pp. 3.6-26 through 3.6-29)	**Mitigation Measure 3.6-5:** Prior to the approval of site improvement plans, the project applicant shall site, and design and include an Operation and Maintenance Plan for stormwater retention/infiltration basins and infiltration promoting BMPs sufficient to assure that there is no reduction in groundwater recharge. In order to assure there is no reduction in recharge, the plan shall result in circumstances which maintain infiltration to support baseflow and interflow to wetlands and surface waters, and deep vertical infiltration to groundwater. The site, design, and installation shall be consistent with the requirements of the City's Stormwater Development Standards for New and Redevelopment Projects. The contents of the site, design, and installation shall be included in a stormwater control plan. The stormwater control plan shall be reflected on the Improvement Plans, subject to review and approval by the Salinas Public Works Department.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.6-5 and 3.6-6 be adopted. Implementation of Mitigation Measure 3.6-5 requires an Operation and Maintenance Plan for stormwater retention/infiltration basins and infiltration promoting BMPs sufficient to assure that there is no reduction in groundwater recharge. Implementation of Mitigation Measure 3.6-6 requires an Operation and Maintenance Plan for post-construction BMPs and supplemental stormwater detention basins in accordance with City of Salinas stormwater development standards. Therefore, this impact is less than significant with mitigation incorporated.

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	Mitigation Measure 3.6-6: Prior to the approval of site improvement plans, the project applicant shall site, design, and include an Operation and Maintenance Plan for post-construction BMPs and supplemental stormwater detention basins in accordance with City of Salinas stormwater development standards. Maintenance procedures (including frequency of procedure, cleaning schedules, applicant responsibility for each procedure, performance standards, or other means) and funding mechanisms shall be established for those facilities to assure adequate long-term performance and success in treating the water and controlling infiltration into the groundwater. The Improvement Plans and Operation and Maintenance Plan shall be subject to review and approval by the Salinas Public Works Department.		
Impact 3.6-4: The proposed project has the potential to alter the existing drainage pattern in a manner which would result in substantial erosion, siltation, flooding, or polluted runoff (Less than Significant) The proposed project will not alter drainage patterns in a manner which will cause flooding, erosion, or siltation. Surface runoff from the area will be managed via parcel-based LID measures, detention/retention basins, and flow reducing BMPs to prevent local flooding within the site. These features will also reduce peak flows from the Plan Area to receiving creeks and storm drains to amounts less than such flows under existing conditions. Sediment in the stormwater flows will be captured in detention ponds designed to prevent siltation. Flooding, erosion, or siltation is not anticipated by the proposed project given the storm drain design and best management practices that will be implemented. (DEIR, pp. 3.6-29 through 3.6-30)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-5: The proposed project has the potential to otherwise substantially degrade water quality (Potentially Significant) The proposed project would not otherwise substantially degrade water quality. The use of BMPs are intended to treat runoff close to the source during the construction and long term operational phase of the project to reduce stormwater quality impacts. (DEIR, pp. 3.6-30 through 3.6-31)	Implement **Mitigation Measure 3.6-1**.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.6-1 be adopted. Mitigation Measure 3.6-1 requires the use of BMPs during construction activities in order to reduce erosion, control sediment, and manage runoff from the Plan Area. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.6-6: Place housing or structures that would impede/redirect flows within a 100-year, or 200-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map (Less than Significant) The project would no place housing or structures that would impede/redirect flows within a 1-percent annual chance flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. Provided that the storm drain system and detention/retention facilities to be installed as part of the proposed development are adequately sized and properly installed and maintained, additional flooding and/or impedance or redirection of flows will not be induced by the proposed project. (DEIR, pp. 3.6-31)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-7: The proposed project has the potential to expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, seiche, tsunami, or mudflow (Less than Significant) The proposed project would not result in the exposure of people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, seiche, tsunami, or mudflow. (DEIR, pp. 3.6-31 through 3.6-32)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-8: Cumulative increases in peak stormwater runoff from the plan area (Less than Significant) With the design and construction of flood control improvements, the West Area Specific Plan would not increase peak stormwater runoff. The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures would control peak stormwater runoff. The proposed project would not have cumulatively considerable impacts associated with stormwater runoff. (DEIR, pp. 3.6-	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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32 through 3.6-33)			
Impact 3.6-9: Cumulative impacts related to degradation of water quality (Less than Significant) The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures would control storm water quality. The proposed project would not have cumulatively considerable impacts associated with water quality. (DEIR, pp. 3.6-33 through 3.6-35)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-10: Cumulative impacts related to degradation of groundwater supply or recharge (Less than Significant) The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures require maintaining water quality standards and preserving the infiltration of rainwater within the aquifer. The proposed project would not have cumulatively considerable impacts associated with groundwater supply/recharge. (DEIR, pp. 3.6-35 through 3.6-36)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-11: Cumulative impacts related to flooding (Less than Significant) Future development in the area must be sited and designed in accordance with the aforementioned City flood damage regulations (i.e., Article VI, Flood Damage Prevention, of the City's Code). The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures require designs that ensure structures are outside the base flood elevation and that storm water flows are maintained to prevent downstream flooding. The proposed project would not have cumulatively considerable impacts associated with flooding. (DEIR, pp. 3.6-36 through 3.6-38)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
NOISE			
Impact 3.7-1: The proposed project has the potential to increase traffic noise levels at existing receptors (Potentially Significant) As shown in Tables 3.7-8 through 3.7-11, some noise-sensitive receptors located along the Plan Area roadways are currently exposed to exterior traffic noise levels exceeding the City of Salinas 60 dB L_{dn} exterior noise level standard for residential uses. These receptors would continue to experience elevated exterior noise levels with implementation of the proposed project. As shown in Table 3.7-8, the segment of Natividad Road south of E. Boronda Road would experience unacceptable noise levels under Existing Plus Project conditions. The project would cause noise levels along this segment to increase by 1.6 dB. As shown in Table 3.7-9, the segment of Natividad Road south of E. Boronda Road would experience unacceptable noise levels under Existing Plus Project Plus CASP conditions. As shown in Table 3.7-10, the following roadway segments would experience unacceptable noise levels under Cumulative Plus Project conditions: • E. Boronda Road from San Juan Grade to McKinnon (2.4 dB increase); • E. Boronda Road from Independence to Hemmingway (1.8 dB increase); • E. Boronda Road from N. Sanborn to Williams (2.4 dB increase); • Natividad Road south of E. Boronda (3.7 dB increase); and • Natividad Road from E. Boronda to Future Russell Road (3.0 dB increase). As shown in Table 3.7-11, significant traffic noise increases are anticipated under the Cumulative Plus Project Plus CASP traffic condition include the following segments: • Constitution Blvd., South of E. Boronda – noise levels are predicted to increase by 3.5 dB from 62.2 dB to 65.7 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB,	Implement Mitigation Measures 3.7-1 and 3.7-8.	SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. Mitigation Measure 3.7-1 requires adherence to the requirements of the City of Salinas Municipal Code with respect to hours of operation during project construction. Mitigation Measure 3.7-2 requires all equipment to be fitted with factory equipped mufflers and in good working order. Mitigation Measure 3.7-3 requires sound walls for residents located along the primary Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. Mitigation Measure 3.7-4 requires 3-coat stucco and windows having a Sound Transmission Class (STC) 35, or higher, rating to be installed in second floor facades and rooms that have windows or doors that abut E. Boronda Road and/or Natividad Road. Mitigation Measure 3.7-5 requires mechanical ventilation for the first row of all residential dwellings that abut E. Boronda Road and/or Natividad Road. Mitigation Measure 3.7-6 requires the center of active play areas, such as football fields, soccer fields or other athletic fields, to be located at a minimum distance of 90-feet from the nearest residential property lines. Mitigation Measure 3.7-7 includes various project design requirements where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes abut residential areas. Mitigation Measure 3.7-8 includes various project design requirements fort the well and treatment plant facilities. Even with implementation of Mitigation Measures 3.7-1 through 3.7-8, there is the potential for noise levels to exceed the acceptable levels in some cases if encroachment into private property proves for the construction of sounds walls proves to be infeasible. Therefore, the impact is significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
as outlined in Table 3.7-7. • E. Boronda Road, Main to San Juan Grade – noise levels are predicted to increase by 1.5 dB from 66.5 dB to 68.1 dB L_{dn}. This would equal the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, San Juan Grade to McKinnon – noise levels are predicted to increase by 2.6 dB from 65.3 dB to 67.9 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, El Dorado to Natividad – noise levels are predicted to increase by 3.3 dB from 64.1 dB to 66.1 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Natividad to Independence – noise levels are predicted to increase by 2.6 dB from 66.6 dB to 69.3 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Independence to Hemmingway – noise levels are predicted to increase by 3.5 dB from 65.1 dB to 68.6 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Hemmingway to Constitution – noise levels are predicted to increase by 3.0 dB from 58.2 dB to 61.3 dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential receptors. • E. Boronda Road, N. Sanborn to Williams – noise levels are predicted to increase by 3.1 dB from 59.6 dB to 62.7dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a			

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential receptors. • Natividad Road., South of E. Boronda – noise levels are predicted to increase by 4.5 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • Natividad Road., E. Boronda to Future Russell Road – noise levels are predicted to increase by 3.8 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. However, it should be noted that this roadway segment is located between the West Area Specific Plan and Central Area Specific Plan projects and future sensitive receptors along this roadway would be constructed with noise control measures designed to achieve compliance with the City of Salinas exterior and interior noise level standards. • Russell Road, West of San Juan Grade – noise levels are predicted to increase by 1.9 dB from 67.5 dB to 69.4 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. (DEIR p. 3.7-14 through 3.7-23)			
Impact 3.7-2: The proposed project has the potential to increase noise levels associated with construction activities (Potentially Significant) Noise would also be generated during the construction phase by increased truck traffic on area roadways. The proposed project has the potential to increase noise levels associated with construction activities. (DEIR, pp. 3.7-23 and 3.7-24)	**Mitigation Measure 3.7-1:** Prior to the approval of site improvement plans and respective permits, plans shall note that construction activities shall adhere to the requirements of the City of Salinas Municipal Code with respect to hours of operation. **Mitigation Measure 3.7-2:** Prior to the approval of site improvement plans and respective permits, plans shall note that all equipment shall be fitted with factory equipped mufflers and in good working order. All stationary noise generating equipment (i.e. generators) shall be located at least 300 feet from a sensitive receptor. All construction staging areas shall be located at least 300 feet from a sensitive receptor.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.7-1 and 3.7-2 be adopted. Mitigation Measure 3.7-1 requires adherence to the requirements of the City of Salinas Municipal Code with respect to hours of operation during project construction. Mitigation Measure 3.7-2 requires all equipment to be fitted with factory equipped mufflers and in good working order. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.7-3: The proposed project has the potential to increase noise vibration association with construction activities (Less Than Significant) The proposed project would not increase noise vibration associated with construction activities. Therefore, construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors. (DEIR, pp. 3.7-24 and 3.7-25)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.7-4: The proposed project has the potential to expose new sensitive receptors to excessive transportation noise (Potentially Significant) Table 3.7-14 data indicate that noise barriers 6- to 8-feet in height would generally be sufficient to achieve compliance with the City of Salinas 60 dB L_{dn} exterior noise level standard for the proposed residential uses. However, for the residential uses located along E. Boronda Road and Natividad Road, sound walls of 6- to 8-feet in height would only reduce exterior noise levels to 62 to 65 dB L_{dn}. While these noise level do not meet the City's preferred 60 dB L_{dn} noise standards, they would comply with the City's conditionally acceptable standard of 60 to 70 dB L_{dn}. Predicted interior noise levels would exceed the City's 45 dB L_{dn} interior noise level standard at the first row of residential uses located closest to E. Boronda Road and Natividad Road. Therefore, additional interior noise control measures would be required for these residential uses along E. Boronda Road and Natividad Road. To reduce interior noise levels to 45 dB L_{dn}, or less, it is likely that second floor facades would require windows having a Sound Transmission Class (STC) 35 rating, or higher. Exterior walls would also likely require 3-coat stucco and RC-channels. This would specifically apply to the first row of homes along E. Boronda Road and Natividad Road and would not apply to facades facing away from the roadway. (DEIR, pp. 3.7-25 through 3.7-28)	**Mitigation Measure 3.7-3:** Prior to the approval of site improvement plans and respective permits, the plans shall note the location, design and constructions details of the eight-foot to nine-foot tall sound attenuation walls and/or landscaped berm/wall combinations, as applicable, that will be constructed along the primary Specific Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. At the City's discretion, wall heights which achieve the City's conditionally acceptable 60-70 dB L_{dn} noise standard may be allowed. See the Draft EIR Table 3.7-14 for specific noise barrier/wall heights along each roadway. Noise barrier walls shall be constructed of concrete panels, concrete masonry units, stucco or manufactured materials (with a density of four pounds per square foot or greater), earthen landscaped berms, or any combination of these materials as determined appropriate by the City of Salinas. The design/appearance of the wall is subject to the design approval by the City of Salinas based upon the standards contained in the West Area Specific Plan and the Salinas Zoning Code, as applicable to ensure that it is visually pleasing. Wood is not permitted due to eventual warping and degradation of acoustical performance. The walls shall not have gaps or penetrations which allow sound to flank through or around the walls. Small gaps which may occur using materials such as "keystone" blocks shall be avoided. Additionally, in accordance with Section 5-03.19 of the City's Municipal Code, best management practices shall be incorporated into the sound wall design in order to control graffiti and/or mitigate the potential impacts of graffiti. These graffiti prevention best management practices may include, without limitation: (1) The use or the installation and maintenance of ant-graffiti materials and	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.7-3 through 3.7-5 be adopted. Mitigation Measure 3.7-3 requires sound walls for residents located along the primary Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. Mitigation Measure 3.7-4 requires 3-coat stucco and windows having a Sound Transmission Class (STC) 35, or higher, rating to be installed in second floor facades and rooms that have windows or doors that abut E. Boronda Road and/or Natividad Road. Mitigation Measure 3.7-5 requires mechanical ventilation for the first row of all residential dwellings that abut E. Boronda Road and/or Natividad Road. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	surface treatments approved by the City on likely graffiti-attracting surfaces. (2) Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. (3) Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. (4) Immediate removal of graffiti by appropriate means within seventy-two hours. (5) Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). (6) Authorizing right of access by city employees or contract agents to remove graffiti if not removed within specified time periods. (7) Supplying the city at its request with paint (of the appropriate color and type), cleaning agents, and/or other materials acceptable to the city to abate or to deter graffiti. (8) Other requirements, as deemed reasonably feasible by the city planner, to deter, to protect or to reduce the potential for graffiti defacement. **Mitigation Measure 3.7-4:** Prior to the approval of building permits, the first row of residential dwellings located along E. Boronda Road and Natividad Road shall include windows having a Sound Transmission Class (STC) 35, or higher, rating installed in second floor facades and rooms that have windows or doors that abut E. Boronda Road and/or Natividad Road. Exterior walls shall also require 3-coat stucco and RC-channels, sheathing, or another acceptable construction application that effectively attenuates noise intrusion to the interior of the house. The exterior wall specifications would specifically apply to the first row of homes that abut E. Boronda Road and/or Natividad Road and only applies to the facades facing these roadways. These specifications do not apply to single story homes,		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	or the first floor of a two-story home, both of which are attenuated by the sound wall. These requirements shall be included in the building plans for the specific dwelling units and noted on the building permits. A detailed analysis of any additional interior mitigation measures shall be conducted when building plans are available and prior to building permit issuance to verify these requirements. These requirements shall also be noted in the site improvement plans prior to approval by the City. **Mitigation Measure 3.7-5:** Prior to the approval of building permits, mechanical ventilation shall be required in the first row of all residential dwellings that abut E. Boronda Road and/or Natividad Road, sufficient to allow residents, as desired for acoustical isolation, to keep their doors and windows closed and still maintain acceptable interior temperature and noise levels. This requirement shall be included in the building plans for the specific dwelling units and noted on the building permits. This requirement shall also be noted in the site improvement plans prior to approval by the City.		
Impact 3.7-5: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed park and school uses (Potentially Significant) Children playing at neighborhood parks or outdoor recreational fields (softball, soccer, basketball, tennis) are often considered potentially significant noise sources which could adversely affect adjacent noise-sensitive land uses. Typical noise levels associated with groups of approximately 50 children playing at 50 feet generally range from 55 to 60 dB L_{eq} and 70 to 75 dB L_{max}. It is expected that park activities would occur primarily during daytime hours. Therefore, noise levels from the playgrounds would need to comply with the City of Salinas exterior noise level standards of 60 dB L_{eq} and 70 dB L_{max} at the nearest residential uses. (DEIR, pp. 3.7-29 and 3.7-30)	**Mitigation Measure 3.7-6:** Prior to the approval of site improvement plans, as applicable, when parks or play areas are located near residential uses, the center of active play areas, such as football fields, soccer fields or other athletic fields, shall be located at a minimum distance of 90-feet from the nearest residential property lines. Large active play areas shall comply with the 60 dB L_{eq} and 70 dB L_{max} standards, and shall include these further noise level evaluations during the design phases of future park areas. Parks shall be designed such that residences front, or side in limited locations where approved by the City Planner, to the park. Minimum 6-foot tall sound walls and/or landscaped berms shall be constructed where school site directly abuts a residential property line in instances where site design (i.e., minimum distances, siting of activity areas, etc.) cannot achieve the 60 dB L_{eq} and 70 dB L_{max} noise standards. No wall shall be required where residential uses are fronted towards a park or school site and separated by a roadway or a walkway. Noise barrier walls shall be constructed of concrete panels, concrete masonry units, stucco	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.7-6 be adopted. Mitigation Measure 3.7-6 requires the center of active play areas, such as football fields, soccer fields or other athletic fields, to be located at a minimum distance of 90-feet from the nearest residential property lines. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	or manufactured materials (with a density of four pounds per square foot or greater), earthen landscaped berms, or any combination of these materials as determined appropriate by the City of Salinas. The design/appearance of walls is subject to the design approval by the City of Salinas based upon the standards contained in the West Area Specific Plan and the Salinas Zoning Code, as applicable to ensure that it is visually pleasing. Wood is not permitted due to eventual warping and degradation of acoustical performance. The walls shall not have gaps or penetrations which allow sound to flank through or around the walls. Small gaps which may occur using materials such as "keystone" blocks shall be avoided. Additionally, in accordance with Section 5-03.19 of the City's Municipal Code, best management practices shall be incorporated into the sound wall design in order to control graffiti and/or mitigate the potential impacts of graffiti (see mitigation 3.7.3 for further discussion of best management practices.)		
Impact 3.7-6: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed commercial mixed-uses (Potentially Significant) Mixed-use commercial land use activities can produce noise levels which affect adjacent sensitive land uses. The primary noise sources generally include truck deliveries, trash pickup, parking lot use, and heating, ventilation, and air conditioning (HVAC) equipment operation. These sources may result in noise levels exceeding the City's standards at nearby receptors. (DEIR, pp. 3.7-30 through 3.7-31)	**Mitigation Measure 3.7-7:** Prior to the approval of development review permits, the plans shall demonstrate: where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes abut residential areas, the following measures shall be included in the project design: • All HVAC equipment shall be located within mechanical rooms where possible or shielded from view with solid or grated barriers; • Emergency generators shall comply with the City's noise criteria at the nearest noise-sensitive receivers; • Delivery/loading activities shall comply with the Salinas Zoning Code standards and regulations; and • The applicant shall submit a noise study to verify that the appropriate noise control measures have been incorporated into the project design and will achieve compliance with the City's noise level standards.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.7-7 be adopted. Mitigation Measure 3.7-7 includes various project design requirements where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes abut residential areas. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.7-7: The proposed project has the potential to expose sensitive receptors to substantial noise from	**Mitigation Measure 3.7-8:** The potential well and treatment plant sites are shown in the	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
proposed well sites (Potentially Significant) Typical noise levels for well sites at 50 feet are expected to be 60 dB L_{eq}. If a backup generator is present and running, a noise level of 70 dB L_{eq} at 50 feet would be expected. It is expected that wells could operate during daytime or nighttime hours. Long-term operation of the backup generator would only occur under emergency conditions and would therefore not be subject to the City of Salinas exterior noise level standards for Class A noise. However, weekly exercising of the generator may be subject to the City's 60 dB L_{eq} daytime exterior noise level standard at the nearest noise-sensitive residential receptors. (DEIR, pp. 3.7-32)	Specific Plan. The actual well and treatment plant facilities are subject to the approval of a Conditional Use Permit (CUP) by the City pursuant to the requirements of the Salinas Zoning Code and the West Area Specific Plan. The potential well and treatment plant sites and the CUP requirement for said facilities shall be clearly noted on the site improvement plans. Prior to approval of the CUP and subsequent issuance of the building permits for the well and treatment plant facilities, the plans shall demonstrate that the following measures shall be included in the project design: • The well and treatment facilities have been designed and will be built to not exceed a noise level of 55 dB L_{eq} at the nearest residential or school property line during normal operation of the facilities; • The generators shall not be permitted to exceed the City's daytime noise standard of 60 dB L_{eq}; • The generators shall be tested only during daytime hours; and • Additionally, that the well and treatment facilities/sites have been designed (in accordance with the West Area Specific Plan) to incorporate decorative screen walls, landscaping and other features to ensure compatibility with surrounding land uses.		environment. The City Council hereby directs that Mitigation Measure 3.7-8 be adopted. Mitigation Measure 3.7-8 includes various project design requirements fort the well and treatment plant facilities. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.7-8: Cumulative exposure of existing and future noise-sensitive land uses to increased noise resulting from cumulative development (Potentially Significant) Significant traffic noise increases under the Cumulative Plus Project Plus CASP traffic condition include the following segments: • Constitution Blvd., South of E. Boronda – noise levels are predicted to increase by 3.5 dB from 62.2 dB to 65.7 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Main to San Juan Grade – noise levels are predicted to increase by 1.5	No mitigation measures are feasible.	CS and SU	The EIR identified no mitigation measures to address this particular significant effect on the environment. Thus, the effect remains significant and unavoidable, and no mitigation is available to substantially lessen or avoid the effect. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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dB from 66.5 dB to 68.1 dB L_{dn}. This would equal the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, San Juan Grade to McKinnon – noise levels are predicted to increase by 2.6 dB from 65.3 dB to 67.9 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, El Dorado to Natividad – noise levels are predicted to increase by 3.3 dB from 64.1 dB to 66.1 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Natividad to Independence – noise levels are predicted to increase by 2.6 dB from 66.6 dB to 69.3 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Independence to Hemmingway – noise levels are predicted to increase by 3.5 dB from 65.1 dB to 68.6 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Hemmingway to Constitution – noise levels are predicted to increase by 3.0 dB from 58.2 dB to 61.3 dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential receptors. • E. Boronda Road, N. Sanborn to Williams – noise levels are predicted to increase by 3.1 dB from 59.6 dB to 62.7dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential			

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
receptors. • Natividad Road., South of E. Boronda – noise levels are predicted to increase by 4.5 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • Natividad Road., E. Boronda to Future Russell Road – noise levels are predicted to increase by 3.8 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. However, it should be noted that this roadway segment is located between the West Area Specific Plan and Central Area Specific Plan projects and future sensitive receptors along this roadway would be constructed with noise control measures designed to achieve compliance with the City of Salinas exterior and interior noise level standards. • Russell Road, West of San Juan Grade – noise levels are predicted to increase by 1.9 dB from 67.5 dB to 69.4 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. (DEIR, pp. 3.7-33 through 3.7-37)			
POPULATION AND HOUSING			
Impact 3.8-1: The proposed Project has the potential to induce substantial population growth in an area (Less Than Significant) The West Area Specific Plan proposes development on the 797-acre Specific Plan Area including housing units that would result in direct population growth. The project includes a maximum of 4,340 total residential units. The addition of 4,340 housing units at full buildout has the potential to increase the population of the city by an estimated 16,101 persons (based on a U.S. Census Bureau estimate of 3.71 persons per household) (U.S. Census Bureau, 2017). The 2002 General Plan identifies areas for growth within the FGAs (which includes the Specific Plan Area). The Salinas General Plan Land Use Table LU-3 identifies the development capacity of the FGAs.	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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This includes 15,873 residential units, resulting in an additional population of 58,253 within the City's FGAs. The proposed West Area Specific Plan development proposes 4,340 units with the potential to increase the population of the city by an estimated 16,101 persons, which is within the projections identified in the Salinas General Plan. Implementation of the West Area Specific Plan would increase employment in the area through development of a maximum of 571,500 square feet of commercial space. The Salinas General Plan designates land uses to ensure a balance between new residential development and job-creating uses. Within the FGAs (including the Specific Plan Area) the General Plan assumes a development capacity that includes 178,000 square feet of retail space, 30,000 square feet of office space, 599,000 square feet of general commercial space, and 2,613,000 square feet of mixed use area (Salinas General Plan pg. LU 37: Land Use Element Table LU-3 Development Capacity). The proposed maximum 571,500 square feet developable by the proposed project is within the development capacities stated in the Salinas General Plan. (DEIR, pp. 3.8-14 through 3.8-19)			
Impact 3.8-2: Cumulative impact on the potential to induce substantial population growth in an area (Less Than Significant) Development of the North of Boronda FGA is a component of the City's planned long-term growth as identified in the City's General Plan. Infrastructure needed to support development of the site and the FGAs, and the subsequent population, housing and employment increases expected through implementation of the West Area Specific Plan, have already been planned and evaluated. The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts. The proposed project would not have cumulatively considerable impacts associated with population and housing. (DEIR, pp. 3.8-19 through 3.8-20)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
PUBLIC SERVICES			

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.9-1: The proposed project may require the construction of fire department facilities which may cause substantial adverse physical environmental impacts (Potentially Significant) The site-specific environmental impact of constructing a new fire facility to serve the West Area Specific Plan will be reviewed under CEQA as part of the Central Area Specific Plan Draft EIR, which is expected to be circulated in 2019. The proposed project may require the construction of fire department facilities which may cause substantial adverse physical environmental impacts. (DEIR, pp. 3.9-16 through 3.9-18)	**Mitigation Measure 3.9-1:** Prior to the issuance of a Certificate of Occupancy for each dwelling unit (and prior to issuance of building permits for non-residential uses), the applicant shall pay all applicable project impact fees per the impact fee schedule.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.9-1 be adopted. Mitigation Measure 3.9-1 requires payment of the project impact fees for each dwelling unit. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.9-2: The proposed project may result in, or have the potential to require the construction of police department facilities which may cause substantial adverse physical environmental impacts (Less Than Significant) The proposed project would not result in, or have the potential to require the construction of police department facilities which may cause substantial adverse physical environmental impacts. Development of the Specific Plan Area did not directly trigger the need for a new facility; however, additional staffing and patrols are required to serve the proposed Specific Pan Area. The City collects impact fees from new development based upon projected impacts from the development. The City also reviews the adequacy of impact fees on an annual basis to ensure that the fee is commensurate with anticipated future facilities demands, assessed on a fair share basis for new development. (DEIR, pp. 3.9-18 through 3.9-19)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.9-3: Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts (Potentially Significant) Physical impacts from construction of the school sites within the Specific Plan Area would be related to relevant environmental topics included in this EIR, such as: air quality (Section 3.1), biological resources (Section 3.2), cultural resources (Section 3.3), greenhouse gas emissions and climate change (Section 3.4), hazards and hazardous materials (Section 3.5), hydrology and water quality (Section 3.6), noise (Section 3.7) population (Section 3.8), public services (Section 3.9), transportation (Section 3.10), and utilities (Section 3.11). A	**Mitigation Measure 3.9-2:** Prior to the issuance of building permits for each dwelling unit, the applicant shall pay applicable school fees mandated by SB 50 to the Salinas Union High School District (SUHSD), and Santa Rita Union School District (SRUSD) and provide documentation of said payment to the City. Implement Mitigation Measures 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.9-2, 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34 be adopted. Mitigation Measure 3.9-2 requires payment of the applicable school fees. Under state law, the payment of school impact fees is deemed to be adequate mitigation for the need for new school facilities. Therefore, this impact is less than significant with mitigation incorporated.

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detailed discussion of relevant operational and construction impacts can be found in each respective section of this EIR. Furthermore, site-specific environmental review would be required for each school by the responsible school district prior to approval of a design for the facility and would consider any site-specific impacts unknown at this time. Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts. Potential environmental impacts associated with the future construction of each school within the Plan Area are addressed throughout this EIR. This EIR analyzes the physical environmental effects that may occur as a result of development and introduction of new urban land uses within the Plan Area. Each future school, if constructed, would fall within the range of environmental impacts disclosed in this EIR, and would be subject to relevant mitigation measures included in this EIR. It is noted, however, that development of a school within the proposed Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2, and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1, and 3.7-8), and transportation and circulation (Impacts 3.10-3, and 3.10-4). (DEIR, pp. 3.9-19 through 3.9-21)			
Impact 3.9-4: Project implementation may result in effects on parks, or has the potential to require the construction of park facilities which may cause substantial adverse physical environmental impacts (Potentially Significant) Physical impacts from construction of the park sites within the Specific Plan Area would be related to relevant environmental topics included in this EIR, such as: air quality (Section 3.1), biological resources (Section 3.2), cultural resources (Section 3.3), greenhouse gas emissions and climate change (Section 3.4), hazards and hazardous materials (Section 3.5), hydrology and water quality (Section 3.6), noise (Section 3.7) population (Section 3.8), public services (Section 3.9), transportation (Section 3.10), and utilities (Section 3.11). A detailed discussion of relevant operational and construction impacts can be found in each	Implement Mitigation Measures 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34.	SU	Changes or alterations have been required in, or incorporated into the project, which mitigate the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
respective section of this EIR. Project implementation may result in effects on parks, or has the potential to require the construction of park facilities which may cause substantial adverse physical environmental impact. Potential environmental impacts associated with the future construction of park and other recreational facilities within the Plan Area are addressed throughout this EIR. This EIR analyzes the physical environmental effects that may occur as a result of development and introduction of new urban land uses within the Plan Area. Each future park, if constructed, would fall within the range of environmental impacts disclosed in this EIR, and would be subject to relevant mitigation measures included in this EIR. It is noted, however, that development of 49.76 acres of park land within the Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2, and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1, and 3.7-8), and transportation and circulation (Impacts 3.10-3, and 3.10-4). (DEIR, pp. 3.9-22 through 3.9-23)			
Impact 3.9-5: Project implementation may result in effects on other public facilities (Less than Significant) Project implementation may result in effects on other public facilities. The West Area Specific Plan would result in new demand for public facilities, including library facilities and recreational facilities. The West Area Specific Plan does not propose a library or other public facility such as a community building within the Plan Area, therefore, it does not have a direct physical impact on the environment. The West Area Specific Plan would be responsible for paying the applicable impact fees, and ongoing revenues from the Specific Plan would be generated from property taxes, sales taxes, and other appropriate fees/payments. Such fees/payments would be the financial contribution for any new demand created by the West Area Specific Plan. (DEIR, pp. 3.9-23 through 3.9-24)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.9-6: Under cumulative conditions the proposed project may result in effects on public facilities (Potentially Significant) The construction and operation of future public	Implement Mitigation Measures 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34.	CS and SU	Changes or alterations have been required in, or incorporated into the project, which mitigate the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
facilities required to serve cumulative development (including the West Area Specific Plan Area) could potentially cause significant impacts. Cumulative development including additional parks, schools, library, and other public facilities within the city and service area would contribute to significant and unavoidable cumulative impacts that have been identified within this EIR related to: air quality (Impact 3.1-7), biological resources (Impact 3.2-12), greenhouse gases (Impact 3.4-4), noise (Impact 3.7-8), and transportation and circulation (Impacts 3.10-3, and 3.10-4). (DEIR, pp. 3.9-24 through 3.9-26)			avoid the effects. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
TRANSPORTATION AND CIRCULATION			
Impact 3.10-1: Under Existing Plus Project conditions, implementation of the proposed Specific Plan would conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Existing Plus Project conditions, implementation of the proposed Specific Plan would conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan, without mitigations, results in unacceptable operation at eight of the study intersections, and two of the U.S. 101 ramp junctions. All study segments of U.S. 101 performed within the County CMP standards. (DEIR, pp. 3.10-42 through 3.10-46)	**Mitigation Measure 3.10-1**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal at San Juan Grade Road/Van Buren Avenue, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans for each stage of project development shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-2**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of the existing signal timing at San Juan Grade Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.10-1 through 3.10-9 be adopted. Mitigation Measures 3.10-1 through 3.10-9 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and ramps. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-3**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the signalization of the intersection at Hemingway Drive/East Boronda Road or equivalent traffic control (such as a roundabout), in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of roundabouts), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-4**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings at North Main Street/Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-5**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the widening of the intersection at Natividad Road/East Laurel Drive to add additional northbound and southbound through lanes, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of a roundabout), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-6**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal or equivalent traffic control (such as a roundabout) at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of a roundabout), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-7**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings and to add an eastbound left turn pocket at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. This mitigation includes the addition of an eastbound left turn pocket and optimization of the existing signal timing to better accommodate the expected changes in traffic distribution and volume with implementation of the proposed project. The final improvement plans shall note		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-8**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the addition a southbound left turn lane and optimization of the traffic signal's timing at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share requirement. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-9**: Each project applicant for development within the Specific Plan Area shall contribute its fair-share funding to the Transportation Agency for Monterey County (TAMC) Regional Development Impact Fee (RDIF) Program and the City of Salinas' Traffic Impact Fee (TIF) Program, as determined by the TAMC and the City of Salinas, respectively, in proportion to the area planned for development by each project applicant. These programs include improvements to U.S. 101 that would improve mainline and ramp junction operations, which would mitigate the proposed project's impact to the U.S. 101 ramp junctions affected by the proposed project (i.e. the Northbound Road Off-Ramp and Northbound West Laurel Drive Off-Ramp). Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.		
Impact 3.10-2: Under Existing Plus Project and Central Area Specific Plan conditions, implementation	**Mitigation Measure 3.10-10**: Each project applicant for development within the Specific	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
of the proposed Specific Plan may conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Existing Plus Project and Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan would result in unacceptable operation at ten of the study intersections, and two of the U.S. 101 ramp junctions, under the Existing Plus Project and Central Area Specific Plan scenario. All study segments of U.S. 101 performed within the County CMP standards. (DEIR, pp. 3.10-53 through 3.10-56)	Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-11**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to convert the eastbound right turn lane to a shared through-right turn lane at Natividad Road/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-12**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for addition of an eastbound right turn pocket at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-13**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of a traffic signal at the intersection of Williams Road/East Boronda Road, in proportion to the area planned for		environment. The City Council hereby directs that Mitigation Measures 3.10-10 through 3.10-14 be adopted. Mitigation Measures 3.10-10 through 3.10-14 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and ramps. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-14**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at the South Sanborn/North Sanborn/John Street intersection, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.		
Impact 3.10-3: Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan under the cumulative Plus Project scenario would result in unacceptable operation at seventeen of the study intersections, and three of the freeway segments. All ramp junctions perform at or above the minimum standards set by the County CMP under this scenario. (DEIR, pp, 3.10-63 through 3.10-70)	**Mitigation Measure 3.10-15**: Each project applicant for development within the Specific Plan Area shall contribute its fair-share of funding to the TAMC Regional Development Impact Fee provides mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Southbound Ramps/Echo Valley Road/Crazy Horse Canyon Road. Regional fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-16**: Each project applicant for development within the Specific	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.10-15 through 3.10-27 be adopted. Mitigation Measures 3.10-15 through 3.10-27 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and segments. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	Plan Area shall contribute its fair-share of the TAMC Regional Development Impact Fee to provide mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Northbound Ramps/Crazy Horse Canyon Road. Total fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-17**: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Crazy Horse Canyon Road/San Juan Grade Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-18**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Rogge Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-19**: Each project		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Russell Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-20**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of southbound and westbound left turn lanes at the intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-21**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-22**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	for the installation of a traffic signal at the intersection of Old Stage Road/Williams Road/Private Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-23**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound through lane, the addition of a northbound right turn overlap phase, and the conversion of the westbound through lane to a westbound shared through-left turn lane at the intersection of North Main Street/East Bernal Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note these improvements and the fair-share funding requirement. **Mitigation Measure 3.10-24**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound and southbound through lanes at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	Mitigation Measure 3.10-25: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of South Davis Road/Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-26**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane and a southbound left turn lane at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-27**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound left turn lane at the intersection of South Main Street/West Blanco Road/East Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.		
Impact 3.10-4: Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by	**Mitigation Measure 3.10-28**: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.10-

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan would result in unacceptable operation at twenty-two of the study intersections, and four of the freeway segments, under the cumulative Plus Project with Central Area Specific Plan scenario. All ramp junctions perform at or above the minimum standards set by the County CMP under this scenario. (DEIR, pp, 3.10-76 through 3.10-81)	installation of a traffic signal at intersection of Old Stage Road/Hebert Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-29**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of northbound and southbound through lanes on Natividad Road and for the conversion of the existing eastbound right turn lane on East Laurel Drive to a shared through-right turn lane, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-30**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of eastbound and southbound left turn lanes at Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-31**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of North Sanborn Road/Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to		28 through 3.10-33 be adopted. Mitigation Measures 3.10-28 through 3.10-33 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and segments. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-32**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane at Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-33**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of East Front Street/Sherwood Drive/Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.		
Impact 3.10-5: Implementation of the proposed Specific Plan would not result in changes to air traffic patterns (Less than Significant) The nearest air facility to the Specific Plan boundaries is Salinas Municipal Airport, located approximately four miles to the southeast. Additionally, Marina Municipal Airport is located approximately six miles to the southwest. The Specific Plan Area contains no existing or planned airport facilities. The proposed land use changes to and development of the Specific Plan Area are expected to have no effect on the Salinas Municipal Airport or Marina Municipal Airport approach or departure zones, or any other airport approach or	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
departure zones. Implementation of the proposed Specific Plan would not result in changes to air traffic patterns. (DEIR, pp, 3.10-81 through 3.10-82)			
Impact 3.10-6: Implementation of the proposed Specific Plan would not substantially increase hazards due to a design feature (Less than Significant) Implementation of the proposed Specific Plan would not substantially increase hazards due to a design feature. Development within the Specific Plan Area would include new streets, access points, paths, and other circulation improvements that would be reviewed and checked for compliance with design and safety standards as part of the entitlement process conducted by the City of Salinas. (DEIR, pp, 3.10-82)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.10-7: Implementation of the proposed Specific Plan would not result in impacts related to emergency access (Less than Significant) Buildout of the proposed Specific Plan would result in increased development densities and land use intensities within the Specific Plan Area. As a result of buildout of the West Area Specific Plan, which includes the development of an internal transportation network within the Plan Area, the volume of users travelling within the Specific Plan Area is expected to increase. Emergency access along proposed and existing roadways must be accommodated in conjunction within the expected population and employment growth. Plans submitted for individual developments to be constructed in the Specific Plan Area would be reviewed for compliance with emergency access requirements by public safety officials during the City's entitlement process. Implementation of the proposed Specific Plan would not result in impacts related to emergency access. (DEIR, pp, 3.10-82)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.10-8: Implementation of the proposed Specific Plan would not conflict with adopted multi-modal circulation policies, plans, or programs, and would not decrease the performance or safety of public transit, bicycle, or pedestrian facilities (Less than Significant) Implementation of the Specific Plan would be consistent with, and would expand upon, the pedestrian and bicycle network identified in the 2002 *Salinas Bikeways Plan*. The Specific Plan	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
would improve the existing bicycle and pedestrian circulation infrastructure within the Specific Plan Area, as well as adjacent areas in the City of Salinas. The West Area Specific Plan is estimated to generate approximately 1,000 new transit trips on a daily basis, as well as 140 trips in the morning peak hour and 150 trips in the evening peak hour (Fehr & Peers, 2018). These new transit trips alone are not expected to overburden existing transit service in the area. Implementation of the proposed Specific Plan would not conflict with adopted multi-modal circulation policies, plans, or programs, and would not decrease the performance or safety of public transit, bicycle, or pedestrian facilities. (DEIR, pp, 3.10-83 through 3.10-84)			

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
UTILITIES			
Impact 3.11-1: The proposed project has the potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (Less than Significant) Wastewater generated within the Plan Area would be conveyed by the City of Salinas wastewater conveyance system to M1W Regional Treatment Plant. M1W, a regional agency, owns and operates M1W Treatment Plant. The wastewater treatment system treats domestic wastewater from residential and commercial sources. Waste Discharge Requirements (WDRs) Order No. R3-2018-0017 provides waste discharge requirements for M1W Treatment Plant, and a supply capacity of up to 29.6 MGD. Implementation of West Area Specific Plan would be covered under the existing capacity and would not exceed the wastewater discharge requirements in this Order. (DEIR, pp. 3.11-9)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-2: The proposed project has the potential to result in a determination by the wastewater treatment and/or collection provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (Less than Significant) The City of Salinas Sanitary Sewer Master Plan projects new development would increase the total wastewater discharge to an average dry weather flow to a maximum of approximately 22.1 MGD at full build-out of the entire City Sphere of Influence. The estimated wastewater discharge for full buildout of the proposed project would be approximately 1.0 MGD. The West Area Specific Plan would increase the amount of wastewater requiring treatment. The wastewater would be treated at M1W Treatment Plant. The (WDRs Order No. R3-2018-0017 allows M1W Treatment Plant to accept up to 29.6 MGD. Given a current demand of approximately 16 MGD (as provided by M1W Treatment Plant Engineer Jennifer Gonzalez), the M1W Treatment Plant currently has an additional capacity of approximately 11 MGD; given 1.0 MGD generated by the project, there is sufficient plant capacity. (DEIR, pp. 3.11-10 through 3.11-11)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.11-3: The proposed project has the potential to require or result in the construction of new wastewater treatment or collection facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant) The West Area Specific Plan project does not trigger a need to expand the M1W Treatment Plant. There would be a network of sewer collection infrastructure installed throughout the Plan Area to serve the West Area Specific Plan. The potential for environmental impacts associated with the installation of the wastewater collection system, and all construction activities within the Plan Area, are addressed throughout this EIR. (DEIR, pp. 3.11-11 through 3.11-12)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-4: Cumulative impact on wastewater utilities (Less than Significant) The M1W plant is designed and constructed to handle 29.6 MGD; which is more than 4 MGD than the project 2055 demand, under the worst case scenario modelled. The 1.0 MGD expected to be generated by full buildout of the proposed project would thereby leave approximately 3.6 MGD available in 2055, under the worst case scenario modelled. Moreover, it is more than likely that this represents an overestimate of cumulative wastewater demand, given that this estimate utilizes the higher end of the range of projected wastewater at the M1W Regional Treatment Plant in the future. Additionally, buildout of the Specific Plan is expected to occur over an approximately 20 to 30 year timeframe; therefore buildout is expected to occur no later than approximately 2048 (at latest). Therefore, using the year 2055 as the analysis year serves as a conservative date for buildout of the proposed project. (DEIR, pp. 3.11-12 through 3.11-13)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-5: The proposed project has the potential to require construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant) The proposed project would not require construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. The water infrastructure is sized to meet the	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
demand within the Plan Area. All offsite improvements are to be placed in or adjacent to existing streets to minimize potential impacts. Although the West Area Specific Plan would not require the expansion of existing water treatment facilities, the West Area Specific Plan may require the construction of a new centralized treatment facility within the Plan Area. This treatment facility would be specifically sized to serve the West Area Specific Plan and would not be upsized to ensure that it does not induce growth beyond what is anticipated by the West Area Specific Plan. (DEIR, pp. 3.11-37 through 3.11-38)			
Impact 3.11-6: The proposed project has the potential to have insufficient water supplies available to serve the project from existing entitlements and resources (Less than Significant) Water supplies are sufficient to meet the City's existing and projected future potable water demands, including those future water demands associated with the West Area Specific Plan, to the year 2035 under all hydrologic conditions. The three new groundwater wells would provide adequate groundwater for the proposed project. Additionally, the Cal Water Salinas District has sufficient water supply throughout its service area to serve the proposed project, even during the third year of a multi-year drought, and even if the proposed project's groundwater wells proved to not be sufficient to serve the entire Plan Area. Moreover, the development of the West Area Specific Plan would reduce consumption of groundwater (equivalent to increasing groundwater storage), when compared to the existing agricultural uses; this would also have the effect of reducing the potential for seawater intrusion into the groundwater basin, when compared to the existing agricultural uses. (DEIR, pp. 3.11-38 through 3.11-41)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-7: Cumulative Impact on Water Utilities (Less than Significant) There would be sufficient water resources available to provide supply for buildout of the cumulative scenario, so that no significant cumulative effect on the overall water supply would result. (DEIR, pp. 3.11-41 through 3.11-43)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.11-8: The proposed project has the potential to require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant) No new or expanded existing off-site infrastructure is proposed or would be required. Proposed project storm water infrastructure would be developed on-site, with connections made to off-site existing storm drain pipes along existing rights-of-way (such as along McKinnon Street). Installation of storm drainage infrastructure would occur during the construction phase of the proposed project. The construction of the new on-site stormwater drainage facilities, which are associated with the proposed project, has the potential to cause environmental impacts. The potential for environmental impacts associated with the installation of the stormwater system, and all construction activities within the Plan Area, are addressed throughout this EIR. (DEIR, pp. 3.11-63)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-9: Cumulative Impact on Stormwater Facilities (Less than Significant) The West Area Specific Plan includes an extensive system of on-site stormwater collection, treatment and retention facilities to accommodate the increased stormwater flows that would originate in the Specific Plan Area. Surface runoff from the area will be managed via detention/retention basins and flow reducing Best Management Practices (BMPs) to prevent local flooding within the Specific Plan Area. These features will also reduce peak flows from the Specific Plan Area to receiving creeks and storm drains to amounts less than such flows under existing conditions. The construction, maintenance, and operation of all stormwater facilities are not anticipated to cause substantial adverse impacts. The proposed project would not have cumulatively considerable impacts associated with stormwater facilities. (DEIR, pp. 3.11-63 through 3.11-65)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-10: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, State, and local statutes and regulations related to solid waste (Less than	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Significant) The West Area Specific Plan would be required to comply with applicable State and local requirements including those pertaining to solid waste, construction waste diversion, and recycling. The addition of the volume of solid waste associated with the West Area Specific Plan, approximately 24.5 tons per day at total buildout, would increase the total to the Johnson Canyon Landfill; however, this increase would not cause an exceedance of the landfill's remaining capacity. (DEIR, pp. 3.11-72)			
Impact 3.11-11: Cumulative Impact on Solid Waste Facilities (Less than Significant) The Salinas Valley Solid Waste Authority service area is expected to add numerous developments through 2055. The Central Area Specific Plan, East Area Specific Plan, and the Economic Development Element (EDE) are three such areas, located within the City of Salinas. These new areas would generate an estimated 75 to 100 tons per day at total buildout. Buildout of other communities within the Salinas Valley Solid Waste Authority' service area would also affect Johnson County Landfill. These jurisdictions within the region are likely to generate new sources of solid waste that would need to be processed at the landfill. The Johnson Canyon Landfill has the capacity to serve nearly three times as much waste per day as it does currently and will have sufficient capacity to serve communities within the Salinas Valley Solid Waste Authority service area. Implementation of the proposed project would have a less than significant cumulative impact relative to this environmental topic. (DEIR, pp. 3.11-72 through 3.11-73)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
OTHER ISSUES			
Aesthetics The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would allow development to occur in the City in both vacant and underdeveloped portions of the community, and that the introduction/expansion of urban uses into these areas has the potential to interrupt views of natural features, open space, the hillsides, and agricultural resources, reducing the aesthetic value of these resources. Additionally, new development	To minimize and mitigate the impacts on aesthetics, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented the following five mitigation measures: Mitigation Measure A1 requires the City to implement the City's Gateway Guidelines; Mitigation Measure A2 requires the City to strengthen and require compliance with the City's Design Guidelines; Mitigation Measure A3 requires the City to improve the Lighting Ordinance; Mitigation Measure A4 requires the	LTS	Three of the five mitigation measures included in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), including Mitigation Measures A1, A2, and A3, are requirements for the City of Salinas to implement. These measures do not apply to the proposed project. Mitigation Measures A4 and A5 are requirements for both the City and for proposed projects or discretionary projects. The proposed project would be subject to Mitigation Measure A4, which requires consistency with the landscaping requirements. All landscaping in the Specific Plan Area would be subject to the City's landscaping requirements. The proposed project would also be

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
in the City was found to increase the amount of light and glare in the community, particularly in areas planned for nonresidential development, such as retail and general commercial. It was also found that future development under the General Plan has the potential to change the visual character of the City. Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that aesthetic impacts associated with the FGAs, which includes the West Area Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). Any future development under the approved General Plan, which includes all development under the proposed project, would be required to comply with the above referenced regulations, policies, and standards. Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed in the in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). (See the Initial Study)	City to implement landscaping requirements for all proposed projects; and Mitigation Measure A5 requires the City to review all discretionary projects for aesthetics impacts.		subject to Mitigation Measure A5, which requires the City of review the proposed project for aesthetics impacts. Impacts to aesthetics are analyzed in the Initial Study for the project. See Appendix A of the Draft EIR for the West Area Specific Plan Initial Study. Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Agriculture and Forest Resources The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would result in the conversion of 3,525 acres of agriculture lands to urban uses. The *Final Environmental Impact Report,* also indicates that General Plan buildout would result in agricultural activity in proximity to residential and other urban uses, which may result in conflicts between the uses. It is noted that agricultural activity can cause nuisances related to air quality and noise that may disturb surrounding development. Urban activities may also negatively affect nearby agricultural uses, as increased vandalism often occurs and the introduction of domestic animals may disturb certain agricultural activities. The City of Salinas certified the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), adopted a statement of overriding considerations relative to this significant and unavoidable impact, and approved the Salinas	The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of Mitigation Measures AG1 through AG4, the impacts on potential compatibility issues would be reduced to a less than significant level; however, while the impacts on agricultural conversion would be reduced to the extent feasible, a significant and unavoidable impact would remain related to the loss of important farmland. Mitigation AG5 specifically addressed Agricultural Land Conservation Easement Program, which states that the City will work with the County of Monterey and other local jurisdictions to create and implement an agricultural land conservation easement program, including such measures as securing the dedication of easements or by paying a mitigation fee that could be used to purchase easements through a mitigation bank. Additionally, in 2006, the City Council adopted Resolution No. 19422, approving the Agricultural Land Preservation Program. The resolution adopted a $750.00 per acre mitigation fee for agricultural lands currently	LTS	All of the five mitigation measures included in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), including Mitigation Measures AG1 through AG5, are requirements for the City of Salinas to implement. These measures do not apply to the proposed project. Additionally, in 2006, the City Council adopted Resolution No. 19422, approving the Agricultural Land Preservation Program. The resolution adopted a per acre mitigation fee for agricultural lands currently designated by the California Department of Conservation's Farmland Mapping Program as "Prime" or "of Statewide Importance." The project would be subject to this fee. Impacts to agricultural resources are analyzed in the Initial Study for the project. See Appendix A of the Draft EIR for the West Area Specific Plan Initial Study. Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
General Plan. Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that agricultural impacts associated with the FGAs, which includes the Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). Any future development under the approved General Plan, which includes all development under the proposed project, would be required to comply with the above-referenced regulations, policies, and standards. Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). (See the Initial Study)	designated by the California Department of Conservation's Farmland Mapping Program as "Prime" or "of Statewide Importance."		
Geology and Soils Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). (See the Initial Study)	No additional mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Hazards and Hazardous Materials While the Draft EIR analyzes Hazards and Hazardous Materials, several topics were determined to not warrant additional analysis within the Chapter. The land uses proposed within the Specific Plan Area would not be expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, these uses are not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Furthermore, the proposed project is not located in the vicinity of an airport or private airstrip; therefore, it would not result in a safety hazard related to air traffic for people residing or working in the Specific Plan Area. These topics do not	No additional mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
warrant additional analysis and will not be addressed further in the EIR. Separately, the City has adopted a Multi-hazard Emergency Plan, which serves as extensions of the California Emergency Plan and the Emergency Resource Management Plan. The purpose of the Multi-hazard Emergency Plan is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The Emergency Operations Center (EOC) in City Hall serves as the center of the City's emergency operations. The Plan also addresses evacuation and movement of people in the event of an emergency. The proposed project does not impair implementation of or physically interfere with the Multi-hazard Emergency Plan. Implementation of the proposed project would have a less than significant impact relative to this environmental topic and will not be further analyzed or addressed further in the EIR. Lastly, the proposed project is not located in an area that is considered a high risk for wildfires. The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. (See the Initial Study)			
Land Use and Planning The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the impacts would be reduced to a **less than significant** level with mitigation. Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan Area, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). The City certified the Final Supplemental EIR and approved annexation of the North of Boronda FGA, which includes the West Area Specific Plan. The project, as proposed, is consistent with the Greater Salinas Area Memorandum of Understanding (GSA-MOU). All development under the proposed project would be required to comply with the regulations, policies, and standards identifies in the *Final Environmental*	No additional mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact Report, Salinas General Plan (Cotton Bridges Associates 2002), and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed within these supporting documents. (See the Initial Study)			
Mineral Resources It was determined in the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) that development of the FGA, including the Specific Plan Area, would not have a significant impact on mineral resources or mining activities. As such, implementation of the proposed project would have no impact on mineral resources. (See the Initial Study)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

Attachment 3

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

RESOLUTION APPROVING THE WEST AREA SPECIFIC PLAN PROJECT (SPEC 2013-002)

WHEREAS, Brian Finegan, Esq. (representing multiple property owners and developers) submitted applications for the West Area Specific Plan project (Project), including requests for Specific Plan, Rezone, and Development Agreement approvals that would permit development of the approximately 797-acre project site shown in Exhibit A, herein incorporated by reference; and

WHEREAS, the City of Salinas (hereinafter "City"), as lead agency under the California Environmental Quality Act (Pub. Res. Act Section 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.) (collectively "CEQA") has completed the Final Program Environmental Impact Report ("Final EIR") State Clearinghouse No. 2006021072 for the West Area Specific Plan in compliance with CEQA along with all supporting documentation and notices which are herein incorporated by reference as Exhibits C through I; and

WHEREAS, on December 4, 2019 the Salinas Planning Commission held a duly noticed and agendized public hearing to consider the Final EIR (ER 2018-003); the proposed West Area Specific Plan (SPEC 2013-002); Rezone (RZ 2019-001); and the proposed Development Agreement (DA 2019-001); and

WHEREAS, by Resolution No. 2019-18, the Salinas Planning Commission unanimously (7-0) recommended that the City Council certify the Final EIR, adopt the CEQA findings, adopt the Statement of Overriding Considerations, and adopt the Mitigation Monitoring Reporting Program for the Project; and

WHEREAS, with direction from the City, the Applicant has prepared the proposed West Area Specific Plan (SPEC 2013-002), attached hereto as Exhibit B and incorporated herein by this reference to serve as guidance for implementing New Urbanism development in accordance with the 2002 General Plan within the Specific Plan boundary; and

WHEREAS, the proposed West Area Specific Plan has been found to be consistent with the goals, policies, and programs of the 2002 General Plan, as identified in the Project Findings herein incorporated by reference as Exhibit J; and

WHEREAS, on December 17, 2019 the Salinas City Council held a duly noticed and agenidzed public hearing to consider the Final EIR (ER 2018-003); the proposed West Area Specific Plan (SPEC 2013-002); Rezone (RZ 2019-001); and the proposed Development Agreement (DA 2019-001); and

WHEREAS, the Salinas City Council weighed the evidence presented at said public hearing, including the staff report which is on file at the Community Development

Department, together with the record of environmental review including the Draft EIR (all of which were made publicly available consistent with state law prior to the City Council's public hearing and consideration of the Project), public comments on said document and responses thereto, the Final EIR, and evidence and public testimony presented at the public hearing; and

WHEREAS, notice of the time and place of hearing for recommending certification of the Final EIR and recommending approval of the Project, including SPEC 2013-002, was given in the manner prescribed by the City; and

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

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

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

1. The foregoing recitals and the information contained in the Exhibits are true and correct.

2. That it has been provided with, and has reviewed, the information contained in the Final EIR, the staff report for the Project, written and oral testimony regarding the Project, the Project Findings, and other relevant evidence available in the administrative record (collectively, the "Record of Proceedings"), and hereby provides notification that the Record of Proceedings is on file with the City Clerk of the City of Salinas, 200 Lincoln Avenue, Salinas, CA 93901.

3. That it has been provided with, and has reviewed, the information contained in the Final EIR, the staff report and recommendations, and other relevant evidence in the Record of Proceedings, and having done so, recommends that the City Council adopt the Project Findings, including the Specific Plan findings, herein incorporated by reference as Exhibit J, and based on those findings, approves SPEC 2013-002.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Salinas City Council affirms the Planning Commission's findings and approves a Resolution approving SPEC 2013-002.

PASSED AND APPROVED this 17th day of December 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

_____

Joe Gunter, Mayor

ATTEST:

_____

Patricia M. Barajas, City Clerk

List of Exhibits (Incorporated by Reference):

Exhibit A	Project Site Location Map
Exhibit B	West Area Specific Plan with Errata Sheet
Exhibit C	Notice of Preparation
Exhibit D	Draft Program Environmental Impact Report (link)
Exhibit E	Draft Program Environmental Impact Report Technical Appendices (link)
Exhibit F	Notice of Completion
Exhibit G	Final Program Environmental Impact Report
Exhibit H	CEQA Findings and Statement of Overriding Considerations
Exhibit I	Mitigation Monitoring and Reporting Program
Exhibit J	Project Findings

Exhibit A Project Site Location Map

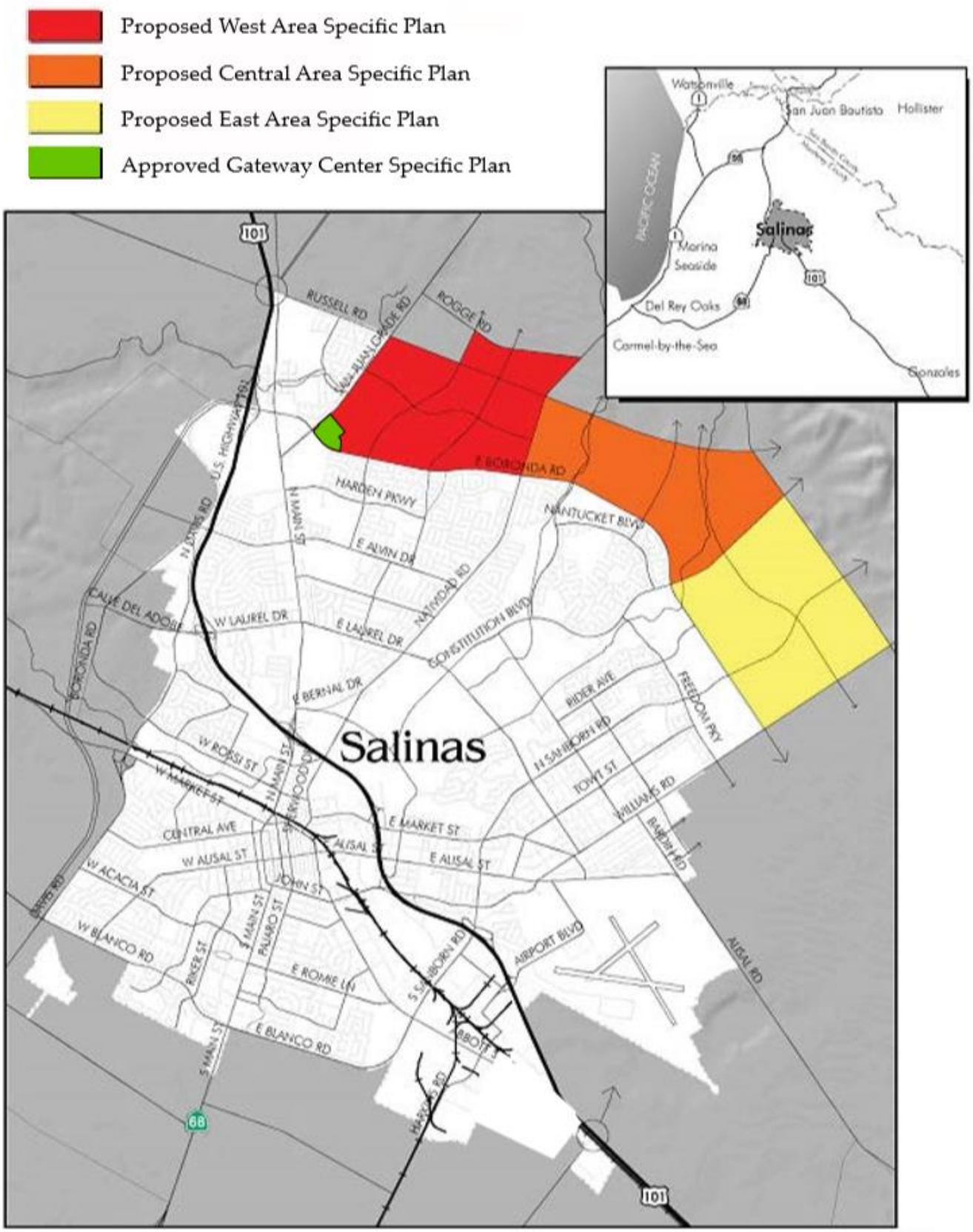


Exhibit B West Area Specific Plan with Errata sheet

Link to public review draft:

https://www.cityofsalinas.org/sites/default/files/draft_west_area_specific_plan_feb_27_2019_0.pdf

Errata Sheet to the Draft West Area Specific Plan

September 4, 2019

Introduction and Content

The Errata sheet consists of minor revisions to the Draft Specific Plan providing clarifications, some minor modifications as well as minor staff edits. The revisions to the Draft Specific do not change the intent or content of the document. The Errata sheet is in addition to typographical, re-ordering or similar non-substantive errors not listed.

Proposed changes are identified in Table 1, Errata Changes. Text deletions are shown with strikeout font and additions are shown with underlined font. Specific Plan table and figure modifications are listed and shown following Table 1 in the order that they are referenced in Table 1.

TABLE 1: Errata Changes

Section	Page	Modification
2.8.1	92	The design of all schools is encouraged to consider the New Urbanism design concepts, design standards and development regulations contained in the West Area Specific Plan to complement and promote compatibility with surrounding land uses. Fencing shall be black coated chain link.
4.8	166	If landscaping is used, evergreen plant material shall be spaced at an appropriated density to provide full screening. Fencing shall be black coated chain link.
2.5.3.6	88	A main pedestrian connection path will be located within a parking lot divider median landscaped with trees and shrubs in larger parking lots to enhance the safety and comfort of pedestrians. For parking lot lighting, see Appendix E, Light Standards.
4.5.5	156	Outdoor Energy Conservation and Parking Lot Lighting
4.8	166	Trees and landscaping planters shall be provided throughout the parking lots to provide shade and provide areas for bio-swales and bio-filters. For parking lot lighting, see Appendix E, Light Standards.
3.6	114	See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.
3.6	116	See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.
3.6	119	See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.
6.4.1	231	Each of the two middle school sites is approximately 10 acres in size; the middle school site is approximately 21 acres in size. Improvement of school site frontages, ROW and parkway improvements are the responsibility of the owner, developer, entity, etc. developing the land adjacent to the site, subject to review and approval by the City Engineer and City Planner.
2.4.1	41	Figure updated to show current park shapes and locations.
1.3	25	Figure updated to show correct designation of the town square park
1.3	27	Figure updated to show correct district of the town square park
1.2.2.1	9	Figure updated to show north arrow.
4.2.2.1	136	Graphic updated to show dimension correctly.
4.2.2.1	136	Graphic updated to show dimension correctly.
4.2.2.1	137	Graphic added where it was missing.
4.2.3	139	Figure updated to show sound wall along Russell Road.
4.2.3.2	143	Figure updated to have consistent font

3.6	114	Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Planner and City Engineer.
3.6	114	Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.
3.6	117	Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Planner and City Engineer.
3.6	117	Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.
2.6	89	Inclusionary housing requirements (including the Ordinance) are further discussed in the Affordable Housing component for the West Area Specific Plan as contained in Appendix H of the Specific Plan. Regarding applicability of the Inclusionary Housing Ordinance, Parcelization Maps (see appendix B, Definitions) shall not be considered the first approval.
1.2.3.2	15	Table updated to show correct and updated APNs.
9.3	291	Parcelization Maps Parcelization Maps shall mean a parcel map processed administratively for the purpose of creating master parcels for sale, financing or phasing purposes and on which no development is permitted without further subdivisions or other entitlement approval.
3.11	129	A detailed and complete wall plan (including the design and color of all walls) for each neighborhood or Planning Area, and, when required, noise reduction calculations shall be submitted and approved by the City Planner and City Engineer before any sound walls are constructed within a neighborhood or Planning Area. The construction of walls along Russell Road shall be the responsibility of the developer.

4.2.3	141	A complete wall and fence plan (including the design and color of all walls and fences) for each neighborhood or neighborhood Planning Area and, when required, noise reduction calculations shall be submitted and approved by the City Planner and City Engineer prior to any walls or fences being constructed within a neighborhood or neighborhood Planning area. The construction of walls along Russell Road shall be the responsibility of the developer.
4.1	132	Residential architectural design is the key to New Urbanism neighborhoods of Salinas. Where the word "shall" is used, the design standard is mandatory, where "encouraged" or "should" is used, the design standard is discretionary and an alternative design solution which achieves a comparable result may be used if approved by the City Planner.
5.3.2.5	200	Both sides of Russell Road will consist of an 8-foot parkway, a path 8-feet wide, and an 8-foot landscaped area between the path and a perimeter wall, or Type 3 wall as applicable per Community Wall Plan on the adjacent property line. The owner, developer and/or entity developing along Russell Road shall be responsible for construction of walls, frontages, ROW/parkway improvements, and half the street width, as determined by the City Engineer.
7.3	240	The landscape and maintenance plan must be prepared by a qualified professional and is subject to approval by the City Engineer and the City Planner (see Section 4.6 and 7.4.9 for further discussion). The submittal for the map creating the basin(s) shall also include improvements of frontages, ROW/parkway, and half the street width, as determined by the City Engineer.
2.8.1	91	It is anticipated that the middle school will serve primarily students residing in the Plan Area. A third elementary school site had been made available for Santa Rita Union School District in the Central Area Specific Plan area across Natividad Road. As of the date of approval of this Specific Plan, a boundary adjustment had been initiated between Santa Rita Union School District and Alisal Union School District. If the districts finalize the boundary adjustment, Santa Rita Union School District would relinquish the third elementary school site to the Alisal Union School District.

8.4	270	With the exception of Rogge Road, these roads will be improved by the developer and/or shall be funded proportionately by the City's Traffic Fee Ordinance in place at the time of permit issuance, or as otherwise determined in the development agreement. Fair share cost of the traffic mitigation measure improvements identified in the West Area Specific Plan Final EIR shall be collected in the same manner as TFO fees.
9.7	303	m. Incorporation and development of the following APNs 211-214-025-000 and 211-214-026-000 in accordance with this Specific Plan.
6.4.1	232	Table 6-4 updated to show latest student generation rates per EIR comment letters from school districts.
8.7	280	Add "… or special districts" to footnote 1 on Table 8-1
9.3	292	Development Review Applications and Building Permits Following approval of each final map, project applicants within the Plan Area may apply for the applicable development review process or building permit through the Community Development Department and Salinas Permit Center as applicable. Building Permits may not be issued until approval of the final map and the applicable Development Review Application process (SPR, CUP, etc.) is completed. For projects subject to Site Plan Review (SPR), the Community Development Department shall approve, conditionally approve, or disapprove the site plan within 30 days of the application being deemed complete unless the Applicant requests an extension in writing. Other Development Review Application processes such as Conditional Use Permits are subject to the timelines established in the Permit Streamlining Act. All project structures must be consistent with the approved Specific Plan, City NPDES Permit/SWDS/SWSP requirements, final map, and applicable Salinas Zoning Code requirements and must comply with all California Building Code (including CalGreen) and Fire Code requirements and all other applicable codes adopted and enforced by the City. The applicable California Building Code and Fire Code (as may be amended) shall be those in effect at the time of the building permit submittal.
8.4	273	It is expected that ~~17~~ 19 additional police officers and associated equipment/vehicles…

Table 3-2
Development Regulations for Neighborhood Edge (NE) Residential and Lot Standards 1 through 4

Development Regulations	Lot Std. 1 Detached	Lot Std. 2 Detached	Lot Std. 3 Detached	Lot Std. 4 Detached	Duplex/ Triplex	Notes
Minimum Lot Size (Square Feet):	6,500	5,500	4,500	3,600	5,000/ 7,500	**(2)(6)(7)**
Maximum Lot Size	-	6,499	5,499	4,499	-	**(2)(6)(7)**
Minimum Lot Area per Unit	-	-	-	-	2,500	**(2)(6)(7)**
Minimum Lot Dimensions without Alley (Feet):						
Width	50	45	40	40	50	**(2)**
Depth	90	80	70	60	90	**(2)**
Frontage	30	30	30	30	30	**(2)(9)**
Minimum Lot Dimensions with Alley (Feet):						
Width	50	45	40	40	50	**(2)**
Depth with Public Alley	80	80	70	60	80	**(2)(10)**
Depth with Alley Easement	90	90	80	70	90	**(2)(11)**
Frontage	30	30	30	30	30	**(2)(9)**
Minimum Front Yard (Feet):						
To Garage	20	20	20	20	20	**(1)(3)(4)(8)(12)(13)**
To Principal Structure	15	10	10	10	15	**(1)(3)(17)**
To Unenclosed Porch or Architectural Entry Feature	10	8	5	5	10	**(1)(3)(14)**
To Semi-Private Courtyard	10	8	5	5	10	**(1)(3)(15)**
Minimum Side Yard (Feet):						
Interior Lots						
To Principal Structure	5	4	3	3	5	**(1)(3)(4)(8)**
To Detached Alley-Loaded Garage Without Second Story Living Area	3	3	3	3	3	**(1)(3)(4)(8)**
To Detached Alley-Loaded Garage With Second Story Living Area	5	5	3	5	5	**(1)(3)(4)(8)**
To Street-Loaded Attached or Detached Garage with min. 30' Front Setback Without Second Story Living Area	3	3	5	3	-	**(1)(3)(4)(8)(12)(13)**
To Street-Loaded Attached or Detached Garage With Second Story Living Area and min. 25' Front Setback	5	4	3	3	-	**(1)(3)(4)(8)(12)(13)**
Corner Lots:						

To Principal Structure	10	8	6	6	10	**(1)(3)**
To Alley-Loaded Detached or Attached Garage With or Without Second Story Living Area	15	15	15	15	15	**(1)(3)(4)(8)**
To Street Loaded Detached or Attached Garage With or Without Second Story Living Area	20	20	20	20	20	**(1)(3)(4)(8)(12)(13)**
To Unenclosed Porch or Architectural Entry Feature	10	8	5	5	10	**(1)(3)(14)**
To Semi-Private Courtyard	10	8	8	5	10	**(1)(3)(15)**
Minimum Rear Yard (Feet):						
To Principal Structure	10	10	8	8	10	**(4)(17)**
To Alley-Loaded Detached or Attached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more					**(4)(8)(10)(16)**
To Alley-Loaded Detached or Attached Garage from Alley Easement With or Without Second Story Living Area	13-15 minimum/maximum or 30 feet or more					**(4)(8)(11)(17)**
To Street-Loaded Detached or Attached Garage with Second Story Living Area	10	8	5	5	-	**(4)(8)(12)(13)(17)**
To Street-Loaded Detached or Attached Garage without Second Story Living Area	3	3	3	3	-	**(3)(4)(8)(12)(13)(16)(18)(19)**
Maximum Height (Feet):	36	36	36	36	36	**(5)(16)**
Distance Between Structures:	6	6	6	6	6	**(17)**
Driveway Length:						
To Street-Loaded Detached or Attached Garage	20	20	20	20	-	**(3)(8)(12)(13)(17)**
To Alley-Loaded Detached or Attached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more					**(4)(8)(10)(16)(17)**
To Alley-Loaded Detached or Attached Garage from Alley Easement With or Without Second Story Living Area	13-15 feet minimum/maximum or 30 feet or more					**(4)(8)(11)(16)**
Non-Residential FAR	0.40	0.40	0.40	0.40	0.40	
Usable Open Space Area per Dwelling Unit – Minimum	**See Table 3-5 of this Specific Plan**					**(3)(4)(24)**
Stormwater and Water Quality Management	**See Chapter 7 of this Specific Plan**					
Landscaping	**See Salinas Zoning Code Article V, Division 4: Landscaping and Irrigation and footnotes (3) and (4) below.**					
Fences, Walls and Hedges	**See Specific Plan Section 4.2.3 and Zoning Code Section 37-50.090**					
Off Street Parking, Loading, and Outdoor Lighting	**See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.**					
Driveway and Corner Visibility	**See Salinas Zoning Code Section 37-50.460 Driveway and Corner Visibility.**					

Signs	**See Salinas Zoning Code Article V, Division 3: Signs.**
Outdoor Facilities	**See Salinas Zoning Code Section 37-50.170 Outdoor Storage and Display.**
Accessory Uses and Structures	**See Salinas Zoning Code Section 37-50.010 Accessory Uses and Structures.**
Screening of Mechanical Equipment	**See Salinas Zoning Code Section 37-50.240 Screening of Mechanical Equipment.**
Recycling and Solid Waste Disposal	**See Salinas Zoning Code Section 37-50.200 Recycling and Solid Waste Disposal Regulations.**
Performance Standards	**See Salinas Zoning Code Section 37-50.180 Performance Standards.**
Planned Unit Developments	**See Salinas Zoning Code Article VI, Division 13: Planned Unit Development Permits.**
Nonconforming Uses and Structures	**See Salinas Zoning Code Section 37-50.160 Nonconforming Uses and Structures.**
Recreational Vehicles, Prohibited Vehicles and Equipment	**See Zoning Code Section 37-50.190 Recreational Vehicles, Prohibited Vehicles and Equipment Parking and Storage**
Vehicle Trip Reduction	**See Zoning Code Section 37-50.330 Vehicle Trip Reduction**
Swimming Pools, Spas, and Hot Tubs	**See Zoning Code Section 37-50.010(k) Swimming Pools, Spas, and Hot Tubs**
Accessory Dwelling Units	**See Salinas Zoning Code Section 37-50.250 Accessory Dwelling Units**
Temporary Use of Land	**See Zoning Code Section 37-50.300 Temporary Use of Land**

(1) Architectural features can project two feet into front, corner or interior side yard setbacks that are 5 feet or more.
(2) To maintain the required densities, percentages and variety of lot sizes, once subdivided, no further subdivision shall be allowed without a "major" Specific Plan amendment and subsequent CEQA evaluation. This does not apply to dedicated school sites in accordance with Chapter 31 of the Salinas Municipal Code.
(3) Front and corner side yards and any additional yard space located in front of the street façade of a dwelling and side yard fence are required to be landscaped with a mix of vegetation and other pervious materials as approved by the City Engineer and City Planner. Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off-street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Planner and City Engineer. Parking in required front, corner or interior side yards is prohibited except on the approved driveway leading to required off-street parking (garage).
(4) Rear yard and interior side yard hardscape/impervious improvements are limited to a total of 50% of the total square footage of the yard or 500 square feet, whichever is less (not including building/structure footprints and driveways approved by the City Planner and City Engineer serving the required parking). Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.
(5) See Salinas Zoning Code Section 37-50.080: Exceptions to Height Limits.
(6) See Salinas Zoning Code Section 37-50.060: Density Bonus.
(7) Minimum lot sizes may be reduced when the exclusive use of such lots is intended for utility substations, pumping stations, and similar features.
(8) Refer to Section 4.2.2, Garages and Driveways of the Specific Plan. All garages shall have roll-up doors and must be set back a minimum of five feet from the street façade of the principal dwelling.
(9) Frontage minimum of 30 feet accommodates curved streets and knuckle corners.
(10) Standard 20-foot wide minimum public alley. Rear lot line measured at the edge of ROW.
(11) Rear lot line measured at center line of standard 20-foot-wide minimum alley easement.
(12) Minimum 20-foot driveway length to street property line as measured from garage door.
(13) No street-loaded garages allowed for duplex/triplex dwellings.
(14) An unenclosed porch or architectural entry feature shall be at least sixty square feet with a minimum unobstructed dimension of six feet.
(15) Subject to the approval of the City Planner and to promote eyes on the street and encourage an engaging streetscape, the front setback may be reduced to a minimum of five feet for an outdoor courtyard not exceeding a maximum of 100 square

feet (of pavers or pervious concrete) in area and surrounded by landscaping and enclosed by a wall exceeding thirty-six inches in height to a maximum of forty-two inches in height.
(16) If second story living area is provided, the rear setback shall be five feet or 15 feet, as applicable.
(17) Rear lot line measured from edge of the ROW.

Table 3-3
Development Regulations for Neighborhood General 1 (NG-1) and Neighborhood General 2 (NG-2) Residential
Lot Standards 4 through 7, Single-Family Attached Dwellings, and Duplex/Triplex Dwellings

Development Regulations	**Lot Std. 4 Detached**	**Lot Std. 5 Detached**	**Lot Std. 6 Detached**	**Lot Std. 7 Detached**	**Duplex/ Triplex**	**Single-Family Attached Condominium/ Townhome Lot Std. 8**	**Notes**
Minimum Lot Size (Square Feet):	3,600	2,900	2,200	1,900	4,400	1,000	**(2)(6)(7)**
Maximum Lot Size:	-	3,599	2,899	2,199	-	1,000	**(2)(6)(7)**
Minimum Lot Area per Dwelling Unit:	-	-	-	-	2,200	1,000	**(2)(6)(7)**
Minimum Lot Dimensions without Alley (Feet):							
Width	40	30	30	20	45	20	**(2)(6)(7)**
Depth	60	60	60	60	60	40	**(2)(6)(7)**
Frontage	30	20	20	20	20	20	**(2)(6)(7)(9)(19)**
Minimum Lot Dimensions with Alley (Feet):							
Width	40	30	30	20	45	20	**(2)(6)(7)**
Depth with Public Alley	50	60	60	60	50	40	**(2)(6)(7)(10)(18)**
Depth with Alley Easement	60	70	70	70	60	40	**(2)(6)(7)(11)(18)**
Frontage	30	20	20	20	20	20	**(2)(6)(7)(9)(19)**
Minimum Front Yard (Feet):							
To Garage	20	20	20	20	-	10	**(1)(3)(8)(10)(12) (13)(15)(22)**
To Principal Structure	8	6	6	6	6	10	**(1)(3)(10)(21)**
To Unenclosed Porch or Architectural Entry Feature	8	5	5	5	5	10	**(1)(3)(10)(14)(21)**
To Semi-Private Courtyard	8	5	5	5	5	10	**(1)(3)(15)(21)**
Minimum Side Yard (Feet):							
Interior Lots							

To Principal Structure	3	3	1.5	1.5	3	0/3	**(1)(3)(4)(18)(20)(21)**
To Alley-Loaded Attached or Detached Garage with Second Story Living Area	5	5	5	5	5	5	**(1)(3)(4)(8)(18)(20)(21)**
To Alley-Loaded Detached or Attached Garage Without Second Story Living Area	3	3	3	3	3	3	**(1)(3)(4)(8)(18)(20)(21)**
To Street-Loaded Attached or Detached Garage with minimum 20' Front Setback With or Without Second Story Living Area	3	3	3	3	-	-	**(1)(3)(4)(8)(12)(13)(15)(20)(21)**
Corner Lots:							
To Principal Structure	6	5	5	5	5	5	**(1)(3)(21)**
To Alley-Loaded Attached or Detached Garage With or Without Second Story Living Area	11	11	11	11	11	11	**(1)(3)(8)(18)(21)**
To Street Loaded Attached or Detached Garage With or Without Second Story Living Area	11	11	11	11	11	11	**(1)(3)(8)(12)(13)(15)**
To Unenclosed Porch or Architectural Entry Feature	5	5	5	5	5	5	**(1)(3)(14)(21)**
To Semi-Private Courtyard	5	5	5	5	5	5	**(1)(3)(15)(21)**
Minimum Rear Yard (Feet):							
To Principal Structure	8	8	8	8	3	3	**(4)**
To Street-Loaded Attached or Detached Garage With or Without Second Story Living Area	5	5	5	5	-	-	**(3)(4)(8)(12)(13)(15)(17)(18) (21)**
To Alley-Loaded Attached or Detached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more						**(3)(4)(8)(10)(16)(17)(18)(21**
To Alley-Loaded Attached or Detached Garage from Alley Easement With or Without Second Story Living Area	13-15 minimum/maximum or 30 feet or more						**(3)(4)(8)(11)(16)(17)(18)(21)**
Maximum Height (Feet):	36	36	36	36	36	36	**(5)**
Distance Between Structures:	4	3	3	3	3	3	
Driveway Length (Feet):							
To Street-Loaded Attached or Detached Garage With or Without Second Story Living Area	20	20	20	20	20	-	**(3)(4)(8)(13)(15)(18)(21)**

To Alley-Loaded Detached or Attached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more						**(3)(4)(8)(10)(16)(17)(18)(21)**
To Alley-Loaded Garage Detached or Attached Garage from Alley Easement With or Without Second Story Living Area	13-15 minimum/maximum or 30 feet or more						**(3)(4)(8)(11)(16)(17)(18)(21)**
Non-Residential FAR	0.40	0.40	0.40	0.40	0.40	0.40	
Usable Open Space per Dwelling Unit–Minimum	**See Table 3-5 of this Specific Plan**						**(3)(4)**
Stormwater and Water Quality Management	**See Chapter 7 of this Specific Plan**						
Landscaping	**See Salinas Zoning Code Article V, Division 4: Landscaping and Irrigation and footnotes (3) and (4) below.**						
Fences, Walls and Hedges	**See Specific Plan Section 4.2.3 and Zoning Code Section 37-50.090.**						
Off Street Parking, Loading, and Outdoor Lighting	**See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.**						
Driveway and Corner Visibility	**See Salinas Zoning Code Section 37-50.460 Driveway and Corner Visibility.**						
Signs	**See Salinas Zoning Code Article V, Division 3: Signs.**						
Outdoor Facilities	**See Salinas Zoning Code Section 37-50.170 Outdoor Storage and Display.**						
Accessory Uses and Structures	**See Salinas Zoning Code Section 37-50.010 Accessory Uses and Structures.**						
Screening of Mechanical Equipment	**See Salinas Zoning Code Section 37-50.240 Screening of Mechanical Equipment.**						
Recycling and Solid Waste Disposal	**See Salinas Zoning Code Section 37-50.200 Recycling and Solid Waste Disposal Regulations.**						
Performance Standards	**See Salinas Zoning Code Section 37-50.180 Performance Standards.**						
Planned Unit Developments	**See Salinas Zoning Code Article VI, Division 13: Planned Unit Development Permits.**						
Nonconforming Uses and Structures	**See Salinas Zoning Code Section 37-50.160 Nonconforming Uses and Structures.**						
Recreational Vehicles, Prohibited Vehicles and Equipment	**See Zoning Code Section 37-50.190 Recreational Vehicles, Prohibited Vehicles and Equipment Parking and Storage**						
Vehicle Trip Reduction	**See Zoning Code Section 37-50.330 Vehicle Trip Reduction**						
Swimming Pools, Spas, and Hot Tubs	**See Zoning Code Section 37-50.010(k) Swimming Pools, Spas, and Hot Tubs**						
Accessory Dwelling Units	**See Salinas Zoning Code Section 37-50.250 Accessory Dwelling Units**						
Temporary Use of Land	**See Zoning Code Section 37-50.300 Temporary Use of Land**						
Condominium Conversions	**See Zoning Code Section 37-50.050 Condominium Conversions**						

(1) Architectural features can project two feet into front, corner or interior side yard setbacks that are 5 feet or more.

(2) To maintain the required densities, percentages and variety of lot sizes, once subdivided, no further subdivision shall be allowed without a "major" Specific Plan amendment and subsequent CEQA evaluation. This does not apply to subsequent subdivisions in accordance with Section 3.9.3, Mixed Use Commercial to Residential Flexibility, of this Specific Plan, or dedicated school sites in accordance with Chapter 31 of the Salinas Municipal Code. Front and corner side yards and any additional yard space located in front of the street façade of a dwelling and side yard fence are required to be landscaped with

a mix of vegetation and other pervious materials as approved by the City Engineer and City Planner. Pavers and pervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off-street parking, an entry walkway as approved by the City Engineer and City Planner not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling or an approved semi-private courtyard. Parking in required front, corner or interior side yards is prohibited except on the approved driveway leading to required off-street parking (garage).

(3) Front and corner side yards and any additional yard space located in front of the street façade of a dwelling and side yard fence are required to be landscaped with a mix of vegetation and other pervious materials as approved by the City Engineer and City Planner. Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off-street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Planner and City Engineer. Parking in required front, corner or interior side yards is prohibited except on the approved driveway leading to required off-street parking (garage).

(4) Rear yard and interior side yard hardscape/impervious improvements are limited to a total of 50% of the total square footage of the yard or 500 square feet, whichever is less (not including building/structure footprints and driveways approved by the City Planner and City Engineer serving the required parking). Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.

(5) See Salinas Zoning Code Section 37-50.080: Exceptions to Height Limits.

(6) See Salinas Zoning Code Section 37-50.060: Density Bonus.

(7) Minimum lot sizes may be reduced when the exclusive use of such lots is intended for utility substations, pumping stations, and similar features.

(8) Refer to Section 4.2.2, Garages and Driveways of the Specific Plan. All garages shall have roll-up doors and must be set back a minimum of five feet from the street façade of the principal dwelling.

(9) Frontage minimum of 30 feet accommodates curved streets and knuckle corners.

(10) Standard 20-foot-wide minimum public alley. Rear lot line measured at the edge of ROW. All garages must be set back a minimum of five feet from the street façade of the principal structure.

(11) Rear lot line measured at center line of standard 20-foot wide minimum alley easement.

(12) Minimum 20-foot driveway length to street property line as measured from garage door.

(13) No street-loaded garages allowed for duplex/triplex dwellings.

(14) An unenclosed porch or architectural entry feature shall be at least sixty square feet with a minimum unobstructed dimension of six feet.

(15) Subject to the approval of the City Planner and to promote eyes on the street and encourage an engaging streetscape, the front setback may be reduced to a minimum of five feet for an outdoor courtyard not exceeding a maximum of 100 square feet (of pavers or pervious concrete) in area and surrounded by landscaping and enclosed by a wall exceeding thirty-six inches in height to a maximum of forty-two inches in height. Rear lot line measured from edge of the ROW.

(16) If second story living area is provided, the rear setback shall be five feet or 15 feet, as applicable.

(17) Rear lot line measured from edge of the ROW.

(18) Where private drives and alleys are provided, curbs shall be painted red and appropriate signage for parking restrictions shall be provided as determined by the City Engineer, City Planner, and Fire Chief.

(19) The minimum lot frontage requirement for single-family attached dwellings shall be twenty feet except that the minimum lot frontage requirement may be waived for single-family attached dwellings (townhomes and rowhouses) located on lots, which do not front a street.

(20) 0 foot interior side yard setback if abutting a single-family attached dwelling.

(21) For lots that do not have street frontage (such as green court housing products, etc.) the location of required front, side, and rear yards will be determined by the City Planner.

(22) For Custom Dwellings located on a private drive, the alley easement development regulations shall apply.

Table 3-4
Multifamily Development Regulations for Neighborhood General 1 (NG-1), Neighborhood General 2 (NG-2) and Village Center

Development Regulations	Multifamily Land Use Category					Notes
	Village Center (VC) Stand Alone Residential	Village Center (VC)	NG-2 at Minimum 30 du/nra	NG-2	NG-1	
Minimum Lot Size (Square Feet):	10,000	No Minimum	10,000	7,200	10,000	**(3)(4)(6)**

Maximum Lot Size:	-	-	-	-	-	**(3)(4)(6)**
Minimum Lot Area per Dwelling Unit:	1,000	-	1,000	1,800	2,900	**(3)(4)(6)**
Minimum Lot Dimensions (Feet):						
Width	90	-	90	90	90	**(9)**
Width, Corner Lot	95	-	95	95	95	**(9)**
Depth	100	-	100	100	100	**(9)**
Frontage	80	-	35	35	35	**(8)(9)**
Minimum Front Yard (Feet):	10	-	10	15	15	**(8)**
Minimum Side Yard Per Story (Feet):						
Interior Lots	10/20 max.	-	10/20 max.	10/20 max.	10/20 max.	**(1)(8)(10)**
Corner Lots	10	-	10	15	15	**(1)(8)**
Minimum Rear Yard (Feet per Story):	10/20 max.	5	10/20 max.	10/20 max.	10/20 max.	**(10)**
Minimum Building Setback (Feet) to Private Drive	0	5	0	5	5	
Maximum Height (Feet):	55	55	55	45	36	**(2)**
Distance Between Structures	6	-	10	10	10	**(7)**
Maximum FAR	NA	1.0	-	-	-	**(11)**
Landscaping (percent of lot area)	5%	5%	5%	5%	5%	
Bedrooms per Dwelling Unit (Percent of Total Dwelling Units):						
3 or more bedrooms	-	-	-	20%	20%	
4 or more bedrooms	-	-	-	10%	10%	
Usable Open Space Area per Dwelling Unit–Minimum	**SEE TABLE 3-5**					
On-Site Parking Requirements (Parking Spaces):						
Studio Units	1	1	1	-	-	**(5)(10)**
One Bedroom Units	1.5	1	1	-	-	**(5)(10)**
Two Bedroom Units	2	1.5	1.5	-	-	**(5)(10)**
Three Bedroom Units	2	2	2	-	-	**(5)(10)**
Four Bedroom Units	3	3	3	-	-	**(5)(10)**
Guest Parking	1 per 15 units	0	1 per 15 units	-	-	**(5)(10)**
Landscaping	**See Salinas Zoning Code Article V, Division 4: Landscaping and Irrigation.**					
Fences, Walls and Hedges	**See Salinas Specific Plan Section 4.5.1.**					
Off Street Parking, Loading, and Outdoor Lighting	**See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.**					
Driveway and Corner Visibility	**See Salinas Zoning Code Section 37-50.460 Driveway and Corner Visibility.**					
Signs	**See Salinas Zoning Code Article V, Division 3: Signs.**					
Outdoor Facilities	**See Salinas Zoning Code Section 37-50.170 Outdoor Storage and Display.**					
Accessory Uses and Structures	**See Salinas Zoning Code Section 37-50.010 Accessory Uses and Structures.**					
Screening of Mechanical Equipment	**See Salinas Zoning Code Section 37-50.240 Screening of Mechanical Equipment.**					

Temporary Use of Land	**See Zoning Code Section 37-50.300 Temporary Use of Land**
Recreational Vehicles, Prohibited Vehicles and Equipment	**See Zoning Code Section 37-50.190 Recreational Vehicles, Prohibited Vehicles and Equipment Parking and Storage**
Swimming Pools, Spas, and Hot Tubs	**See Zoning Code Section 37-50.010(k) Swimming Pools, Spas, and Hot Tubs**
Vehicle Trip Reduction	**See Zoning Code Section 37-50.330 Vehicle Trip Reduction**
Condominium Conversions	**See Zoning Code Section 37-50.050 Condominium Conversions**
Recycling and Solid Waste Disposal	**See Salinas Zoning Code Section 37-50.200 Recycling and Solid Waste Disposal Regulations.**
Performance Standards	**See Salinas Zoning Code Section 37-50.180 Performance Standards.**
Planned Unit Developments	**See Salinas Zoning Code Article VI, Division 13: Planned Unit Development Permits.**
Accessory Dwelling Units	**See Salinas Zoning Code Section 37-50.250 Accessory Dwelling Units**
Nonconforming Uses and Structures	**See Salinas Zoning Code Section 37-50.160 Nonconforming Uses and Structures**

(1) Architectural features can project two feet into front, corner or interior side yard setbacks that are five feet or more.
(2) See Salinas Zoning Code Section 37-50.080: Exceptions to Height Limits.
(3) See Salinas Zoning Code Section 37-50.060: Density Bonus.
(4) Minimum lot sizes may be reduced when the exclusive use of such lots is intended for utility substations, pumping stations, and similar features.
(5) Assumes shared parking with office/retail uses in addition to this required amount for one and two bedroom units in the mixed use Village Center, and two bedroom units built to a minimum of 30 du/nra in the NG-2.
(6) Subareas 1.6, 1.7 (eastern portion), 3.1 and 3.5 adjacent to the Village Center may be built at a minimum density of 30 du/nra to a maximum of 40 du/nra. This can be done only through commercial conversion and the total unit count for these subareas may exceed the maximum specified in Table 3-6.
(7) Five feet per story per building/maximum 20'.
(8) For lots that do not have street frontage (such as green court housing products, etc.) the location of required front, side, and rear yards will be determined by the City Planner.
(9) If alley easements are proposed, minimum lot dimensions shall increase to the centerline of the easement, as applicable.
(10) Carports may be located within five feet of an adjacent interior property line.
(11) Plus 10 dwelling units per net residential acre.

LEGEND

- CENTRAL COMMUNITY CORE
- NEIGHBORHOOD EDGE RESIDENTIAL (NE)
- NEIGHBORHOOD GENERAL 1 RESIDENTIAL (NG-1)
- NEIGHBORHOOD GENERAL 2 RESIDENTIAL (NG-2)
- MIXED USE VILLAGE CENTER
- SCHOOLS
- COMMUNITY PARK
- NEIGHBORHOOD PARKS (WA-1 TO WA-4)
- SMALL PARKS (WS-1 TO WS-6)
- OPEN SPACE
- OPEN SPACE / SUPPLEMENTAL STORM WATER DETENTION / RETENTION
- ROAD X STREETS
- (#) WATER WELL / TREATMENT SITES
- ✱ PLAN AREA/ PORTION OF PLAN AREA MAXIMUM DENSITY 40 DU/AC

Note: Turn restrictions may be required to minimize traffic impacts along existing streets and driveways fronting or accessing on San Juan Grade Road.

0' 300' 600' 900' 1200'

N

FIGURE 2-1

Specific Plan Land Use Map

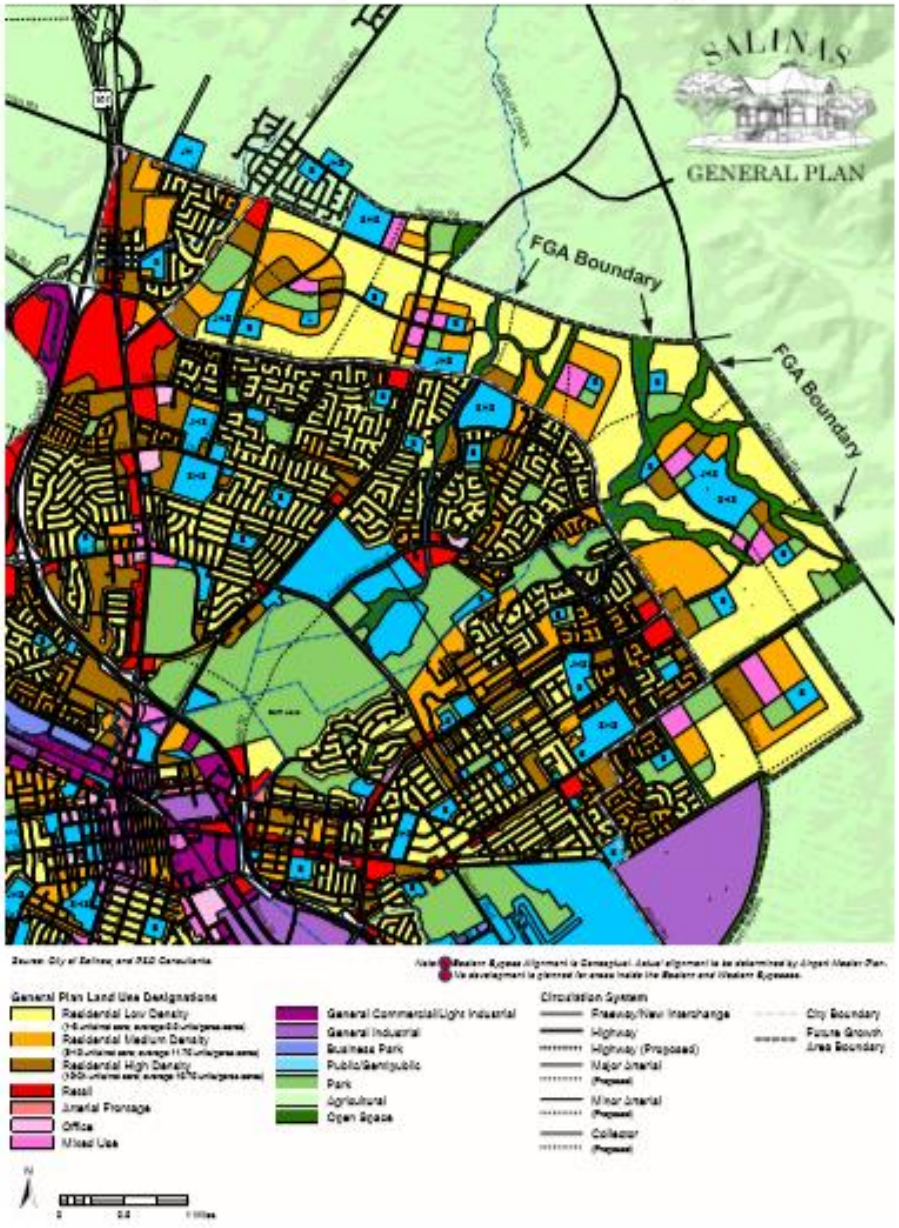
FIGURE 1-8

General Plan Land Use Designation Upon Adoption of Specific Plan

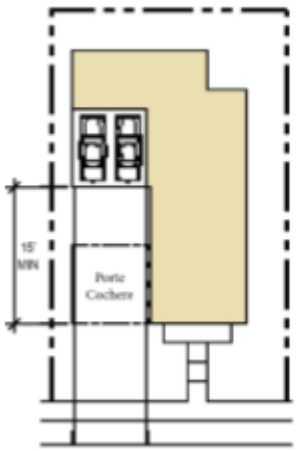
FIGURE 1-9

Zoning Map Upon Adoption of Specific Plan

Figure 1-3: Existing General Plan Land Use Designations

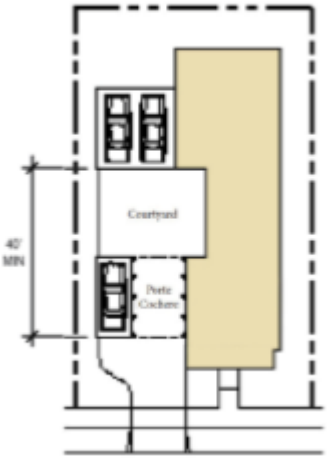


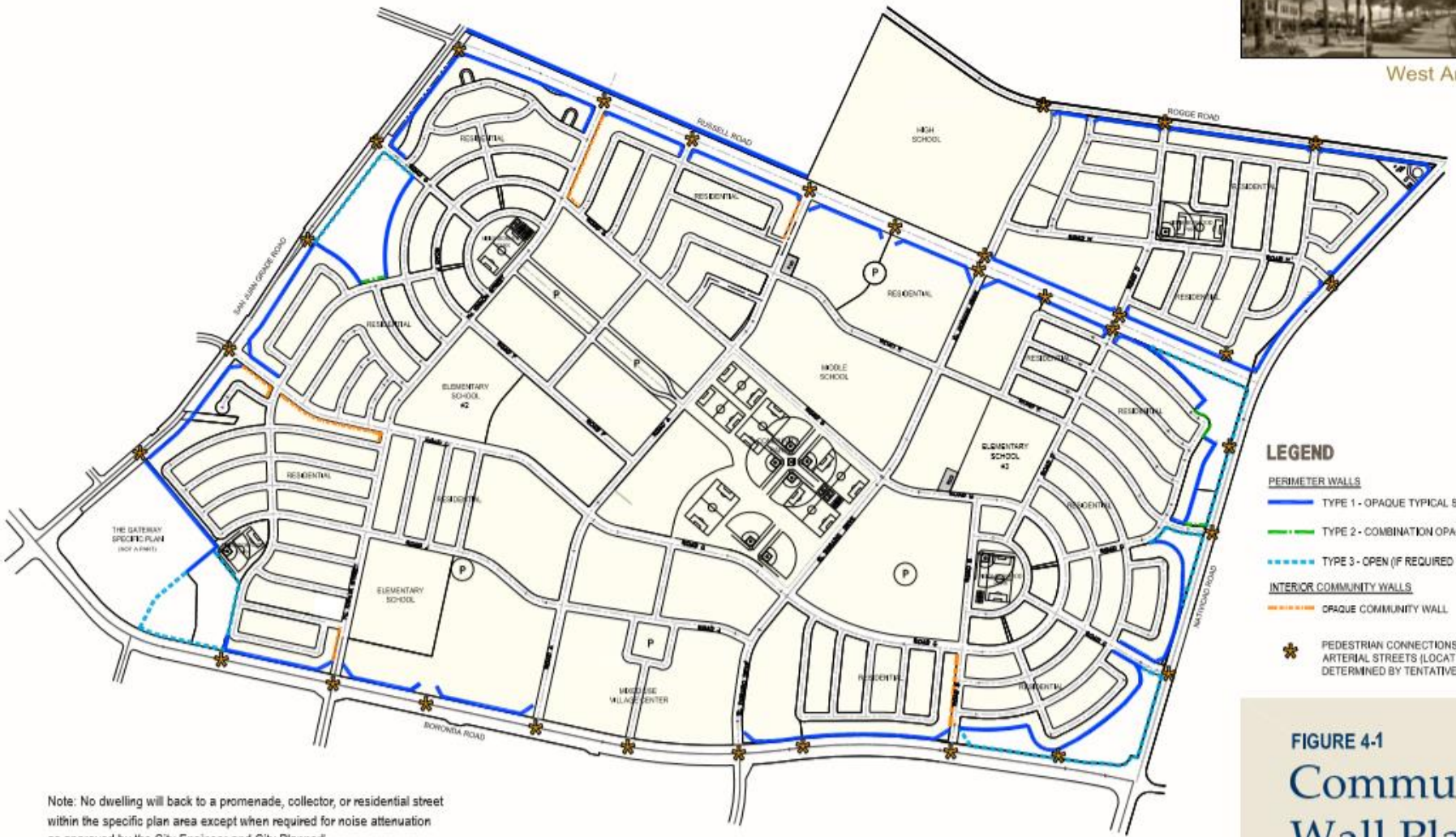
Deep Recessed Garage with or without Porte-Cochere



Offset Garage

Rear Courtyard Garage





LEGEND

PERIMETER WALLS

- TYPE 1 - OPAQUE TYPICAL SCREEN / SOUND WALL
- TYPE 2 - COMBINATION OPAQUE AND OPEN
- TYPE 3 - OPEN (IF REQUIRED BY CITY ENGINEER)

INTERIOR COMMUNITY WALLS

- OPAQUE COMMUNITY WALL

- PEDESTRIAN CONNECTIONS TO ARTERIAL STREETS (LOCATION DETERMINED BY TENTATIVE MAP)

Note: No dwelling will back to a promenade, collector, or residential street within the specific plan area except when required for noise attenuation as approved by the City Engineer and City Planner.

0' 300' 600' 900' 1200'

N

FIGURE 4-1

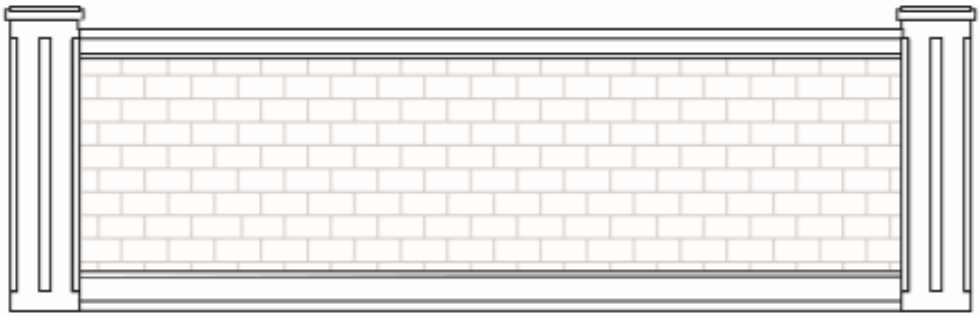
Community Wall Plan Concept

Figure 4-2: Perimeter Walls

Type 1 Opaque
Typical Screen Wall & Community Wall [(1)(2)]

Capped Pilaster & Block Wall With Textured Finish Paint

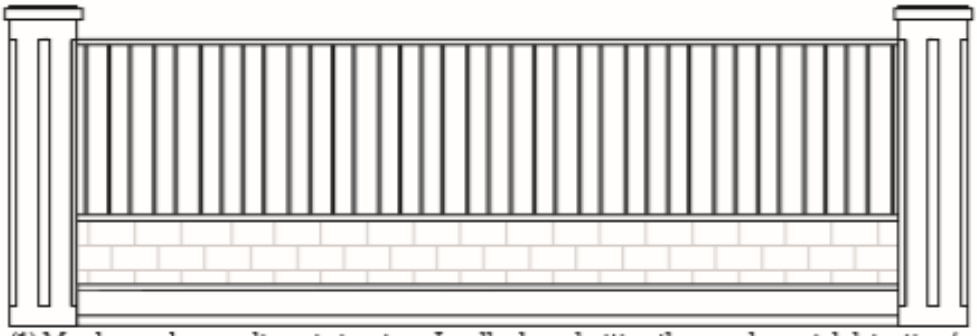
(Sierra Classic or Similar)



(1) As required for sound attenuation and where required by City Engineer.

Type 2 Combination Opaque/Open [(1)(2)]

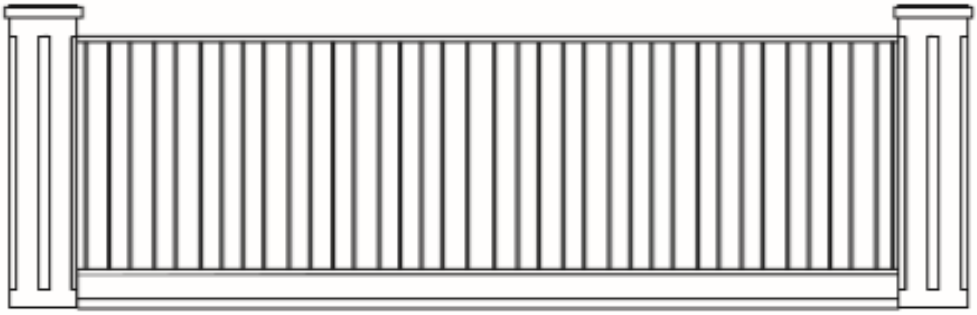
Capped Pilaster & Block Wall With Tube Metal



(1) May be used as an alternate to a type I wall when abutting the supplemental detention/ retention basin or where otherwise approved by the City Engineer or City Planner.

Type 3 Open [(2)]

Capped Pilaster & Tube Metal



(2) Wall height for all wall types to be deterined by the City Engineer or City Planner.

Table 1-1: West Area Specific Plan Property Ownership

APN	Property Identification	Approximate Land Area (Gross Acres)
211231060000	Cloverfield	138.36
211231061000	Cloverfield	138.36
211231016000	Harden	72.56
211011002000	Sbrana	117.95
211231012000	Kantro	154.04
211231013000	Bondesen	99.55
211011003000	Kantro	154.04
211011009000	Madalora	108.32
211231059000	Santa Rita Union School District	11.46
211011011000	Salinas Union High School District	38.97
211011008000	Mortensen	52.85
211011010000	Osequera	1.71
211011001000	Piffero	0.78
Total		**796.55**

Table 6-4: Projected Plan Area Student Population

Dwelling Unit Type	Total Dwelling Units	Education Level	Generation Factor	Students Generated
Single-Family (NE and NG-1)	3,164	Elementary	0.3148	996
		Middle	0.1955	619
		High	0.208	658
Multifamily (NG-2 and Village Center)	1,176	Elementary	0.5715	672
		Middle	0.1892	223
		High	0.041	48
Total				3,216

Source: Salinas Union High School District: 2018 School Facility Needs Analysis and Justification Report; Santa Rita Union School District School Facilities Needs Analysis March 6, 2018.

note: table assumes (high) single family (SF) detached units for all SF units, due to lack of detailed lot counts for attached and detached SFU's.

materials\attachment working drafts DRAFTS YOU DONT NEED THIS FILE TARA\Attachment 9 West Area Specific Plan and Errata Sheet OMNIBUS 11-22-19.docx

City of Salinas
COMMUNITY DEVELOPMENT DEPARTMENT
65 W. Alisal Street, 2nd Floor • Salinas, California 93901
(831) 758-7387 • (831) 775-4258 (Fax) • www.ci.salinas.ca.us

DATE: October 14, 2015

TO: State Clearinghouse
State Responsible Agencies
State Trustee Agencies
Other Public Agencies
Interested Organizations

FROM: Gabriel Elliott, Project Manager
City of Salinas
65 West Alisal Street (Second Floor)
Salinas, CA 93901
(831) 775-4246 – phone
(831) 775-4258 - fax
gabriel.elliott@ci.salinas.ca.us

SUBJECT: NOTICE OF PREPARATION – WEST AREA SPECIFIC PLAN EIR

EIR CONSULTANT
Steve McMurtry, Principal Planner
De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
Phone: (916) 580-9818

An Initial Study has been prepared for the proposed project and is attached to this Notice of Preparation (NOP). The Initial Study lists those issues that will require detailed analysis and technical studies that will need to be evaluated and/or prepared as part of the EIR. The EIR will consider potential environmental effects of the proposed project to determine the level of significance of the environmental effect, and will analyze these potential effects to the detail necessary to make a determination on the level of significance.

Those environmental issues that have been determined to be less than significant will have a discussion that is limited to a brief explanation of why those effects are not considered potentially significant. In addition, the EIR may also consider those environmental issues which are raised by responsible agencies, trustee agencies, and members of the public or related agencies during the NOP process.

We need to know the views of your agency or organization as to the scope and content of the environmental information germane to your agency's statutory responsibilities or of interest to your organization in connection with the proposed project. Specifically, we are requesting the following:

1. If you are a public agency, state whether your agency will be a responsible or trustee agency for the proposed project and list the permits or approvals from your agency that will be required for the project and its future actions;

2. Identify significant environmental effects and mitigation measures that you believe need to be explored in the EIR with supporting discussion of why you believe these effects may be significant;
3. Describe special studies and other information that you believe are necessary for the City of Salinas to analyze the significant environmental effects, alternatives, and mitigation measures you have identified;
4. For public agencies that provide infrastructure and public services, identify any facilities that must be provided (both on- and off-site) to provide services to the proposed project;
5. Indicate whether a member(s) from your agency would like to attend a scoping workshop/meeting for public agencies to discuss the scope and content of the EIR's environmental information;
6. Provide the name, title, and telephone number of the contact person from your agency or organization that we can contact regarding your comments.

Due to the time limits mandated by State law, your response must be sent and received by the City of Salinas by the following deadlines:

- For responsible agencies, not later than 30 days after you receive this notice.
- For all other agencies and organizations, not later than 30 days following the publication of this Notice of Preparation. The 30 day review period ends on Tuesday, November 10, 2015.

If we do not receive a response from your agency or organization, we will presume that your agency or organization has no response to make.

A responsible agency, trustee agency, or other public agency may request a meeting with the City of Salinas or its representatives in accordance with Section 15082(c) of the CEQA Guidelines. A public scoping meeting will be held during the public review period as follows:

SCOPING MEETING: October 29, 2015 at 6:30 p.m., at the McKinnon Elementary School, Multi-purpose room, 2100 McKinnon Street, Salinas, CA 93906.

Please send your response or questions to Gabriel Elliott, Project Manager at the City of Salinas located at 65 W. Alisal Street (Second Floor), Salinas, CA 93901. Contact information: email: gabriel.elliott@ci.salinas.ca.us; Telephone: (831) 775-4246.

Exhibit D Draft Environmental Impact Report

https://www.cityofsalinas.org/sites/default/files/volume_i_west_area_specific_plan_public_draft_final_1.pdf

Exhibit E Draft Environmental Impact Report Technical Appendices

https://www.cityofsalinas.org/sites/default/files/volume_ii_appendices_west_area_specific_plan_public_draft_eir_web_0.pdf

Exhibit F

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2006021072

Project Title: West Area Specific Plan

Lead Agency: City of Salinas | Contact Person: Jill Miller, Senior Planner

Mailing Address: 65 West Alisal Street, 2nd Floor | Phone: 831-758-7206

City: Salinas | Zip: 93901 | County: Monterey

Project Location: County: Monterey | City/Nearest Community: Salinas

Cross Streets: San Juan Grade Road and East Boronda Road | Zip Code: 93901

Longitude/Latitude (degrees, minutes and seconds): 36 ° 43 ′ 18 ″ N / 121 ° 38 ′ 16 ″ W Total Acres: 797

Assessor's Parcel No.: several | Section: | Twp.: | Range: | Base:

Within 2 Miles: State Hwy #: U.S. 101 | Waterways:

Airports: | Railways: | Schools: several

Document Type:

CEQA: ☐ NOP ☒ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec Other:

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI

Other: ☐ Joint Document ☐ Final Document ☐ Other:

Local Action Type:

☐ General Plan Update ☒ Specific Plan ☒ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☒ Land Division (Subdivision, etc.) ☐ Other:

Development Type:

☒ Residential: Units 4340 Acres 480
☐ Office: Sq.ft. Acres Employees
☒ Commercial: Sq.ft. 571,500 Acres Employees
☐ Industrial: Sq.ft. Acres Employees
☒ Educational: 1 HS, 1 MS, 3 Elem schools
☒ Recreational: 49 acres of parks
☐ Water Facilities: Type MGD

☐ Transportation: Type
☐ Mining: Mineral
☐ Power: Type MW
☐ Waste Treatment: Type MGD
☐ Hazardous Waste: Type
☐ Other:

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☒ Vegetation
☒ Agricultural Land ☒ Flood Plain/Flooding ☒ Schools/Universities ☒ Water Quality
☒ Air Quality ☒ Forest Land/Fire Hazard ☒ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☒ Wetland/Riparian
☒ Biological Resources ☒ Minerals ☒ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☐ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☒ Drainage/Absorption ☒ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☐ Other:

Present Land Use/Zoning/General Plan Designation:

GP= Mixed Use, Res Low, Res Medium, Res High, Public/Semipublic, Open Space and Park. Zoning= New Urbanism Interim

Project Description: *(please use a separate page if necessary)*

An application for adoption of a Specific Plan and rezoning of the Specific Plan Area from New Urbanism Interim (NI) with a Specific Plan Overlay, to Neighborhood Edge (NE)/Low Density Residential, Neighborhood General 1 (NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, Village Center (VC), Public/Semipublic (PS), Parks (P), and Open Space (OS), with the applicable Specific Plan Overlay District. The West Area Specific Plan will provide for up to 4,340 new dwelling units, 571, 500 sq.ft. of commercial floor area, 5 schools, parks and associated infrastructure.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

x	Air Resources Board		Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
	California Emergency Management Agency		Parks & Recreation, Department of
	California Highway Patrol		Pesticide Regulation, Department of
x	Caltrans District # 5	x	Public Utilities Commission
	Caltrans Division of Aeronautics	x	Regional WQCB # 3
	Caltrans Planning		Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
x	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of		SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
x	Fish & Game Region # 4		Tahoe Regional Planning Agency
	Food & Agriculture, Department of		Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of		Water Resources, Department of
	General Services, Department of		
	Health Services, Department of		Other:
	Housing & Community Development		Other:
x	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date February 22, 2019 Ending Date April 9, 2019

Lead Agency (Complete if applicable):

Consulting Firm: De Novo Planning Group
Address: 1020 Suncast Lane, Suite 106
City/State/Zip: El Dorado Hills, CA 95762
Contact: Steve McMurtry, Principal
Phone: 916-580-9818

Applicant: Harrod Construction Company
Address: 365 Victor Street, Suite #S
City/State/Zip: Salinas, CA 93907
Phone: 831-758-4368

Signature of Lead Agency Representative: Jill McMurtry **Date:** 2-14-19

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Exhibit G Final Program Environmental Impact Report (link)

https://salinas.legistar.com/View.ashx?M=F&ID=7930583&GUID=47D41C7D-A7FF-43B2-AD0A-81EE780CE223

EXHIBIT "H"

CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS OF THE CITY COUNCIL OF THE CITY OF SALINAS FOR THE WEST AREA SPECIFIC PLAN

I. INTRODUCTION

The City of Salinas (hereinafter "City"), as lead agency, prepared a Program Environmental Impact Report (hereinafter "EIR") for the West Area Specific Plan (hereinafter "Specific Plan" or "project"). In its entirety, the EIR consists of the February 27, 2019 Draft Program EIR (hereinafter "Draft EIR" or "DEIR") and the October 10, 2019 Final Program EIR (hereinafter "Final EIR" or "FEIR") (State Clearinghouse No. 2006021072).

The Applicant has submitted applications requesting approval of the West Area Specific Plan, Rezoning, and Development Agreement. As approved, the project will facilitate the City's future consideration of applications for individual projects to be proposed within the Specific Plan Area.

The EIR analyzes the impacts of the West Area Specific Plan and the anticipated subsequent filing of maps and other development applications in the future. Therefore, the EIR analyzes the total impacts of the West Area Specific Plan, including these applications yet unfiled, so that future filings will not require separate environmental analysis, as long as development proposed does not substantially deviate from the approved Specific Plan. The specific processes by which the City will review individual applications are set forth on pages ES-1 through pages ES-4 of the Draft EIR and are also described below in section III(D).

These findings, as well as the accompanying statement of overriding considerations in Section XI below, have been prepared in accordance with the California Environmental Quality Act (hereinafter "CEQA") (Pub. Resources Code, § 21000 et seq) and its implementing guidelines (hereinafter "CEQA Guidelines") (Cal. Code Regs., tit. 14, § 15000 et seq).

II. DEFINITIONS AND ACRONYMS

Like the EIR itself, these findings use a number of acronyms. Key acronyms are defined the first time they are introduced in the text of this document.

III. PROJECT DESCRIPTION

A. Location

As described in the DEIR, the City of Salinas is located in northern Monterey County, within the Salinas Valley between the Gabilan and Santa Lucia mountain ranges. Salinas is situated approximately 20 miles northeast of the City of Monterey, 60 miles south of San Jose, 100 miles south of San Francisco and 325 miles north of Los Angeles. Figure 2-1 in the Draft EIR displays the project regional location. Several regional transportation routes are located within or near Salinas, including U.S. Highway 101 (U.S. 101), State Routes 68 (SR 68) and 183 (SR 183), the

Union Pacific Railroad line and the Monterey Regional Airport in Monterey. Salinas Municipal Airport, a general aviation facility, is located in the southeastern portion of the city.

The Specific Plan Area is located within the incorporated boundary of the City of Salinas. It is bounded by San Juan Grade Road on the west, East Boronda Road (also referred to as "Boronda Road") on the south, Natividad Road on the east, and Rogge Road and the future extension of Russell Road on the north. Gabilan Creek is located east of the Specific Plan Area, while U.S. 101 and North Main Street are located to the west. Unincorporated land under the jurisdiction of the County of Monterey abuts the Specific Plan Area on the north and northeast (DEIR, p. 2.0-1).

B. Overview

The West Area Specific Plan establishes the land use planning and regulatory guidance, including the land use and zoning designations and policies, development regulations, and design standards, for the approximately 797-acre Specific Plan Area. The Specific Plan will serve as a bridge between the Salinas General Plan and individual development applications in the Specific Plan Area, applying—and adding greater specificity to—the goals, policies and concepts of the General Plan for that area. The Specific Plan provides a complete blueprint for development of the Specific Plan Area, including:

- A description of proposed land uses,
- Policies, regulations and standards to support the Specific Plan,
- Infrastructure needed to support the Specific Plan, and
- Implementation and administrative processes needed for plan development.

The Specific Plan has been crafted to be consistent with overall community goals as expressed in the City of Salinas General Plan, as well as more specific policies and implementation measures contained in other documents. The City of Salinas Zoning Code requirements will apply to development applications and property within the Specific Plan Area unless specifically superseded by the development regulations or design standards contained in the Specific Plan.

The underlying purpose of the project is the approval and subsequent implementation of the West Area Specific Plan (including the Specific Plan's goals) and related entitlements. Land uses in the approximate 797-acre Specific Plan Area include residential, mixed use commercial, community park, neighborhood parks, small parks, schools and open space (including supplemental storm water detention/retention basins). Implementation will involve development of the site under the New Urbanism Zoning Districts of Neighborhood Edge (NE)/Low Density Residential, Neighborhood General 1 (NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, Village Center (VC) as well as the Public and Semipublic (PS), Parks (P), and Open Space (OS) Zoning Districts.

The quantifiable objectives of the project include the development of up to 4,340 residential dwelling units (with a minimum of 3,553 required under the General Plan), up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities (including three elementary schools, a high school, a middle school, open space areas (including supplemental storm water detention/retention basins) and 11 parks). It is anticipated that the Specific Plan Area will house up to 15,928 residents at project build-out.

C. Project Objectives

The underlying purpose of the project is the approval and subsequent implementation of the West Area Specific Plan and related entitlements. The quantifiable objectives of the project include the development of up to 4,340 residential dwelling units (with a minimum of 3,553 required under the General Plan), up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities (including three elementary schools, a high school, a middle school, open space (including supplemental detention/retention basins) and 11 parks. The Specific Plan goals are summarized as follows:

- Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly.
- Provide a variety of land uses in easy walking distance of housing including a mixed use village, parks, and schools to reduce vehicle miles traveled.
- Provide parks and other public green space in accordance with General Plan standards that are designed to be safe and easily accessible to residents.
- Provide a variety of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages.
- Provide public services and infrastructure improvements that achieve and maintain City service standards.
- Provide an inviting tree-lined street system which incorporates traffic calming and other measures.
- Establish an interconnected sidewalk/path and open space system throughout the development which links to the greater Future Growth Area (FGA) and City as a whole.
- Create a sense of place and unique identity through the use of entry treatments, landscaping, streetscapes, public art, decorative street lighting, pedestrian amenities and other elements.
- Provide for a reasonable jobs/housing balance.
- Provide opportunities for senior housing.
- Provide for a site/parcel-based post-construction Stormwater Control Measures (SCMs)/LID to the maximum extent practicable.

It is noted that there are additional project objectives that are not specifically presented in the Specific Plan, but are more overarching and are a response to, and driven by, the policy direction from the State Legislature and the Salinas City Council.

The State Legislature has declared that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives." (Government Code section 65589.5.) The Legislature notes that "California housing has become the most expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by

producers of housing." The Legislature further found that "Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration." The legislative intent of Government Code section 65589.5 is to "significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled." The State Legislature established its policy direction in the statute as follows: "It is the policy of the state that this section should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing."

The City of Salinas has recognized the need for additional housing supply for its citizens for many decades. Dating back to 1986, the City entered into the Boronda Memorandum of Understanding (MOU) with the County of Monterey to preserve the best agricultural land and to provide certain areas for future urban growth. Twenty years later, in 2006, the Greater Salinas Area MOU was adopted to preserve agricultural lands within Monterey County, and to provide future growth areas (FGSs) for Salinas. A year later, in 2007, applications for an amendment to the City's Sphere of Influence (to include the FGAs) and Pre-Zoning and Annexation (for the majority of the North of Boronda FGA consisting of approximately 2,400 acres) were submitted to the Monterey County Local Agency Formation Commission (LAFCO) for consideration. A Supplemental EIR for the Salinas General Plan Final Program EIR (SCH#2007031055) was also submitted in conjunction with the applications. The applications were approved by LAFCO on May 19, 2008. The North of Boronda FGA (which includes the West Area Specific Plan) was formally annexed to the incorporated City of Salinas on September 8, 2008 and zoned New Urbanism Interim (NI) with a Specific Plan Overlay. The West Area Specific Plan is a reflection of over twenty years of planning for new development, which is reflected by the City Council's approval of the FGA, including annexation of the land into the City limits.

The following two overarching project objectives are presented here as a response to: 1) the State Legislature's declaration of a housing crisis in California, 2) the State Legislature's policy direction for the provision of more housing, 3) the Salinas City Council's more than 30 years of planning for urban development within the FGAs, which includes the West Area Specific Plan, and 4) the Salinas City Council's policy direction as provided in the approved FGAs and General Plan:

- Objective 1: Respond to the State Legislature's declaration of a housing crisis in California, and their policy direction that local governmental agencies provide more housing, by including provisions for the construction of new housing supply within the West Area Specific Plan.
- Objective 2: Respond to the Salinas City Council's long-term vision and policy direction for new urban development to be focused in the Future Growth Areas, by including provisions the construction of new urban development consistent with the City of Salinas General Plan.

Based on its own review of the EIR and other information and testimony received in connection with the project, as well as the statutory and planning policies described above, the City Council finds all of these objectives to be acceptable and persuasive from a public policy standpoint. In

choosing to approve the project, the City thus embraces these objectives and accords them weight in considering the feasibility of alternatives set forth in the EIR, and in invoking overriding considerations in approving the project. (See *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1507-1508.)

D. Discretionary Approvals

Project approval requires the City, as lead agency, to take discrete planning and regulatory actions to approve the overall project. In addition, certain "responsible agencies" may ultimately rely in part on the programmatic analysis in the Specific Plan Area in making decisions associated with future site-specific projects consistent with the Specific Plan. Described below are the discretionary actions necessary to carry out the project.

City of Salinas

In addition to certifying the Final EIR and adopting these Findings and the associated Statement of Overriding Considerations and Mitigation Monitoring Plan (CEQA requirements), the City itself must approve the following actions:

- Certification of the EIR and adoption of the Mitigation Monitoring and Reporting Program (MMRP);
- Approval of the Draft West Area Specific Plan;
- Approval of the rezoning of the Specific Plan area from NI with a Specific Plan Overlay to NE/Low Density Residential, NG-1/Medium Density Residential, NG-2/High Density Residential, VC, PS, P and OS. A Specific Plan Overlay is also applicable to each Zoning District; and
- Approval of the Development Agreement;
- Subsequent Approvals: Parcel Maps, tentative maps, Final Maps, Subdivision Improvement Plans, Site Improvement Plans, Grading Permits, Building Permits, Conditional Use Permits, Business Permits, Encroachment Permits, etc.

Other Responsible/Trustee Agencies

The agencies below will also use the EIR, either as responsible agencies or as trustee agencies:

- California Department of Fish and Wildlife – Lake and Streambed Alteration Agreement (1600 permit);
- Cal Water – Approval of SB 610 Water Supply Assessment, Approval to serve the Specific Plan Area;
- Central Coast Region - Regional Water Quality Control Board – Clean Water Act Section 401 Water Quality Certification, National Pollution Discharge Elimination System (NPDES) general construction permit;
- Comcast/AT&T/SBC/Other – Approval to serve the Specific Plan Area, approval of telecommunications utility plans, Encroachment Permits;
- Johnson Canyon Landfill – Approval to serve the Specific Plan Area;
- Monterey Bay Air Resources District – Authority to Construct; Demolition permit;

- Monterey Bay Community Power – Approval to Serve the Specific Plan Area;
- Monterey One Water – Approval to serve the Specific Plan Area for wastewater services, and Encroachment Permit;
- Monterey County Health Department - Well demolition permit, Well construction permit;
- Monterey County Water Resources Agency – Approval to serve the Specific Plan Area, Encroachment Permit;
- Monterey-Salinas Transit – Approval to serve the Specific Plan Area, approval of bus stop locations and design;
- Pacific Gas and Electric Company – Approval to serve Specific Plan Area, approval of relocation plans, approval of electric and gas utility plans, Encroachment Permit;
- Salinas Valley Solid Waste Authority – Approval to serve the Specific Plan Area; and
- Santa Rita Union School District – Approval of site for the construction of two new elementary schools and one middle school

Federal Agencies

The following federal agencies also have approval authority over some aspects of the project, though these agencies are not subject to CEQA and instead are required to comply with the federal National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.):

- U.S. Army Corps of Engineers;
- U.S. Fish and Wildlife Service; and
- U.S. Federal Emergency Management Agency.

Future Projects

All individual future development projects proposed within the Specific Plan Area will be reviewed to determine their individual CEQA compliance requirements. The type of CEQA analysis required would be determined at the time a project is proposed.

It is noted that the Specific Plan provides a very high level of design detail for certain components of the project. To the extent that sufficient detail is available in the Specific Plan, a full project-level analysis is provided in this EIR. Examples of a full project level analysis would include topics that are related to the physical acreage affected (i.e., the project footprint), as opposed to the number of units, land uses/zoning, or other design parameters. Topics such as Biological Resources, Cultural Resources, and Hydrology/Water Quality are analyzed at a project-level analysis in this EIR given that these are physical environmental resources, and the area of impact is fully defined. Additionally, the Specific Plan includes a substantial level of detailed information that allows for a project-level analysis of topics such as Air Quality, Greenhouse Gases and Climate Change, Noise, Population and Housing, Transportation and Circulation, and Utilities. The analysis for these topics is driven by the number of units and square footage of development, which is detailed in the land use design and development projections. In some cases, there may be specific commercial uses that have design details developed at a later date that cannot reasonably be analyzed at a project-level at this time. Additionally, the design of the school facilities and other public facilities are not known at this time, so they are not able to be analyzed at a project-level.

This EIR examines the planning, construction and operation of the project. The program-level approach, with some project-level analysis, is appropriate for the project because it allows comprehensive consideration of the reasonably anticipated scope of the development plan; however, as discussed above, not all design aspects of the future development phases are known at this stage in the planning process. Subsequent individual development that requires further discretionary approvals will be examined in light of this EIR to determine whether additional environmental documentation must be prepared.

CEQA Guidelines Section 15168 states that a program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

1. Geographically,
2. As logical parts in the chain of contemplated actions,
3. In connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program, or
4. As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

According to CEQA Guidelines section 15168, subdivision (c)(5), "[a] program EIR will be most helpful in dealing with later activities if it provides a description of planned activities that would implement the program and deals with the effects of the program as specifically and comprehensively as possible." Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from the program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]).

Section 15168(c), entitled "Use with Later Activities," provides, in pertinent part, as follows: Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared:

1. If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. That later analysis may tier from the program EIR as provided in Section 15152.
2. If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activities as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.

3. An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into later activities in the program.
4. Where the later activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR.

Here, the City anticipates preparing a written checklist or similar device whenever landowners within the Specific Plan area submit applications for site-specific approvals (i.e. tentative maps, conditional use permits, or other discretionary entitlements). The checklist would serve in part as a consistency checklist to determine if the application for site specific approval is consistent with the General Plan, Specific Plan, Conditions of Approval, and Mitigation Measures, and it would also include a review of the project details relative to what was anticipated and analyzed in the program EIR (i.e., whether there are new environmental effects that were not covered by the program EIR). The City's expectation, at least at present, is that the checklist will conclude that most, or all, components of the Specific Plan can be developed with no new analysis of environmental effects given that there is a high level of resolution with regard to the project details that have been analysis in this program EIR. In some cases, however, a site-specific application (i.e., a proposed commercial use) may have specific issues associated with the project, or business, that this program EIR could not anticipate given the information that was available at this time. In those situations, the detailed site-specific information from that application could have site-specific effects not wholly anticipated in this EIR and would require some additional environmental review. (See also CEQA Guidelines section 15063, subd. (b)(1)(C).)

Future site-specific approvals may also be narrowed pursuant to the rules for tiering set forth in CEQA Guidelines Section 15152. "'[T]iering is a process by which agencies can adopt programs, plans, policies, or ordinances with EIRs focusing on 'the big picture,' and can then use streamlined CEQA review for individual projects that are consistent with such…[first tier decisions] and are…consistent with local agencies' governing general plans and zoning.'" (*Koster v. County of San Joaquin* (1996) 47 Cal.App.4th 29, 36.) Section 15152 provides that, where a first-tier EIR has "adequately addressed" the subject of cumulative impacts, such impacts need not be revisited in second- and third-tier documents. Furthermore, second- and third-tier documents may limit the examination of impacts to those that "were not examined as significant effects" in the prior EIR or "[a]re susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means." In general, significant environmental effects have been "adequately addressed" if the lead agency determines that:

a. they have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental impact report; or
b. they have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

Here, as noted above, the City anticipates preparing a written checklist or similar device whenever landowners within the Specific Plan area submit applications for site-specific approvals (i.e., tentative maps, conditional use permits, or other discretionary entitlements). The checklist would serve in part as a consistency checklist to determine if the application for site specific approval is consistent with the General Plan, Specific Plan, Conditions of Approval, and Mitigation Measures, and it would also include a review of the project details relative to what was anticipated and analyzed in the program EIR (i.e., whether all significant environmental impacts identified have been "adequately addressed" in the program EIR). Thus, if a new analysis is required for these site-specific actions, it would focus on impacts that cannot be "avoided or mitigated" by mitigation measures that either (i) were adopted in connection with the Specific Plan or (ii) were formulated based on information in this EIR.

In addition, because the EIR addresses the effects of rezoning the land within the proposed Specific Plan area, future environmental review can also be streamlined pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183. These provisions, which are similar but not identical to the tiering provisions, generally limit the scope of necessary environmental review for site-specific approvals following the preparation of an EIR for a "zoning action." For such site-specific approvals, CEQA generally applies only to impacts that are "peculiar to the parcel or to the project" and have not been previously disclosed, except where "substantial new information" shows that previously identified impacts would be more significant than previously assumed. Notably, impacts are considered not to be "peculiar to the parcel or to the project" if they can be substantially mitigated pursuant to previously adopted, uniformly applied development policies or standards. As noted above, the City anticipates that, in assessing the extent to which the Specific Plan EIR has previously addressed significant impacts that might occur with individual projects, the City may conclude that in some instances (e.g., with respect to agricultural resources, cultural resources, geology, soils, and paleontological resources), no further analysis beyond that found in the program EIR will be necessary.

Finally, for purely residential projects consistent with the Specific Plan, the City intends to preserve its ability to treat such projects as exempt from CEQA pursuant to Government Code section 65457. Subdivision (a) of that statute provides that "[a]ny residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an [EIR] has been certified after January 1, 1980, is exempt from the requirements of [CEQA]." The statutes go on to say, moreover, that "if after adoption of the specific plan, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental [EIR] for the specific plan is prepared and certified in accordance with the provisions of [CEQA]. After a supplemental [EIR] is certified, the exemption … applies to projects undertaken pursuant to the specific plan." (See also CEQA Guidelines section 15182.)

When purely residential projects are proposed, the City will consider whether they qualify for this exemption or whether the West Area Specific Plan EIR must be updated through a supplement to this EIR or a subsequent EIR as required by Public Resources Code section 21166 and CEQA Guidelines sections 15162 and 15163.

IV. ENVIRONMENTAL REVIEW PROCESS

The Notice of Preparation (hereinafter "NOP") of an EIR was circulated for public review and comment from October 15, 2015 to November 13, 2015 in accordance with CEQA Guidelines section 15082. Written responses to the NOP were received from the following interests/agencies:

1. Northern Salinas Valley Mosquito Abetment District (October 21, 2015)
2. California Department of Transportation (October 28, 2015)
3. Monterey-Salinas Transit (November 16, 2015)
4. Monterey County Resource Management Agency (November 16, 2015)
5. California Natural Resource Agency Division of Land Resource Protection (November 10, 2015)
6. Salinas Union High School District (November 10, 2015)
7. Ohlone/Costanoan-Esselen Nation (January 11, 2016)
8. Santa Rita Union School District (January 29, 2016)
9. Transportation Agency of Monterey County (March 31, 2016)

As part of the early consultation process and pursuant to the CEQA Guidelines section 15083 regarding early public consultation, a scoping meeting was held at the City of Salinas Rotunda (City Council chamber) on October 29, 2015. No specific comments were made about the scope of issues to be addressed in the EIR. Questions and comments were primarily focused on the project description and the project consideration process.

Pursuant to CEQA Guidelines sections 15023, subdivision (c), and 15087, subdivision (f), the State Clearinghouse in the Office of Planning and Research was responsible for distributing environmental documents to State agencies, departments, boards, and commissions for review and comment. The City followed required procedures with regard to distribution of the appropriate notices and environmental documents to the State Clearinghouse. The State Clearinghouse was obligated to make, and did make, that information available to interested agencies for review and comment. The NOP was received by the State Clearinghouse (SCH # 2006021072) and a 30-day public review period ended on November 13, 2015. The NOP and all comments received on the NOP are presented in Appendix A of the Draft EIR.

An Initial Study was also prepared for the project. Included below is a brief summary of findings from the Initial Study on environmental topics that were either found to have no impact or be less than significant, or were found to be sufficiently addressed in the General Plan EIR, and thus are not included within individual sections of the Draft EIR. For full Initial Study Findings and individual topics found to be less than significant through the Initial Study process refer to Appendix A of the Draft EIR.

- **Aesthetics:** The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would allow development to occur in the City in both vacant and underdeveloped portions of the community, and that the introduction/expansion of urban uses into these areas has the potential to interrupt views of natural features, open space, the hillsides, and agricultural resources, reducing

the aesthetic value of these resources. Additionally, new development in the City was found to increase the amount of light and glare in the community, particularly in areas planned for nonresidential development, such as retail and general commercial. It was also found that future development under the General Plan has the potential to change the visual character of the City.

To minimize and mitigate the impacts on aesthetics, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented the following five mitigation measures: Mitigation Measure A1 requires the City to implement the City's Gateway Guidelines; Mitigation Measure A2 requires the City to strengthen and require compliance with the City's Design Guidelines; Mitigation Measure A3 requires the City to improve the Lighting Ordinance; Mitigation Measure A4 requires the City to implement landscaping requirements for all proposed projects; and Mitigation Measure A5 requires the City to review all discretionary projects for aesthetics impacts. The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of Mitigation Measures A1 through A5, the potential citywide aesthetics impact would be reduced to a less than significant level.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that aesthetic impacts associated with the FGAs, which includes the West Area Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). Any future development under the approved General Plan, which includes all development under the project, would be required to comply with the above referenced regulations, policies, and standards. Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). This topic did not warrant additional analysis and was not addressed further in the EIR.

- **Agriculture and Forest Resources:** The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would result in the conversion of 3,525 acres of agriculture lands to urban uses. The *Final Environmental Impact Report* also indicates that General Plan buildout would result in agricultural activity in proximity to residential and other urban uses, which may result in conflicts between the uses. It is noted that agricultural activity can cause nuisances related to air quality and noise that may disturb surrounding development. Urban activities may also negatively affect nearby agricultural uses, as increased vandalism often occurs and the introduction of domestic animals may disturb certain agricultural activities.

  The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of Mitigation Measures AG1 through AG4, the impacts on potential compatibility issues would be reduced to a less than significant level; however, while the impacts on agricultural conversion would be reduced to the extent feasible, a significant and unavoidable impact would remain related to the loss of important farmland. Mitigation AG5 specifically addressed Agricultural

Land Conservation Easement Program, which states that the City will work with the County of Monterey and other local jurisdictions to create and implement an agricultural land conservation easement program, including such measures as securing the dedication of easements or by paying a mitigation fee that could be used to purchase easements through a mitigation bank. Additionally, in 2006, the City Council adopted Resolution No. 19422, approving the Agricultural Land Preservation Program. The resolution adopted a $750.00 per acre mitigation fee for agricultural lands currently designated by the California Department of Conservation's Farmland Mapping Program as "Prime" or "of Statewide Importance."

The City of Salinas certified the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), adopted a statement of overriding considerations relative to this significant and unavoidable impact, and approved the Salinas General Plan.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that agricultural impacts associated with the FGAs, which includes the Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002).

Any future development under the approved General Plan, which includes all development under the project, would be required to comply with the above-referenced regulations, policies, and standards. Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). This topic did not warrant additional analysis and was not addressed further in the EIR.

- **Geology and Soils:** Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). This topic did not warrant additional analysis and was not addressed further in the EIR.

- **Hazards and Hazardous Materials:** While the Draft EIR analyzes Hazards and Hazardous Materials, several topics were determined to not warrant additional analysis within the Chapter.

  The land uses proposed within the Specific Plan Area would not be expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, these uses are not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Furthermore, the project is not located in the vicinity of an airport or private airstrip; therefore, it would not result in a safety hazard related to air traffic for people residing or working in the Specific Plan Area. These topics did not warrant additional analysis and were not addressed further in the EIR.

Separately, the City has adopted a Multi-hazard Emergency Plan, which serves as extensions of the California Emergency Plan and the Emergency Resource Management Plan. The purpose of the Multi-hazard Emergency Plan is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The Emergency Operations Center (EOC) in City Hall serves as the center of the City's emergency operations. The Plan also addresses evacuation and movement of people in the event of an emergency. The project does not impair implementation of or physically interfere with the Multi-hazard Emergency Plan. Implementation of the project would have a less than significant impact relative to this environmental topic and is not further analyzed or addressed further in the EIR.

Lastly, the project is not located in an area that is considered a high risk for wildfires. The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Implementation of the proposed project would have a less than significant impact relative to this environmental topic and is not further analyzed or addressed further in the EIR.

- **Land Use and Planning:** The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the impacts would be reduced to a less than significant level with mitigation.

  Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan Area, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002).

  The City certified the Final Supplemental EIR and approved annexation of the North of Boronda FGA, which includes the West Area Specific Plan. The project, as proposed, is consistent with the Greater Salinas Area Memorandum of Understanding (GSA MOU). All development under the project would be required to comply with the regulations, policies, and standards identifies in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). Implementation of the project would not result in any new significant adverse impacts beyond those addressed within these supporting documents. This topic did not warrant additional analysis and is not addressed further in the EIR.

- **Mineral Resources:** It was determined in the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) that development of the FGA, including the Specific Plan Area, would not have a significant impact on mineral resources or mining activities. As such, implementation of the project would have no impact on mineral resources and this topic did not warrant additional analysis and is not addressed further in the EIR.

- **Population and Housing:** While the Draft EIR analyzes Population and Housing, several topics were determined to not warrant additional analysis within the Chapter.

The Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) noted that the General Plan would not result in the displacement of substantial numbers of existing housing units or persons since the majority of the FGA designated for future development consists of vacant, agricultural, or redevelopment of nonresidential land. Additionally, any individual units that require removal would be offset by the increase in housing by the development of approximately 18,397 additional dwelling units at General Plan buildout.

The project would necessitate the removal of some existing houses within the Specific Plan Area; however, removal of any individual units would be offset by the increase in housing by the development of approximately 4,340 additional dwelling units at Specific Plan buildout. As such, the project would not displace substantial numbers of existing housing or people. Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). This topic did not warrant additional analysis and is not addressed further in the EIR.

- **Recreation:** While the project would increase the demand for parks and other recreational facilities based on the population growth, the amount of parkland and open space provided within the Specific Plan Area sufficiently meets the City's parkland requirements. Construction of the parks would not result in any new significant adverse impacts beyond those addressed in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). This topic did not warrant additional analysis and is not addressed further in the EIR.

- **Transportation and Circulation:** While the Draft EIR analyzes Traffic and Circulation, several topics were determined to not warrant additional analysis within the Chapter.

  The project is not located in the vicinity of an airport or airstrip; therefore, it would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Implementation of the project would have no impact relative to this environmental topic

The remaining issues areas and checklist questions are analyzed in the EIR. The EIR includes an analysis of the following issue areas:

- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gases and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Population and Housing

- Public Services
- Transportation and Circulation
- Utilities

The City circulated the DEIR for public and agency review on February 27, 2019. A public review period of 45 days was provided on the DEIR and ended on April 15, 2019. This period satisfied the requirement for a 45-day public review period as set forth in Section 15105 of the CEQA Guidelines.

V. RECORD OF PROCEEDINGS

In accordance with Public Resources Code section 21167.6, subdivision (e), the record of proceedings for the City's decision on the project includes the following documents:

- The NOP and all other public notices issued by the City in conjunction with the project;

- All comments submitted by agencies or members of the public during the comment period on the NOP;

- The Draft EIR for the project (February 2019) and all appendices;

- All comments submitted by agencies or members of the public during the comment period on the Draft EIR;

- The Final EIR for the project, including comments received on the Draft EIR and the responses to those comments and appendices;

- Documents cited or referenced in the Draft EIR and Final EIR;

- The mitigation monitoring and reporting program for the project;

- All findings and resolutions adopted by the City Council in connection with the project and all documents cited or referred to therein;

- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the project;

- The Draft West Area Specific Plan;

- All documents submitted to the City by other public agencies or members of the public in connection with the project, up through the close of the Planning Commission public hearing, and the close of the City Council public hearing;

- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the project;

- Any documentary or other evidence submitted to the City at such information sessions, public meetings, and public hearings;

- The City of Salinas General Plan and all environmental documents prepared in connection with the adoption of the General Plan;

- Any and all resolutions approved by the City regarding the project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;

- Matters of common knowledge to the City, including, but not limited to federal, state, and local laws and regulations;

- Any documents expressly cited in these findings, in addition to those cited above; and

- Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The documents constituting the record of proceedings are available for review by responsible agencies and interested members of the public during normal business hours at the City of Salinas Community Development Department, 65 West Alisal Street, Salinas, California 93901. The custodian of these documents is the Community Development Director. Without exception, any documents set forth above not found in the project files fall into one of two categories. Many of them reflect prior planning or legislative decisions of which the City Council was aware in approving the project. (See *City of Santa Cruz v. Local Agency Formation Commission* (1978) 76 Cal.App.3d 381, 391-392; *Dominey v. Department of Personnel Administration* (1988) 205 Cal.App.3d 729, 738, fn. 6.) Other documents informed the experts who provided advice to City Staff or consultants, who then provided advice to the City Council. For that reason, such documents form part of the underlying factual basis for the City Council's decisions relating to the approval of the project. (See Pub. Resources Code, § 21167.6(e)(10); *Browning-Ferris Industries v. City Council of City of San Jose* (1986) 181 Cal.App.3d 852, 866; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 153, 155.)

VI. CONSISTENCY WITH APPLICABLE PLANS

This section includes a review of the project's relationship to the General Plan, other land use related documents/agreements, and to regional plans and identifies whether inconsistencies with these plans may exist.

Consistency with the Salinas General Plan

The Salinas General Plan states the City's vision for the community's future and outlines goals, policies and implementation measures to achieve its vision. The General Plan also projects the population, dwelling units, and non-residential building square footage associated with the future

buildout of the Land Use Plan, also referred to as General Plan buildout. Typically, General Plan buildout is decades beyond the 20-year General Plan planning cycle.

As described in CEQA Guidelines section 15125, subdivision (d), an EIR must discuss any inconsistencies between a proposed project and applicable general plans, specific plans, and regional plans. Such regional plans include, but are not limited to, the applicable air quality attainment or maintenance plan, area-wide waste treatment and water quality control plans, regional transportation plans, regional housing allocation plans, regional blueprint plans, plans for the reduction of greenhouse gas (GHG) emissions, habitat conservation plans, and natural community conservation plans.

New Urbanism principles, a component of the General Plan Land Use Element, were used to design a land use plan for the project that is compact and pedestrian-friendly, with a mixture of uses surrounding activity centers/neighborhood local points in the Specific Plan Area. Higher density residential uses are proposed around retail, recreation, and public uses and all of these core activity centers are proposed to be connected with pedestrian, bicycle, and transit systems.

The quantifiable objectives of the project include the development of up to 4,340 residential dwelling units (with a minimum of 3,553 required under the General Plan), up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities (including three elementary schools, a high school, middle school, supplemental detention/retention basins and 11 parks). It is anticipated that Specific Plan Area will have up to 15,928 residents at project build-out. This is consistent with the expected intensity of development within the Specific Plan Area under General Plan buildout conditions as analyzed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002).

The Salinas General Plan requires the approval of Specific Plans prior to development of any land in the North of Boronda Future Growth Area (FGA). The West Area Specific Plan includes certain development regulations and design standards that are intended to be specific to the Specific Plan Area. Where there is a matter or issue not specifically covered by the Specific Plan development regulations and design standards, the Salinas Zoning Code would apply. Where there is a conflict between the Specific Plan and the Zoning Code, the Specific Plan would prevail.

The Specific Plan is intended to be adopted by the City Council and to serve as a tool for the City of Salinas to implement. The Specific Plan is to be used by designers, developers, builders, and planners, to guide development of the Specific Plan Area. The land use, development standards, and design guidelines are provided to ensure that all proposed developments remain consistent with the vision established by the Specific Plan as the project is built over time. The Specific Plan development concepts, design guidelines, and standards are in accordance with the City's General Plan, Municipal Ordinances, and City Specifications. The Specific Plan shall be used to review, process, and approve development proposals for individual parcels/project sites within the Specific Plan Area, including but not limited to site specific development applications and site improvement plans.

The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that the General Plan may impact the related land use plans and policies that have

been adopted to avoid or mitigate an environmental effect. The Salinas Zoning Code, Salinas Redevelopment Plan, Greater Salinas Area Plan, Salinas Municipal Airport Master Plan, Monterey County Airport Land Use Plan, GSA MOU, are specifically mentioned. Of these seven documents, the project does not affect an existing Specific Plan, the Salinas Municipal Airport Master Plan, or the Monterey County Airport Land Use Plan, and the Salinas Redevelopment Plan is no longer in effect. These topics are not discussed further, but the other three are discussed below.

Salinas Zoning Code

The Specific Plan Area is currently zoned NI with a Specific Plan Overlay. The project includes a rezone to NE/Low Density Residential, NG-1/Medium Density Residential, NG-2/High Density Residential, VC, PS, P and OS. A Specific Plan Overlay District is also applicable to each Zoning District. The purpose of the rezone is to ensure consistency between the proposed General Plan Land Use Designations and Zoning. With the approval of the rezoning application, the Specific Plan would be consistent with the Salinas Zoning Code.

City/County Greater Salinas Area Memorandum of Understanding

In 2006, the City and the County adopted the GSA MOU to allow for annexation and development of specific parcels that are located outside of the Future Growth Areas as illustrated in the General Plan. These areas were not contemplated for annexation and development at the time the General Plan was adopted. These areas include, but are not limited to, the "Unikool", Boronda Road, and Fresh Express sites.

The GSA MOU describes the intent of each agency to consider annexation of the subject growth areas and identifies framework conditions under which annexations could be considered. The following excerpt from the Preface of the GSA MOU identifies its general intent:

"This Memorandum of Understanding (MOU), by and between the County of Monterey (County) and the City of Salinas (City), is to set forth certain agreements between the parties to express their intent to jointly pursue action to assure orderly and appropriate land use development in the area designated in the General Plan of Monterey County as the Greater Salinas Area Plan area and in the City of Salinas. Specific objectives to be achieved through the implementation of the land use and associated policies included in this MOU are the preservation of certain agriculture land, the provision of future growth areas, and the provision of adequate financing for the services and facilities of benefit to the residents of the Greater Salinas Area Plan area and the City."

With the adoption of the GSA MOU, both the City and the County acknowledged that additional development outside the City's Future Growth Areas would be considered subject to amendment of the City's SOI and annexation of such areas to the City. The GSA MOU also includes a set of points of agreement that govern future annexations and associated development. Among other topics, the points of agreement address the future direction of City growth, agricultural mitigation, traffic impacts, and storm drainage. The GSA MOU states that the direction of future growth of the City shall be to the north and east of the current city limits, except as otherwise provided for in the GSA MOU.

To minimize and mitigate the potential impacts, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented the following two mitigation measures: Mitigation Measure LU5 requires the City to continue to cooperate with the County of Monterey to implement the GSA-MOU, which directs that City growth generally to the north and east away from the most productive farmland; and Mitigation Measure LU6 requires the City to encourage City-centered growth and give priority to redevelopment and infill projects that reduce development pressure on agricultural lands. The City will also establish an incentive program to promote these projects, such as priority permit processing and density bonuses for such developments. The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of this mitigation measure, the impact would be reduced to a less than significant level.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan Area, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). The City certified this EIR and approved annexation of the North of Boronda FGA, which includes the WASP. The project as proposed is consistent with the GSA-MOU. All development under the project would be required to comply with the above-referenced regulations, policies, and standards.

Greater Salinas Area Plan

The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that implementation of General Plan will result in development outside the existing City limits, into the Greater Salinas Planning Area. Development occurring outside of the City limits is subject to the Greater Salinas Area Plan. The implementation of the General Plan may conflict with the Greater Salinas Area Plan, resulting in a significant impact.

To minimize and mitigate the potential impacts, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented Mitigation Measure LU2, which requires the City to be consistent with a portion of Draft Policy LU 3.4 of the Monterey County Draft General Plan, and to cooperate with LAFCO and the County of Monterey to direct growth outside the City limits to the Future Growth Area, on lands that are served or are planned to be served, with a full range of urban services, such as public water and sewer, an extensive road network, public transit, safety and emergency response services, parks, trails, and open space. The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of this mitigation measure, the impact would be reduced to a less than significant level.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). The City certified this EIR and approved annexation of the North of Boronda Future Growth Area, which includes the Specific Plan. The project as proposed is consistent with the Greater Salinas Area Plan. All development

under the project would be required to comply with the above-referenced regulations, policies, and standards.

VII. FINDINGS REQUIRED UNDER CEQA

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute provides that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to provide that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in Public Resources Code section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR. The second permissible finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and that such changes have been adopted by, or can and should be adopted by, such other agency. The third potential conclusion is that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR. (CEQA Guidelines, § 15091, subd. (a).)

As explained elsewhere in these findings, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors. The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506-1509 (court upholds CEQA findings rejecting alternatives in reliance on project's objectives); see also *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 (*CNPS*) (an alternative "'may be found infeasible on the ground it is inconsistent with the project objectives as long as the finding is supported by substantial evidence in the record'") (quoting Kostka & Zischke, *Practice Under the Cal. Environmental Quality Act* [Cont.Ed.Bar 2d ed. 2009] (*Kostka*), § 17.309, p. 825); *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165, 1166 (*Bay-Delta*) ([i]n the CALFED program, feasibility is strongly linked to achievement of each of the primary program objectives"; "a lead agency may structure its EIR alternative analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basic goal).) Moreover, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133

Cal.App.3d 410, 417 (*City of Del Mar*); see also *CNPS, supra,* 177 Cal.App.4th 957 (after weighing "'economic, environmental, social, and technological factors,' ... 'an agency may conclude that a mitigation measure or alternative is impractical or undesirable from a policy standpoint and reject it as infeasible on that ground) (quoting Kostka, *supra,* § 17.29, p. 824))

For purposes of these findings (including the table described in Section IX below), the term "avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. In contrast, the term "substantially lessen" refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less than significant level.

As explained above, CEQA requires that the lead agency adopt feasible mitigation measures or, in some instances, feasible alternatives to substantially lessen or avoid significant environmental impacts that would otherwise occur. With respect to a proposed project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons that the agency found that the project's benefits outweigh its unavoidable adverse environmental effects. The City of Salinas' Statement of Overriding Considerations for the project is included herein in Section XI below.

VIII. MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring and Reporting Program (hereinafter "MMRP") has been prepared for the project, and is being approved by the City Council by Resolution 2019-__(N.C.S.). The City will use the MMRP to track compliance with project mitigation measures. The MMRP will remain available for public review during the compliance period. The Final MMRP is Exhibit "B" of the aforementioned resolution and is approved in conjunction with these Findings of Fact.

IX. SIGNIFICANT EFFECTS AND MITIGATION MEASURES

The EIR identified a number of significant and potentially significant environmental effects (or impacts) that the project will cause or contribute to. Most of these significant effects can be fully avoided through the adoption of feasible mitigation measures. Other effects, however, cannot be avoided by the adoption of feasible mitigation measures or alternatives, and thus will be significant and unavoidable. Some of these unavoidable significant effects can be substantially lessened by the adoption of feasible mitigation measures. Other significant, unavoidable effects cannot be substantially lessened or avoided. For reasons set forth in Section XI however, the City Council has determined that overriding economic, social, and other considerations outweigh the significant, unavoidable effects of the project.

The City Council's findings with respect to the project's significant effects and mitigation measures are set forth in the Table of Impacts, Mitigation Measures, and CEQA Findings attached to these findings. The findings set forth in the table are hereby incorporated by reference.

This table does not attempt to describe the full analysis of each environmental impact contained in the EIR. Instead, the table provides a summary description of each impact, describes the

applicable mitigation measures identified in the Draft EIR or Final EIR and adopted by the City Council, and states the City Council's findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Draft and Final EIRs, and these findings hereby incorporate by reference the discussions and analyses in those documents supporting the Final EIR's determinations regarding mitigation measures and the projects' impacts and mitigation measures designed to address those impacts. In making these findings, the City Council ratifies, adopts, and incorporates into these findings the analyses and explanations in the Draft EIR and Final EIR, and ratifies, adopts, and incorporates in these findings the determinations and conclusions of the Draft EIR and Final EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

By Resolution 2019-__(N.C.S.), the City Council adopts all of the mitigation measures identified in the table.

X. PROJECT ALTERNATIVES

A. Basis for Analysis of the Feasibility of Alternatives

Public Resources Code section 21002, a key provision of CEQA, provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects."

Where a lead agency has determined that, even after the adoption of all feasible mitigation measures, a project as proposed will still cause one or more significant environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA. Although an EIR must evaluate this range of *potentially* feasible alternatives, an alternative may ultimately be deemed by the lead agency to be "infeasible" if it fails to fully promote the lead agency's underlying goals and objectives with respect to the project. (*City of Del Mar, supra,* 133 Cal.App.3d at p. 417) "'[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*Ibid*.; see also *CNPS, supra,* 177 Cal.App.4th at p. 1001.) Thus, even if a project alternative will avoid or substantially lessen any of the significant environmental effects of the project, the decision-makers may reject the alternative if they determine that specific considerations make the alternative infeasible.

Under CEQA Guidelines section 15126.6, the alternatives to be discussed in detail in an EIR should be able to "feasibly attain most of the basic objectives of the project [.]" For this reason, the Objectives described above provided the framework for defining possible offsite alternative project locations. (See *Bay-Delta, supra,* 43 Cal.4th at p. 1166). The project objectives are set out

above in section III.C. Based on the requirements of CEQA Guidelines section 15126.6 and the Project's Objectives, the following alternatives to the project were identified:

No Project (No Build) Alternative

The CEQA Guidelines (Section 15126.6[e]) require consideration of a no project alternative that represents the existing conditions, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved. For purposes of this analysis, the No Project (No Build) Alternative assumes that development of the Specific Plan Area would not occur, and the Specific Plan Area would remain in its current agricultural condition. It is noted that the No Project (No Build) Alternative would fail to meet the project objectives identified for the West Area Specific Plan and is inconsistent with the goals of the General Plan for the future growth areas of the City.

Reduced Land Area Project Alternative

Under this alternative, the Specific Plan Area would be developed with the same components as described in the Project Description, but the area utilized for the development (i.e., the project footprint) would be reduced by approximately 20 percent. Under this alternative, approximately 162 acres of land in the northeast corner of the Specific Plan Area would be removed. This removed area would include the 52.85-acre Mortensen property (APN 21101108) and the 108.32-acre Madolora/Global property (APN 21101109), which are shown on Figure 5.0-1. The resultant Specific Plan Area would include approximately 635 acres. The proposed land uses within this area identified for removal under this alternative would be incorporated into the remaining 635 acres of the Specific Plan Area, which would increase the residential density of the Specific Plan Area under this alternative, while retaining the same number of residences, mixed use commercial areas, schools, parks, etc. as the project. This alternative would establish a site for a third 10.0-acre elementary school to be developed by the Santa Rita Union School District (District). However, if the District decides against the elementary school siting, the area would instead be residential units.

Under this alternative the average residential density (units per net acre) would increase from 9.0 to approximately 11.3 units/acre. It is assumed that the number of NE parcels would be reduced, and the number of NG-1 parcels would increase. The proposed Village Center would remain unchanged under this alternative, and would still include up to 571,500 square feet of mixed use commercial floor area and a minimum of 91 dwelling units.

Reduced Residential Intensity/Density Project Alternative

Under this alternative, the Specific Plan Area would be developed with a reduction in the overall residential intensity/density while maintaining the approximate overall project footprint. For the purposes of discussion, this option considers a 25 percent reduction in the intensity/density of the residential components of the project while maintaining the approximately 797-acre project footprint. This would result in fewer residential lots, but larger lot sizes. This alternative would result in up to 3,255 residential units. This alternative would retain the approximately 571,500 square feet of mixed commercial uses, the five proposed schools (three elementary, one middle, and one high school), and the same acreage of parks and detention basins as the project.

Under this alternative, the average residential density (units per net acre) would decrease from 9.0 to approximately 6.8 units/acre. It is assumed that the number of NE parcels would be increased, and the number of NG-1 and NG-2 parcels would increase. The proposed Village Center would remain unchanged under this alternative, and would still include up to 571,500 square feet of mixed use commercial floor area and a minimum of 91 dwelling units.

This alternative, based upon residential overall density, is inconsistent with the Salinas General Plan's standards for the Specific Plan Area, which require a minimum of 3,553 residential units within the Specific Plan Area, and the incorporation of New Urbanism concepts which mandates that new residential development have a minimum average density of 9 dwelling units per net residential acre. A General Plan Amendment would be required.

Smaller-scale Project Alternative

Under this alternative, the Specific Plan Area would be reduced by approximately 33 percent and the proposed residential and non-residential uses would also be reduced by approximately 33 percent. For the purposes of discussion, this alternative assumes that approximately 264 acres of land along the entire eastern boundary of the Specific Plan Area would be removed and remain as undeveloped agricultural land. The resultant Specific Plan Area under this alternative would be approximately 533 acres in size, and include up to 2,908 residential units, up to 382,905 square feet of commercial/mixed use building area, and up to 119 acres of public facilities (including two elementary schools, a high school, a middle school, open space (including supplemental detention/retention basins) and up to 8 parks). The number of residential units under this alternative would not meet the minimum of 3,553 residential units as provided within the City of Salinas General Plan. The residential densities under this alternative would be similar to the project.

The City Council finds that that a good faith effort was made to evaluate all potentially feasible alternatives in the EIR that are reasonable alternatives to the project and could feasibly obtain the basic objectives of the project, even when the alternatives might impede the attainment of the project objectives and might be more costly. As a result, the scope of alternatives analyzed in the EIR is not unduly limited or narrow. The City Council also finds that all reasonable alternatives were reviewed, analyzed and discussed in the review process of the EIR and the ultimate decision on the project. (See, e.g., DEIR, pp. 6-5 to 6-55)

1. Significant, Unavoidable Impacts of the Project

The significant and unavoidable impacts of the project are set out in detail below in Section XI.A.

2. Scope of Necessary Findings and Considerations for Project Alternatives

As noted above, these findings address whether the various alternatives substantially lessen or avoid any of the significant unavoidable impacts associated with the project and also consider the feasibility of each alternative. Under CEQA, "[f]easible means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic,

environmental, legal, social, and technological factors." (CEQA Guidelines § 15364). As explained earlier, the concept of feasibility permits agency decision makers to consider the extent to which an alternative is able to meet some or all of a project's objectives. In addition, the definition of feasibility encompasses "desirability" to the extent that an agency's determination of infeasibility represents a reasonable balancing of competing economic, environmental, social, and technological factors supported by substantial evidence.

In identifying potentially feasible alternatives to the project, the following project objectives were considered:

1. Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly.

2. Provide a variety of land uses in easy walking distance of housing including a mixed use village, parks, and schools to reduce vehicle miles traveled.

3. Provide parks and other public green space in accordance with General Plan standards that are designed to be safe and easily accessible to residents.

4. Provide a variety of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages.

5. Provide public services and infrastructure improvements that achieve and maintain City service standards.

6. Provide an inviting tree-lined street system which incorporates traffic calming and other measures.

7. Establish an interconnected sidewalk/path and open space system throughout the development which links to the greater FGA and City as a whole.

8. Create a sense of place and unique identity through the use of entry treatments, landscaping, streetscapes, public art, decorative street lighting, pedestrian amenities and other elements.

9. Provide for a reasonable jobs/housing balance.

10. Provide opportunities for senior housing.

11. Provide for a site/parcel-based post-construction SCMs/LID to the maximum extent practicable.

As noted near the beginning of these findings, moreover, the City is keenly aware that the State Legislature has declared that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives." (Government Code section 65589.5.) The Legislature notes that "California housing has become the most

expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing." The Legislature further found that "Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration." The legislative intent of Government Code section 65589.5 is to "significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled." The State Legislature established its policy direction in the statute as follows: "It is the policy of the state that this section should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing."

The following two overarching project objectives are therefore presented here as a response to: 1) the State Legislature's declaration of a housing crisis in California, 2) the State Legislature's policy direction for the provision of more housing, 3) the Salinas City Council's more than 30 years of planning for urban development within the FGAs, which includes the West Area Specific Plan, and 4) the Salinas City Council's policy direction as provided in the approved FGAs and General Plan:

- Objective 1: Respond to the State Legislature's declaration of a housing crisis in California, and their policy direction that local governmental agencies provide more housing, by including provisions for the construction of new housing supply within the West Area Specific Plan.
- Objective 2: Respond to the Salinas City Council's long-term vision and policy direction for new urban development to be focused in the Future Growth Areas, by including provisions the construction of new urban development consistent with the City of Salinas General Plan.

B. No Project (No Build) Alternative

In general, a CEQA "No Project Alternative" must "discuss the existing conditions …, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." (CEQA Guidelines, § 15126.6, subd. (e)(2).) When the proposed project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future. In such an instance, the no project alternative consists of evaluating the projected impacts of the proposed plan to the impacts that would occur under the existing plan. "Typically, this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan. (*Id.*, subd. (e)(3)(A).)

1. Analysis of No Project (No Build) Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed, and there would be no net change in emissions and no potential for a conflict with any adopted plans or policies related to air quality. As such, the project level and cumulative impacts would be greatly reduced when compared to the project.

Biological Resources

Under the No Project (No Build) Alternative, the West Area Specific Plan would not be constructed, no habitat would be removed, no wetlands disturbed, and no ground disturbing activities would occur. The Specific Plan Area would remain open to migration, foraging, nesting, and other uses by wildlife. Therefore, potential for impacts to biological resources would be eliminated under the No Project (No Build) Alternative. Impacts to biological resources would be reduced as compared to the project.

Cultural Resources

The No Project (No Build) Alternative would continue to result in ground disturbing activities associated with the agricultural operations (i.e., soil tilling); however, because the ground disturbance associated with farming has occurred for an extended period of time with no cultural resources being found it is anticipated that the continuation of these operations under this alternative would have a significantly reduced potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources, the No Project (No Build) Alternative would result in slightly less potential for impacts to cultural resources as the entire Specific Plan Area would continue to be used for agriculture production.

Greenhouse Gases and Climate Change

Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed, and there would be no net change in emissions and no potential for a conflict with any adopted plans or policies related to GHG reductions. As such, this impact would be reduced when compared to the project. This does not necessarily mean, however, that the No Project Alternative represents a better long-term policy outcome for climate than the project. California has a large housing need, and new housing will have to be built somewhere, if not the Specific Plan Area. As the California Supreme Court explained, "[g]iven the reality of growth, some greenhouse gas emissions from new housing and commercial developments are inevitable. The critical CEQA question is the cumulative significance of a project's greenhouse gas emissions, and from a climate change point of view it does not matter where in the state those emissions are produced." (*Center for Biological Diversity v. California Dept. of Fish and Wildlife* (2015) 62 Cal.4th 204, 220-221.)

Hazards and Hazardous Materials

Under the No Project (No Build) Alternative, no new land uses would be introduced to the Specific Plan Area, and the potential for hazardous material release in the Specific Plan Area would be reduced. Ongoing pesticide use would occur within the area to remain in agriculture, and this has the potential to generate negative health effects on existing residents located in the areas south and west of the Specific Plan Area. However, there would not be long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, because development would not occur. While the West Area Specific Plan is not anticipated to result in significant impacts associated with hazards and hazardous materials, the No Project (No Build) Alternative would result in less potential for impacts.

Hydrology and Water Quality

Under the No Project (No Build) Alternative, potential new water quality impacts from construction and operation of the West Area Specific Plan would be eliminated. Under this alternative, the land would be kept in its present state with the majority of the Specific Plan Area either fallow land or being used for agricultural purposes. The No Project (No Build) Alternative would have a greater chance of groundwater recharge because it would not introduce large areas of impervious surfaces as would the West Area Specific Plan. However, the beneficial impact of reducing the consumptive use of water by 2,078 acre-feet per year (AFY) (Cal Water, 2015) would not exist. This is a significant contribution in reducing overdraft in the Salinas Valley Ground Water basin.

The potential to result in the violation of water quality standards would be reduced under this alternative as compared with the project. However, there are some instances where the No Project (No Build) Alternative would have greater discharges of certain pollutants (such as erosion, sedimentation, pesticides release, etc.) when compared to the project. Nevertheless, overall, potential impacts related to hydrology and water quality would be reduced under this alternative.

Noise

Existing agricultural activities within the Specific Plan Area sometimes involve on-going noise sources such as agricultural equipment (e.g., tractors, harvesters, planters, etc.). Such noise sources are part of the existing ambient noise levels in the Specific Plan Area. Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed and there would be no potential for new noise sources; however, existing noise from agricultural operations would continue. As such, this alternative would have less impact relative to the project.

Population and Housing

Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed and the Specific Plan Area would not accommodate the City's anticipated growth. Growth would still be anticipated to occur within the region, but it would not be accommodated in the FGA, which has undergone extensive planning efforts by the City and community for over a decade. This outcome would not be consistent with the FGA and General Plan. The City would need to look

to other undeveloped areas of the region to develop for new housing, which would be expected to have environmental impacts that have not yet been assessed, but could well be worse than those of the West Area Specific Plan, particularly with respect to prime agricultural land, which is abundant in the region. Overall, this alternative would have a greater impact when compared to the project.

Public Services

Under the No Project (No Build) Alternative, there would be no increased demand for police, fire, schools, parks, or other public services. Alternatively, this alternative would result in no new school or park facilities, which are designed to accommodate more than the demand that is generated by the West Area Specific Plan. Overall, this alternative would have a slightly greater impact to public services when compared to the project.

Transportation and Circulation

Under the No Project (No Build) Alternative, there would be no new traffic generated within the Specific Plan Area. This alternative would also not result in new traffic improvements on the City's roadway system and it would not result in payments of traffic impact fees into the City's Capital Improvement Program (CIP) that would be used for the roadway system. Existing deficiencies in the traffic system would not receive the benefit of improvements to improve existing deficiencies; however, this would be more than offset by the fact that there would be no new contribution to degrading traffic levels of service at a project and cumulative level. Overall, this alternative would have less of an overall traffic impact than the project. Still, the growth for which there is market demand would still be anticipated to occur somewhere else within the region, possibly in areas that could result in transportation effects worse than those of the West Area Specific Plan.

Utilities

Under the No Project (No Build) Alternative, the Specific Plan Area would not have an increased demand for wastewater, storm drainage, or solid waste disposal. There would be no new impacts on these utilities and there would be no need to construct new infrastructure. Therefore, overall, the impact on wastewater, solid waste, and storm drainage would be reduced under this alternative. In conclusion, the No Project (No Build) Alternative would not result in a beneficial impact to groundwater recharge. However, this alternative would decrease the amount of solid waste and wastewater generated at the site, and would not require construction of new utilities infrastructure. Overall, the No Project (No Build) Alternative would not add new impacts to wastewater, storm drainage, or solid waste disposal systems, but would not result in the beneficial impacts to the groundwater system.

2. Feasibility of No Project (No Build) Alternative

The No Project (No Build) Alternative is the environmentally superior alternative because it results in the least adverse environmental impacts when compared to the project. However, the No Project (No Build) Alternative would fail to meet the project objectives identified for the

West Area Specific Plan and is inconsistent with the goals of the General Plan for the future growth areas of the City.

The City Council finds the No Project (No Build) Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the Project.

C. Reduced Land Area Project Alternative

1. Analysis of Reduced Land Area Project Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the Reduced Land Area Project Alternative, the Specific Plan Area would be developed with a 20 percent smaller development area, with an overall increase in residential density. Although the number of users would be the same under this alternative as compared with the project, this alternative has reduced mobile emissions when compared to the project, due to the more compact design of this alternative. It was assumed that mobile emissions under this alternative would be reduced by approximately twenty percent (as compared to the project), the same amount as the reduction in the size of this alternative's footprint when compared to the project. However, project operational activities under this alternative would still exceed the threshold of significance and generate a significant and unavoidable impact for reactive organic compounds (ROG), nitrogen oxides (NO_x), and respirable particulate matter (PM_{10}) at buildout.

This alternative would provide more compact development than the project, providing greater opportunities for non-motorized transportation choices (such as walking or cycling). This would slightly reduce vehicle miles travelled (VMT) as compared to the project, which would slightly the mobile source emissions.

The Reduced Land Area Project Alternative would have greater impacts with respect to Air Quality Impact 3.1-1, which is identified as "the potential to conflict with or obstruct implementation of the applicable air quality plan." This is because the Association of Monterey Bay Area Governments (AMBAG), in consultation with the City of Salinas, included the North of Boronda FGA (inclusive of the West Area Specific Plan) within the AMBAG 2018 Regional Growth Forecast. The AMBAG 2018 Regional Growth Forecast feeds into the Monterey Bay Air Resources Board's (MBARD) 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) as well as the future version of the Air Quality Management Plan (AQMP). Therefore, while an increase in density has the potential to reduce mobile source emissions if residents chose alternative transportation modes (i.e., walk/bike/transit instead of driving a vehicle), this is not guaranteed to occur given that the choice to drive is still convenient and economical for most residents under this residential density in a suburban environment. The increased residential density under this alternative was not specifically planned for in the MBARD planning documents and within the AMBAG forecasts. Nevertheless, due to the reduced footprint and slightly reduced VMT, this impact would be slightly reduced when compared to the West Area Specific Plan.

Biological Resources

Under the Reduced Land Area Project Alternative, less habitat would be removed, and fewer ground disturbing activities would occur. It is still anticipated that the drainage ditches along Boronda Road would be eliminated (i.e., fill activity). A portion of the Specific Plan Area (twenty percent) would remain open to migration, foraging, nesting, and other uses by wildlife. The balance of the Specific Plan Area (eighty percent of site) would be developed and no longer available for migration, foraging, nesting, and other uses by wildlife. This would still be a significant and unavoidable impact, and would be cumulatively considerable.

When compared to the Specific Plan, potential for impacts to biological resources would be reduced under the Reduced Land Area Project Alternative proportionate to the reduction in developed area estimated at twenty percent.

Cultural Resources

The Reduced Land Area Project Alternative would result in fewer ground disturbing activities and would have a slightly reduced potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources with mitigation, the Reduced Land Area Project Alternative would result in slightly less potential for impacts to cultural resources, as a portion of the Specific Plan Area would remain undeveloped.

Greenhouse Gases and Climate Change

The Reduced Land Area Project Alternative would not develop approximately 162 acres that is proposed to be developed under the project. This would provide more compact development, creating more opportunities for non-motorized transportation options (such as walking or cycling). This is likely to reduce overall VMT as compared to the project. This would reduce mobile-related GHG emissions by an amount approximately equivalent to proportional reduction in the size of the Specific Plan Area (twenty percent) under this alternative, as compared with the project. Total operational emissions would be reduced by approximately 11 percent under this scenario, as compared to the project. However, Specific Plan Area operational activities under this alternative would be expected to generate a significant and unavoidable impact on operational greenhouse gases.

With a total projected service population of 16,785 (same as the project), this alternative would generate approximately 2.53 metric tons of carbon dioxide equivalent (MT CO_2e)/service population/year in the mitigated scenario (in Year 2035). This value is above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035. However, this value is below the per service population estimate for the project of 2.84 MT CO_2e/service population/year (in Year 2035). Therefore, the emissions per capita under this alternative would be reduced as compared with the project. This impact would be slightly reduced when compared to the project.

Hazards and Hazardous Materials

Under the Reduced Land Area Project Alternative, the land area to be developed would be reduced by 20 percent and the potential for exposure to hazardous materials, or a release of hazardous materials would be reduced proportionately. Ongoing pesticide use would occur within the area to remain in agriculture, and this would have the potential to generate negative health effects on new residents in the development. Similar to the project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production. Any negative health effects associated with the residuals of these chemicals would be alleviated through compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. While the West Area Specific Plan is not anticipated to result in significant impacts associated with hazards and hazardous materials, the Reduced Land Area Project Alternative would result in slightly less potential for impacts.

Hydrology and Water Quality

Implementation of the West Area Specific Plan has the potential to result in the violation of water quality standards and waste discharge of pollutants into surface waters during both construction and long-term operations. Construction operations could result in temporary increases in runoff, erosion, sedimentation, soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas. The long-term operation of the West Area Specific Plan could result in long-term impacts to surface water quality from urban stormwater runoff and could enter groundwater or surface water systems. Additionally, the proposed project would result in new impervious surfaces that could reduce rainwater infiltration and groundwater recharge. Mitigation measures incorporated into the project would reduce potential water quality impacts to a less than significant level. The West Area Specific Plan would not place persons or structures in a flood hazard zone.

Under the Reduced Land Area Project Alternative, potential water quality impacts from construction and operation of the West Area Specific Plan would be reduced. Under this alternative, the developed area would be reduced by 20 percent when compared with the project. The Reduced Land Area Project Alternative would have a greater chance of groundwater recharge because it would reduce the amount of impervious surfaces by 20 percent as compared to the West Area Specific Plan. The areas that would not be developed (i.e., the 162 acres of land in the northeast corner of the Specific Plan Area) would remain under agricultural production. While the 162-acre agricultural area would provide opportunities for groundwater recharge, the agricultural uses would continue to require intensive groundwater pumping for the agricultural production. The higher amount of groundwater pumping required for the 162-acres of agricultural use under this alternative would result in a greater impact on the Salinas Valley Ground Water basin, when compared to the project. The amount of total consumptive water usage reduced by this alternative when compared to the existing uses in the Specific Plan Area would be approximately 1,666 AFY, compared with the approximately 2,078 AFY estimated to be saved by the proposed project. That is, buildout this alternative would save approximately 412

AFY less water than buildout of the proposed project. This would increase risks to the groundwater basin associated with seawater intrusion, when compared to the proposed project.

Under this alternative, there are some instances where the undeveloped portions of the Specific Plan Area would have greater discharges of certain pollutants (such as erosion, sedimentation, pesticides release, etc.) when compared to the project. Additionally, while the potential to result in water quality violations would be reduced under this alternative when compared with the project, the higher amount of groundwater pumping under this alternative would result in a greater impact on the Salinas Valley Ground Water basin, when compared to the proposed project. There would still be some benefit on the Salinas Valley Ground Water basin under this alternative because 80 percent of the land area would be converted into a use that would not require intensive groundwater pumping. As such, potential impacts related to hydrology and water quality would be increased under this alternative when compared to the project.

Noise

Under the Reduced Land Area Project Alternative, development would be reduced by 20 percent when compared with the project. As a result of less development, noise levels associated with traffic, stationary sources, and construction would be expected to be reduced under this alternative. Receptors would be subject to ongoing agricultural noise under this alternative. It is noted that, despite this reduction in the size of development under this alternative, it is expected that some noise levels associated with traffic, stationary sources, and construction would still generate a significant and unavoidable impact. As such, this alternative would have a reduced impact relative to the project.

Population and Housing

Under the Reduced Land Area Project Alternative, the project footprint would be reduced by 20 percent when compared with the project. However, although the residential density would increase from approximately 9.0 to 11.3 residential units per acre under this alternative, the number of residences developed under this alternative would be the same as for the proposed project. Overall, this alternative would have a equal impacts when compared to the project.

Public Services

Under the Reduced Land Area Project Alternative, the development area would be reduced by 20 percent. Residential and non-residential development would be equal under the Reduced Land Area Project Alternative; therefore, the demand for police, fire and other public services would be equal. This alternative would still result in development of public facilities (i.e. schools and parks) and would be required to pay the appropriate public safety impact fees. Overall, this alternative would have equal impacts to public services when compared to the project.

Transportation

Under the Reduced Land Area Project Alternative, the development area would be reduced by 20 percent. Residential and non-residential development would be equal under the Reduced Land Area Project Alternative; therefore, traffic generated in the Specific Plan Area would be equal.

This alternative would still result in new traffic improvements on the City's roadway system to accommodate the new traffic generated. It would also still result in payments of traffic impact fees into the City's CIP program that would be used for the roadway system. Existing deficiencies in the traffic system would receive some benefit of improvements to improve existing deficiencies; however, there would still be significant and unavoidable cumulative impacts to this topic under this alternative.

The Reduced Land Area Project Alternative would have "slightly greater" impact with respect to Transportation and Circulation Impact 3.10-7, which is identified as "impacts related to emergency access." The basis for this determination is that the increased density of the proposed project would increase congestion on existing and planned roadways as compared to the proposed project, given that fewer roadways would be developed under this alternative (because the APNs 211-011-008 and 211-011-009 would not be developed under this alternative). Specifically, Natividad Road (Major Arterial), Russell Road (Major Arterial), and Rogge Road would not be expanded with full frontage improvements under this alternative. Congestion is also expected to be slightly higher under this alternative compared to the proposed project, given the increased density of traffic (based on fewer roadway miles being developed under this alternative compared with the proposed project, and the increased density of the proposed project [to 11.3 residential units per acre under this alternative, compared to 9.0 residential units per acre under the proposed project]). This represents a slightly greater impact with respect to emergency access within the Specific Plan Area. It is noted that the significance determination under Transportation and Circulation Impact 3.10-7 would likely still be less than significant for the Reduced Land Area Alternative, similar to the proposed project; however, the roadway network will not have the same capacity as under the proposed project, so the determination remains "slightly greater."
Additionally, the Reduced Land Area Project Alternative would have a "slightly greater" impact with respect to Transportation and Circulation Impact 3.10-8, which is identified as "conflict with adopted multi-modal circulation policies, plans, or programs" or a "decrease [in] the performance or safety of public transit, bicycle, or pedestrian facilities." The basis for this determination is that the following roadways would not be developed in full under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane);
- Rogge Road frontage improvements.

Since these roadways would not be developed in full, as planned for by the proposed project, connectivity with the remainder of the City and County, including other areas within the City's FGA, would be more limited under the Reduced Land Area Project Alternative as compared to the proposed project. Overall, this alternative would have slightly greater traffic impacts than the project.

Utilities

This alternative would not save as much groundwater when compared to the proposed project. The amount of total consumptive water usage reduced by this alternative when compared to the

existing uses in the Specific Plan Area would be approximately 1,666 AFY, compared with the approximately 2,078 AFY estimated to be saved by the proposed project. That is, buildout this alternative would save approximately 412 AFY less water than buildout of the proposed project. This is due to the dramatically higher water usage under the current irrigated agricultural cultivation uses as compared with developed residential and/or commercial uses. This would increase risks to the groundwater basin associated with seawater intrusion, when compared to the project.

Although this alternative would save less groundwater than the project, generate a similar amount of solid waste, and demand a similar amount of water, this alternative would reduce impacts to stormwater compared to the project. Overall, the demand for utilities would be reduced under this alternative when compared to the project.

2. Feasibility of Reduced Land Area Project Alternative

The Reduced Land Area Project Alternative would slightly reduce impacts to air quality, biological resources, cultural resources, GHG and climate change, hazards, hydrology, noise, transportation, and utilities compared to the project. However, this alternative would potentially worsen impacts related to groundwater supplies and recharge (cumulative and project-level), population and housing, emergency vehicle access, and conflicts with adopted multi-modal circulation policies, plans, or programs. Further, this alternative does not meet the following project objectives:

- Provide public services and infrastructure improvements that achieve and maintain City service standards;
- Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole.

The Reduced Land Area Project Alternative does not fully meet the project objective to "Provide public services and infrastructure improvements that achieve and maintain City service standards" because the Reduced Land Area Project Alternative would develop fewer roadways, bicycle and pedestrian pathways, and other infrastructure improvements (such as well sites) when compared with the project.

Under this alternative, APNs 211-011-008 and 211-011-009, as shown in Figure 5.0-1 of the Draft EIR, would not be developed. The effect of this area not developing in accordance with the General Plan would be that the following roadways and infrastructure improvements would not be developed:

- Natividad Road (Major Arterial) expansion frontage improvements;
- Russell Road (Major Arterial) expansion;
- Rogge Road frontage improvements;
- The proposed water well #3 and water treatment site;
- The supplemental stormwater basins along Natividad Road; and
- Neighborhood Park WA-3 (3-acre park).

Therefore, based on the above list of roadways and infrastructure improvements that would not be developed under this alternative, the ability of the City to provide public services and infrastructure improvements in accordance with the adopted General Plan would be hampered under the Reduced Land Area Project Alternative.

The Reduced Land Area Project Alternative does not meet the project objective to "Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole" because this alternative would leave undeveloped a portion of the land that would be developed under project (i.e., APNs 211-011-008 and 211-011-009), as shown in Figure 5.0-1 of the Draft EIR. This is an area located adjacent to the future Central Area Specific Plan (within the City's FGA). If this area were to remain undeveloped, there would be fewer interconnected sidewalks/pathways and available open space areas for City residents, and connectivity would be limited between the West Area Specific Plan (the project) and the planned for Central Area Specific Plan (a planned Specific Plan Area that would be located just to the east of the proposed project). This reduced connectivity means that the Reduced Land Area Project Alternative would not establish an interconnected sidewalk/pathway and open space system that fully links with the greater FGA and with the City as a whole. Notably, this rationale is also the basis for determining that the Smaller-Scale Project Alternative would not meet this Specific Plan objective. Specifically, the following roadways would not be developed under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane); and
- Rogge Road frontage improvements.

The Reduced Land Area Project Alternative would lessen many of the potentially significant environmental effects of the project. For example, some of the potentially significant impacts related to the following topics would be reduced or slightly reduced under this alternative: air quality, biological resources, cultural resources, greenhouse gases and climate change, hazards and hazardous materials, hydrology and water quality, noise, transportation and circulation, and utilities. It is noted, however, that this alternative would also result in greater, slightly greater, or equal impacts as compared to the project in the following topics: air quality plan consistency, hydrology and water quality, population and housing, public services, transportation and circulation, and utilities.

Ultimately, the significant and unavoidable environmental effects anticipated with the project would still occur under this Reduced Land Area Project Alternative due to the location, size and scope of the alternative. The significant and unavoidable impacts may occur to a lesser extent than under the project under this alternative, but the impacts would still be significant and unavoidable. For example, a significant and unavoidable impact related to increased traffic noise levels at existing receptors would occur under the project and the Reduced Land Area Project Alternative as there is a possibility of not being able to feasibly install sounds walls in some locations that would be warranted. It is noted that, due to decreased noise levels associated with this alternative, the noise at existing receptors would likely decrease. However, the cumulative traffic noise level increases would exceed the Federal Interagency Committee on Noise (FICON) CEQA substantial increase criteria of 1.5 to 5 dB.

The City Council finds the Reduced Land Area Project Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the project.

D. Reduced Residential Intensity/Density Project Alternative

1. Analysis of Reduced Residential Intensity/Density Project Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the Reduced Residential Intensity/Density Project Alternative, there would be a 25 percent reduction in the intensity/density of the residential portions of the Specific Plan Area, with an overall decrease in residential density.

It was assumed that overall criteria pollutant emissions under this alternative would be reduced by approximately 25 percent when compared to the project, consistent with the reduction in the intensity/density of the residential portions of the Specific Plan Area under this alternative. However, project operational activities under this alternative would still exceed the threshold of significance and generate a significant and unavoidable impact for ROG, NOx, and PM_{10} at buildout.

Although less compact development generally increases overall per capita VMT, the smaller number of residential units under this alternative as compared with the project would reduce overall air quality emissions, including under area sources, mobile sources, and energy sources. As such, this impact would be reduced when compared to the project.

Biological Resources

Under the Reduced Residential Intensity/Density Project Alternative, an equivalent amount of habitat would be removed as under the project, and a similar level of ground disturbing activities would occur as compared with the project. Therefore, there would be an approximately equal potential for impacts to biological resources under this alternative as compared with the project.

Cultural Resources

The Reduced Residential Intensity/Density Project Alternative would result in a similar level of ground disturbing activities and would have a similar potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources with mitigation, the Reduced Residential Intensity/Density Project Alternative would result in equal potential for impacts to cultural resources.

Greenhouse Gases and Climate Change

Under the Reduced Residential Intensity/Density Project Alternative, there would be a 25 percent reduction in the intensity/density of the residential portions of the Specific Plan Area. It

was assumed that overall GHG emissions under this alternative would be reduced by approximately 25 percent when compared to the project, consistent with the reduction in the intensity/density of the residential portions of the Specific Plan Area under this alternative. Total operational emissions would be reduced by approximately 25 percent under this scenario, as compared to the project. However, Specific Plan Area operational activities under this alternative would be expected to generate a significant and unavoidable impact on operational greenhouse gases.

With a total projected service population of 12,803 under this alternative (this is equivalent to a 25 percent smaller residential population but the same number of workers, when compared to the project), this alternative would generate approximately 2.79 MT CO_2e/service population/year in the mitigated scenario (in Year 2035). This value is above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035, but lower than the per service population estimate for the project of 2.84 MT CO_2e/service population/year (in Year 2035). Therefore, this impact would be slightly reduced when compared to the project.

The slight reduction does not necessarily mean that the Reduced Residential Intensity/Density Project Alternative represents a better long-term policy outcome for climate than the project. California has a large housing need, and new housing will have to be built somewhere, if not in the Specific Plan Area. As the California Supreme Court explained, "[g]iven the reality of growth, some greenhouse gas emissions from new housing and commercial developments are inevitable. The critical CEQA question is the cumulative significance of a project's greenhouse gas emissions, and from a climate change point of view it does not matter where in the state those emissions are produced." (*Center for Biological Diversity v. California Dept. of Fish and Wildlife* (2015) 62 Cal.4th 204, 220-221.)

Hazards and Hazardous Materials

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential components would be reduced by 25 percent as compared with the project. Similar to the project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production. Any negative health effects associated with the residuals of these chemicals would be alleviated through compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. Overall, given the reduction in the intensity-density of this alternative as compared with the project, it is expected that the Reduced Residential Intensity/Density Project Alternative would have a slightly reduced impact to this topic relative to the project.

Hydrology and Water Quality

Under the Reduced Residential Intensity/Density Project Alternative, potential water quality impacts from construction and operation would be slightly reduced. Under this alternative, the intensity/density of the residential uses would be reduced by 25 percent when compared with the project, although the footprint would remain the same. This would result in fewer residential lots, but larger lot sizes. Since the residential lot sizes under this alternative would be larger when

compared with the project, there would be less impervious surface, and therefore there would be a greater chance of groundwater recharge under this alternative. As such, potential impacts related to hydrology and water quality would be reduced under the Reduced Residential Intensity/Density Alternative when compared to the project.

Noise

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent when compared with the project. As a result of less development, noise levels associated with traffic, stationary sources, and construction would be expected to be reduced under this alternative. Despite this reduction in the size of intensity of development under this alternative, it is expected that some noise levels associated with traffic, stationary sources, and construction would still generate a significant and unavoidable impact. As such, this alternative would have less impact relative to the project.

Population and Housing

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent when compared with the project. Development of housing would still occur under this alternative, but fewer units would be built. Growth would still be anticipated to occur within the region, but it would not be fully accommodated in the North of Boronda FGA, which has undergone extensive planning efforts by the City and community for over a decade. This would not be consistent with the FGA and General Plan. The City would need to look to other undeveloped areas of the region to develop for new housing which would be expected to have environmental impacts that have not yet been assessed but could well be worse than those of the West Area Specific Plan, particularly with respect to prime agricultural land, which is abundant in the region. The lower density of this alternative would also not meet the minimum number of residential units required for New Urbanism principles that are established in the General Plan for the Specific Plan Area. Overall, this alternative would have a greater impact when compared to the project.

Public Services

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent; therefore, the demand for police, fire and other public services would be reduced. This alternative would still result in development of public facilities (i.e. schools and parks) and would be required to pay the appropriate public safety impact fees. Overall, this alternative would have a slightly reduced impact to public services when compared to the project.

Transportation and Circulation

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent; therefore, traffic generated in the Specific Plan Area would be reduced. This alternative would still result in new traffic improvements on the City's roadway system to accommodate the new traffic generated. It would also still result in payments of traffic impact fees into the City's CIP program that would be used for the roadway

system. Existing deficiencies in the traffic system would receive some benefit of improvements to improve existing deficiencies; however, there would still be significant and unavoidable cumulative impacts under this alternative. Overall, this alternative would have less of an overall traffic impact than the project.

Utilities

Under the Reduced Residential Intensity/Density Alternative, the Specific Plan Area would be developed with a reduction in the overall residential intensity/density while maintaining the approximate overall project footprint as in the project. For the purposes of discussion, this option considers a 25 percent reduction in the intensity/density of the residential components of the project while maintaining the approximately 797-acre project footprint. This would result in fewer residential lots, but larger lot sizes. This alternative would result in up to 3,255 residential units. This alternative would retain the approximately 571,500 square feet of mixed commercial uses, the five proposed schools (three elementary, one middle, and one high school), and the same acreage of parks and detention basins as the project.

The total quantity of infrastructure installed would not be reduced, but the demand for wastewater and solid waste services would be less than would be required for the project. For example, is expected that this alternative would generate approximately 0.8 million gallons per day (MGD) of wastewater and approximately 37,777 pounds per day (lbs/day) of solid waste, smaller than would be generated by the project, since this alternative would generate fewer residents when compared to the project.

Separately, the total storm drainage runoff under this alternative would be approximately the same when compared to the project, due to the project footprint remaining the same for this alternative when compared to the project. Additionally, this alternative would save approximately the same amount of groundwater when compared to the project, since the project footprint would remain the same for this alternative as compared to the project. Overall, the demand for wastewater and solid waste services would be less than would be required for the project, and the amount of storm drainage runoff would be approximately the same. Therefore, demand for utilities would be slightly reduced under this alternative when compared to the project.

2. Feasibility of Reduced Residential Intensity/Density Project Alternative

The Reduced Residential Intensity/Density Project Alternative would slightly reduce impacts to air quality, cultural resources, GHG and climate change, hydrology, noise, public services, transportation, and utilities compared to the project. However, this alternative would potentially worsen impacts related to conflicts with applicable air quality plans and population and housing. Further, this alternative does not meet the following project objectives:

- Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly;
- Provide a balance of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages;
- Provide a reasonable jobs/housing balance.

The Reduced Residential Intensity/Density Project Alternative does not fully meet the project objective to "Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly" because the Reduced Residential Intensity/Density Project Alternative would result in fewer lots with larger lot sizes than will occur under the project. Larger lot sizes are inherently not compact, and development of these larger lot sizes may result in larger block sizes, which are less conducive to travel by walking, bicycles, and transit. Based upon residential overall density, this alternative is inconsistent with the Salinas General Plan's standards for the Specific Plan Area, which require a minimum of 3,553 residential units within the Specific Plan Area, and the incorporation of New Urbanism concepts, which mandate that new residential development have a minimum average density of 9 dwelling units per net residential acre.

The Reduced Residential Intensity/Density Project Alternative does not fully meet the project objective to "Provide a balance of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages" because the Reduced Residential Intensity/Density Project Alternative would provide fewer medium- and high-density housing units than the project. The number of low-density housing options would increase compared to the project, and these units would replace otherwise varied density housing options.

Furthermore, the reduction in housing units under the Reduced Residential Intensity/Density Project Alternative would be less consistent than the project in meeting statewide legislative goals of building housing units in order to address the statewide housing crisis. Given the enormous unmet demand for housing in California, the City believes that it has an obligation to facilitate the construction of more, rather than fewer, housing units when opportunities for residential development arise.

Similarly, the Reduced Residential Intensity/Density Project Alternative does not fully meet the project objective to "Provide a reasonable jobs/housing balance" because the Reduced Residential Intensity/Density Project Alternative would result in 1,085 fewer housing units than the project, but the same amount of commercial uses. This would impact the jobs/housing balance because fewer residents would be live in the Specific Plan Area, which proximity is vital to ensuring the success of the businesses in the Specific Plan Area.

The Reduced Residential Intensity/Density Project Alternative would lessen many of the potentially significant environmental effects of the project. For example, some of the potentially significant impacts related to the following topics would be reduced or slightly reduced under this alternative: air quality, cultural resources, greenhouse gases and climate change, hydrology and water quality, hazards and hazardous materials, noise, public services, transportation and circulation, and utilities. It is noted, however, that this alternative would also result in greater, slightly greater, or equal impacts as compared to the project in the following topics: air quality plan consistency, biological resources, hazards and hazardous materials, population and housing, transportation and circulation, and utilities.

Ultimately, the significant and unavoidable environmental effects which are anticipated with the project would still occur under this Reduced Residential Intensity/Density Project Alternative due to the location, size and scope of the alternative. The significant and unavoidable impacts

may occur to a lesser extent under this alternative than under the project, but the impacts would still be significant and unavoidable. For example, a significant and unavoidable impact related to violation of an air quality standard would occur under both the project and the Reduced Residential Intensity/Density Project Alternative. As shown in Table 5.0-4 of Chapter 5.0 of the Draft EIR, the Reduced Residential Intensity/Density Project Alternative would exceed the threshold of significance for ROG, NOx, and PM_{10} at buildout. Although the emissions would be less than with the project, this alternative would also cause a violation of an air quality standard. This is considered a significant and unavoidable impact.

The City Council finds the Reduced Residential Intensity/Density Project Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the project.

E. Smaller Scale Project Alternative

1. Analysis of Smaller Scale Project's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the Smaller-scale Project Alternative, the overall size of the project would be scaled down by approximately 33 percent as compared with the project. This would reduce Specific Plan Area operational emissions by an approximately equivalent amount (33%) as compared to the project. However, project operational activities under this alternative would still exceed the threshold of significance and generate a significant and unavoidable impact for ROG, NOx, and PM_{10} at buildout.

Nevertheless, overall air quality emissions under this alternative would be reduced compared to the project, due to the smaller size of this alternative, including for area sources, mobile sources, and energy sources. As such, this impact would be reduced when compared to the project.

Biological Resources

Under the Smaller-scale Project Alternative, an area of about 264 acres would not be developed, and fewer ground disturbing activities would occur. It is still anticipated that the drainage ditches along Boronda would be eliminated (i.e., fill activity). The 264 acres would remain open to migration, foraging, nesting, and other uses by wildlife. The balance of the Specific Plan Area would be developed and no longer available for migration, foraging, nesting, and other uses by wildlife. This would still be a significant and unavoidable impact, and would be cumulatively considerable.

When compared to the Specific Plan, potential for impacts to biological resources would be reduced under the Smaller-scale Project Alternative proportionate to the reduction in developed area.

Cultural Resources

The Smaller-scale Project Alternative would result in a reduced level of ground disturbing activities and would therefore have slightly less potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources with mitigation, this alternative would result in slightly less potential for impacts to cultural resources.

Greenhouse Gases and Climate Change

The Smaller-scale Project Alternative would reduce the level of development by approximately 33 percent as compared with the project. This would reduce Specific Plan Area operational GHG emissions by an approximately equivalent amount (33%) when compared to the project. Total operational emissions would be reduced by approximately 33% under this scenario, as compared to the project. However, Specific Plan Area operational activities under this alternative would be expected to generate a significant and unavoidable impact on operational greenhouse gases.

With a total projected service population of 11,190 under this alternative (this is equivalent to a 33% reduction in both residential and worker population, when compared to the project), this alternative would generate approximately 2.84 MT CO_2e/service population/year in the mitigated scenario (in Year 2035). This value is above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035. Additionally, this emissions-per-capita value would be the same as those generated by the project. Therefore, this impact would be equal when compared to the project.

Hazards and Hazardous Materials

The Smaller-scale Project Alternative would reduce the level of development by approximately 33 percent and the potential for exposure to hazardous materials, or a release of hazardous materials would be reduced proportionately. Ongoing pesticide use would occur within the area to remain in agriculture, and this would have the potential to generate negative health effects on new residents in the development. Similar to the project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production. Any negative health effects associated with the residuals of these chemicals would be alleviated through compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. While the West Area Specific Plan is not anticipated to result in significant impacts associated with hazards and hazardous materials, the Smaller-scale Project Alternative would result in slightly less potential for impacts.

Hydrology and Water Quality

Under the Smaller-scale Project Alternative, potential water quality impacts from construction and operation would be reduced. Under this alternative, the overall level of development (including the size of the site and the overall development area per use) would be reduced by approximately 33 percent. An area of approximately 264 acres that would be developed as part of the project would not be developed as part of this alternative. The areas that would not be developed would remain under agricultural production, and while they would have better

recharge in those areas, they would continue to require intensive groundwater pumping for the agricultural production. The higher amount of groundwater pumping under this alternative would result in a greater impact on the Salinas Valley Ground Water basin, when compared to the project. There would still be some benefit on the Salinas Valley Ground Water basin under this alternative because 66 percent of the land area would be converted into a use that would not require intensive groundwater pumping.

There are some instances where the 264 acres of Specific Plan Area that remains undeveloped would have greater discharges of certain pollutants (such as erosion, sedimentation, pesticides release, etc.) when compared to the project. Additionally, overall, while the potential to result in the violation of water quality standards would be reduced under this alternative when compared with the project, overdraft conditions would worsen in the Salinas Valley Ground Water basin under this alternative when compared to the project. As such, potential impacts related to hydrology and water quality would be increased under the Smaller-scale Project Alternative when compared to the West Area Specific Plan.

Noise

Under the Smaller-scale Project Alternative, the overall level of development would be reduced by 33 percent as compared with the project. As a result of less development, noise levels associated with traffic, stationary sources, and construction would be expected to be reduced under this alternative. Despite this reduction in the size and intensity of development under this alternative, it is expected that some noise levels associated with traffic, stationary sources, and construction would still generate a significant and unavoidable impact As such, this alternative would have less impact relative to the project.

Population and Housing

Under the Smaller-scale Project Alternative, the overall level of development would be reduced by 33 percent as compared with the project. Development of housing would still occur under this alternative, but fewer units would be built. Growth would still be anticipated to occur within the region, but it would not be fully accommodated in the FGA, which has undergone extensive planning efforts by the City and community for over a decade. This would not be consistent with the FGA and General Plan. The City would need to look to other undeveloped areas of the region to develop for new housing, which would be expected to have environmental impacts that have not yet been assessed but could well be worse than those of the West Area Specific Plan, particularly with respect to prime agricultural land, which is abundant in the region. Overall, this alternative would have a greater impact when compared to the project.

Public Services

Under the Smaller-scale Project Alternative, the overall level of development and the number of residential/non-residential uses would be reduced by 33 percent; therefore, the demand for police, fire and other public services would be reduced. This alternative would still result in development of public facilities (i.e., schools and parks) and would be required to pay the appropriate public safety impact fees. Overall, this alternative would have a slightly reduced impact to public services when compared to the project.

Transportation and Circulation

Under the Smaller-scale Project Alternative, the overall level of development and the number of residential/non-residential uses would be reduced by 33 percent; therefore, traffic generated in the Specific Plan Area would be reduced. This alternative would still result in new traffic improvements on the City's roadway system to accommodate the new traffic generated. It would also still result in payments of traffic impact fees into the City's CIP program that would be used for the roadway system. Existing deficiencies in the traffic system would receive some benefit of improvements to improve existing deficiencies; however, there would still be significant and unavoidable cumulative impacts. Overall, this alternative would have less of an overall traffic impact than the project.

Utilities

Under the Smaller-scale Project Alternative, the Specific Plan Area would be reduced by approximately 33 percent and the proposed residential and non-residential uses would also be reduced by approximately 33 percent. This alternative assumes that approximately 264 acres of land along the entire eastern boundary of the Specific Plan Area would be removed and remain as undeveloped agricultural land. The resultant Specific Plan Area under this alternative would be approximately 533 acres in size, and include up to 2,908 residential units, up to 382,905 square feet of commercial/mixed use building area, and up to 119 acres of public facilities (including two elementary schools, a high school, middle school, open space (including supplemental detention/retention basins) and up to 8 parks).

The total quantity of infrastructure installed would be reduced, and the demand for wastewater, stormwater, and solid waste services would be less than would be required for the project. For example, is expected that this alternative would generate approximately 0.7 MGD of wastewater and approximately 33,473 lbs/day of solid waste, less than what would be generated by the project, since this alternative would generate fewer residents when compared to the project.

Separately, the total storm drainage runoff under this alternative would be reduced by approximately 33% when compared to the project, due to the project footprint being reduced by 33% when compared to the project.

However, this alternative would not save as much groundwater when compared to the project. The amount of total water usage reduced by this alternative when compared to the existing uses in the Specific Plan Area would be approximately 1,389 AFY, compared with the approximately 2,078 AFY estimated to be saved by the project. That is, buildout this alternative would save approximately 689 AFY less water than buildout of the project. This would increase risks to the groundwater basin associated with seawater intrusion, when compared to the project. However, in general, the demand for utilities would be reduced under this alternative when compared to the project.

2. Feasibility of Smaller-scale Project Alternative

The Smaller-scale Project Alternative would slightly reduce impacts to air quality, biological resources, cultural resources, GHG and climate change, hazards, hydrology, noise, public

services, transportation, and utilities compared to the project. However, this alternative would potentially worsen impacts related to conflicts with applicable air quality plans, groundwater supplies and recharge (cumulative and project-level), population and housing, emergency vehicle access, and conflicts with adopted multi-modal circulation policies, plans, or programs. Further, this alternative does not meet the following project objectives:

- Provide public services and infrastructure improvements that achieve and maintain City service standards;
- Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole.

The Smaller-scale Project Alternative does not fully meet these two project objectives because, similar to the Reduced Land Area Project Alternative, this alternative would leave 33 percent of the Specific Plan Area undeveloped, which would include 264 acres of land along the entire eastern boundary of the Specific Plan Area. This eastern area is located adjacent to the future Central Area Specific Plan (within the City's FGA). This means that there would be fewer interconnected sidewalks/pathways and available open space areas for City residents, and that there would be limit connectivity between the West Area Specific Plan (the project) and the future Central Area Specific Plan (a planned Specific Plan Area that would be located just to the east of the proposed project). This reduced connectivity means that the Reduced Land Area Project Alternative would not establish an interconnected sidewalk/pathway and open space system which fully links with the greater FGA and the City as a whole. Specifically, the following roadways would not be developed under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane); and
- Rogge Road frontage improvements.

Furthermore, the reduction in housing units under the Reduced Residential Intensity/Density Project Alternative would be less consistent than the project in meeting statewide legislative goals of building housing units in order to address the statewide housing crisis. Given the enormous unmet demand for housing in California, the City believes that it has an obligation to facilitate the construction of more, rather than fewer, housing units when opportunities for residential development arise.

The Smaller-scale Project Alternative would lessen many of the potentially significant environmental effects of the project. For example, some of the potentially significant impacts related to the following topics would be reduced or slightly reduced under this alternative: air quality, biological resources, cultural resources, greenhouse gases and climate change, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and circulation, and utilities. It is noted, however, that this alternative would also result in greater, slightly greater, or equal impacts as compared to the project in the following topics: air quality plan consistency, greenhouse gases and climate change, hydrology and water quality, population and housing, transportation and circulation, and utilities.

Ultimately, the significant and unavoidable environmental effects anticipated with the project would still occur under this Smaller-scale Project Alternative due to the location, size and scope of the alternative. The significant and unavoidable impacts may occur to a lesser extent under this alternative than under the project, but the impacts would still be significant and unavoidable. For example, a significant and unavoidable impact related to violation of an air quality standard would occur under both the project and the Smaller-scale Project Alternative. As shown in Table 5.0-7 of Chapter 5.0 of the Draft EIR, the Smaller-scale Project Alternative would exceed the threshold of significance for ROG, NOx, and PM_{10} at buildout. Although the emissions would be less than the proposed project, this alternative would also cause a violation of an air quality standard. This is considered a significant and unavoidable impact.

The City Council finds the Smaller- scale Project Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the project.

XI. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth in the preceding sections, the City of Salinas's approval of the West Area Specific Plan will result in a significant adverse environmental effect that cannot be avoided even with the adoption of all feasible mitigation measures; and there are no feasible project alternatives that would mitigate or substantially lessen all of these impacts. Despite the occurrence of these effects, however, the City Council, in accordance with CEQA Guidelines section 15093, chooses to approve the project because, in the Council's view, the economic, social, and other benefits that the project will produce will render the significant effects acceptable.

A. Significant and Unavoidable Impacts

The project will result in the following potentially significant and unavoidable impacts, even with the implementation of all feasible mitigation measures:

- **Air Quality Operation.** The Specific Plan would exceed the Monterey Bay Air Resources District (MBARD) thresholds of significance for operations for ROG, NO_x, and PM_{10}, even after mitigation. (DEIR, pp. 3.1-19 through 3.1-23)
- **Cumulative Air Quality.** As is currently proposed, the Specific Plan is expected to be built out under a staged approach, and all mitigation would be applicable to each stage. However, even with the application of mitigation measures, operational emissions levels would remain above the defined thresholds of significance. Exceedance of the threshold within an area designated as nonattainment would be a cumulatively considerable impact. (DEIR, pp. 3.1-31 through 3.1-32)
- **Wildlife Movement and Corridors.** Development of the project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. There are no mitigation measures that can fully mitigate this impact and, given the fact that once the land is converted, it will no longer be a viable migration corridor for any species. (DEIR, pp. 3.2-46 through 3.2-47)
- **Cumulative Biological Resources.** Development of the project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. Given the rareness of CTS and CRLF in the Bioregion, the incremental loss of movement habitat from the project, when considered alongside all

past, present, and probable future projects (inclusive of all communities within the Bioregion), is a significant and unavoidable cumulative impact, and the Specific Plan's incremental contribution to this impact is itself cumulatively considerable. (DEIR, pp. 3.2-52 through 3.2-53)

- **Greenhouse Gas Emissions.** The project would generate GHG emissions, directly and indirectly, that may have a significant impact on the environment. While mitigation measures would result in reduced GHGs, it is possible that individual projects within the Specific Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant. (DEIR, pp. 3.4-31 through 3.4-38)
- **Cumulative Greenhouse Gas Emissions.** Implementation of the project will still generate GHG emissions that would not otherwise exist without the project. Given the length of construction activities for a project of this size, the construction emissions would be a long-term release of approximately 168,734.3 MT CO_2e. The operational emissions would be a long-term release totaling approximately 51,939.2 MT CO2e per year without mitigation, and 47,684.9MT CO_2e per year with mitigation. Because it is possible that individual projects within the Specific Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant, implementation of the Specific Plan would have a cumulatively considerable contribution and significant and unavoidable impact to GHGs. (DEIR, pp. 3.4-48 through 3.4-49)
- **Traffic Noise at Existing Receptors.** The project would cause increased noise levels exceeding the City of Salinas 60 dB L_{dn} exterior noise level standard at existing residential receptors. Additionally, traffic noise level increases would exceed the FICON CEQA substantial increase criteria of 1.5 to 5 dB, as outlined in Table 3.7-7. (DEIR, pp. 3.7-14 through 3.7-23)
- **Cumulative Traffic Noise.** The project would cause increased noise levels exceeding the City of Salinas 60 dB L_{dn} exterior noise level standard at existing residential receptors. Therefore, there would be a cumulative exposure of existing and future noise-sensitive land uses to increased noise resulting from cumulative development. (DEIR, pp. 3.7-33 through 3.7-37)
- **School Facilities.** Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts. Development of a school within the proposed Specific Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2, and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1 and 3.7-8), and transportation and circulation (Impacts 3.10-3 and 3.10-4). (DEIR, pp. 3.9-19 through 3.9-21)
- **Park Facilities.** Project implementation may result in effects on parks, or require the construction of park facilities which may cause substantial adverse physical environmental impact. Development of 49.76 acres of park land within the Specific Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2 and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1 and 3.7-8), and transportation and circulation (Impacts 3.10-3 and 3.10-4). (DEIR, pp. 3.9-22 through 3.9-23)
- **Cumulative Public Facilitates.** The construction and operation of future public facilities required to serve cumulative development (including the West Area Specific Plan Area) could potentially cause significant impacts. Cumulative development, including

additional parks, schools, library, and other public facilities within the city and service area, would contribute to significant and unavoidable cumulative impacts that have been identified within this EIR related to: air quality (Impact 3.1-7), biological resources (Impact 3.2-12), greenhouse gases (Impact 3.4-4), noise (Impact 3.7-8), and transportation and circulation (Impacts 3.10-3 and 3.10-4). (DEIR, pp. 3.9-24 through 3.9-26)

- **Cumulative Plus Project Traffic.** Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan would conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. (DEIR, pp. 3.10-63 through 3.10-70)
- **Cumulative Plus Central Area Specific Plan Plus Project Traffic.** Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan would with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans (DEIR, pp. 3.10-76 through 3.10-81)

B. Overriding Considerations

In the City Council's judgment, the project and its benefits outweigh its unavoidable significant effects. The following statement identifies the specific reasons why, in the City Council's judgment, the benefits of the project as approved outweigh its unavoidable significant effects. Any one of these reasons is sufficient to justify approval of the project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City Council would stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section (XI), and in the documents found in the Record of Proceedings, as defined in section V.

1. The project will substantially expand employment opportunities for local residents.

It is anticipated that local employment would be increased to provide administrative, management, and retail services. The project is expected to require both full-time and part-time employees. It is anticipated that the employment growth would be met both by existing residents and through the attraction of new residents. Data from U.S. Bureau of Labor Statistics (2018) indicates that the City has an unemployment rate of approximately 4.9%, as of November 2018, which is higher than the State and national averages at 4.2% and 3.7%, respectively (U.S. Bureau of Labor Statistics, 2018). Many of the newly created jobs are expected to be in the retail/commercial sector and would be opportunities well-suited for second wage earners in households, the younger workforce, and others, which generally depend on the local workforce. Due to the fact there is currently a surplus of unemployed workforce within the City, it is likely that current residents would fill the majority of new positions. Additional population growth induced by the creation of new businesses could be supported by the available housing within Salinas as well as new housing planned as part of the West Area Specific Plan.

The construction of new developments within the Specific Plan Area would increase temporary construction jobs in the area. New employment opportunities are critical to the residents of the

City as a basis to reduce the City's higher than average unemployment rate and to improve the balance between jobs and housing.

The creation of new jobs has a variety of other co-benefits that lead to improved quality of life. These benefits include enhancing overall economic activity in the City, which leads to increased revenue to fund and maintain city services and facilities such as public safety, parks, recreation centers and libraries and related programs that support a high quality of life. Benefits also include improving community health through crime reduction, improving economic productivity, decreasing traffic congestion and greenhouse gas emissions by reducing the number of residents that must travel out of the city to find employment.

2. The project will help attract economic investment.

Currently, Salinas lags behind the region in private economic investment. This lack of investment can be quantified in terms of the number of building permits pulled and the associated building valuation. For example, from June 1, 2018 to June 21, 2019, 1,765 permits with a building valuation of approximately $5,116,481.85 were pulled in Salinas.[1] This is a fraction, 10.0 percent, of the private investment in the City of Monterey totaling a valuation of $51,289,904 (422 permits).[2] This is especially significant considering Salinas (162,797) has more than five times the population of the City of Monterey (28,448).

The project streamlines opportunities for economic investment in the City by positioning the Specific Plan Area for development. The project creates the land use and zoning entitlements and provides specific guidance about how development is to proceed needed to catalyze economic development in the form of individual development projects.

3. The project will generate sales and property taxes for the City.

The project will generate substantial sales tax revenue from the planned commercial and retail uses and property tax revenue from the planned residential uses. The City can use this revenue to fund City programs that benefit the City's residents. The project has been designated with land uses that are intended to generate jobs and tax revenue for the City, while providing recreational facilities, retail opportunities, and housing opportunities.

4. The project will help improve the quality of life for City residents.

The City is experiencing significant retail leakage to surrounding communities and the region resulting in the loss of sales tax revenue. The 2008 Buxton Retail Leakage and Surplus Analysis, estimated that as much as $250 million in annual retail sales could be recaptured by the City through targeted retail development which offers goods and services now sought from businesses located outside the City. The City's total revenue per capita figures demonstrate the impacts of this leakage. In 2016, Salinas' total revenue per capita was $752 dollars compared to Monterey at $2,224 dollars per capita. (California Controller, 2016)

[1] CRW Systems. City of Salinas Permits Issued for the Period 6/1/2018 thru 6/1/2019. Provided by Kristy Parker, City of Salinas Permit Center Coordinator, on June 24, 2019.
[2] City of Monterey Permits Issued for the Period 6/1/2018 thru 6/1/2019. Provided by Lisa Feliciano, City of Monterey Permit Inspection Services Division, on June 14, 2018.

The project would include a central core area with retail and professional services. The retail and professional service uses would help increase annual retail sales and reduce retail leakage. Residents of the Specific Plan Area and the surrounding City and unincorporated areas could shop at the planned core area retail and professional service facilities located within the central core area.

The Specific Plan focuses on individual neighborhoods, parks, schools, and other civic gathering spaces; the tree-lined streets with pedestrian amenities; a Main Street and Town Square surrounded by shops and restaurants; and mixing of land uses that encourages residents to frequently walk and bicycle in their community. The Specific Plan also contains goals and policies which require and/or encourage the necessary services to enhance residents' quality of life. The Specific Plan includes design and management strategies that aim to specifically increase the quality of life for the future residents and employees of the Specific Plan Area. For example, the Specific Plan includes sections regarding traffic calming and landscaping in order to create safe and attractive streets, parks, and landscaped areas.

Quality of life is also an important factor in the ability of the City to attract and retain businesses. The Specific Plan addresses improving safety, improving access to open space and recreational opportunities, and the adequate provision of public services. If currently unemployed residents become employed and increase their earnings through new businesses resulting from development of the Specific Plan, it is expected that their income level and standard of living will improve.

5. The project will revitalize the local infrastructure.

The proposed Specific Plan circulation and infrastructure policies promote investment in infrastructure systems including water supply, wastewater and storm drainage conveyance and disposal facilities that are critical to support the proposed uses. Section 7.3.4.1 of the Specific Plan outlines the Public Facilities Impact Fee program. Section 7.5 of the Specific Plan includes funding policies that will govern the funding of infrastructure and public facilities for the Specific Plan Area.

6. The project will implement the Salinas General Plan.

The Specific Plan will serve as a bridge between the Salinas General Plan and individual development applications in the Specific Plan Area, applying—and adding greater specificity to—the goals, policies and concepts of the General Plan for that area. The Specific Plan provides a complete blueprint for development of the Specific Plan Area, including:

- A description of proposed land uses,
- Policies, regulations and standards to support the Specific Plan,
- Infrastructure needed to support the Specific Plan, and
- Implementation and administrative processes needed for plan development.

The Specific Plan has been crafted to be consistent with overall community goals as expressed in the General Plan, as well as more specific policies and implementation measures contained in other documents.

The 2002 General Plan identifies areas for growth within the FGAs (which includes the Specific Plan Area). The Salinas General Plan Land Use Table LU-3 identifies the development capacity of the FGAs. This includes 15,873 residential units, resulting in an additional population of 58,253 within the City's FGAs. The proposed West Area Specific Plan development proposes 4,340 units with the potential to increase the population of the city by an estimated 16,101 persons, which is within the projections identified in the Salinas General Plan.

Additionally, the General Plan identified FGAs as areas of the City where future urban development will be directed. FGAs are established as a part of the General Plan maps, and include the Specific Plan Area, as well as other nearby areas. The General Plan provides development guidance within the FGAs so that they are developed as urban neighborhoods using the principles of New Urbanism. The principles of new urbanist design are further detailed in Chapter 37 (Zoning) of the City's Municipal Code. The Specific Plan Area is currently designated New Urbanism Interim (NI) by the City's zoning map**.** The purpose of the NI zoning district is to provide a transitional zone for the FGAs of the City located north of East Boronda Road (including the Specific Plan Area) that are within the City limits and are subject to the preparation of specific plans and subsequent subdivision maps.

The New Urbanism Districts promote the principles of New Urbanism and the creation of distinct identifiable neighborhoods that have Traditional Neighborhood Development (TND) characteristics as expressed in the Salinas General Plan and that are intended to guide the development of the North of Boronda FGA. The FGA is also subject to a Specific Plan Overlay. The Overlay requires that a Specific Plan be approved by the City prior to the development of any land located in the FGA. As such, an approved Specific Plan will ultimately regulate the development in the FGA. The New Urbanism districts identified in the City's zoning code and the West Area Specific Plan are as follows: Neighborhood Edge/Low Density Residential (NE), Neighborhood General 1/Medium Density Residential (NG-1), Neighborhood General 2/High Density Residential (NG-2), and Village Center (VC).

The development allowed by the project will be consistent with the development types and intensities identified in the General Plan and its associated Final Program EIR. The project does not change limits, amount, type, or intensity of development allowed in the Plan Area beyond what was analyzed in the certified Final Program EIR for the General Plan and Supplemental EIR for the Salinas General Plan Final Program EIR (SCH#2007031055).

7. The project will provide much-needed housing.

One of the core goals of the Specific Plan is to provide a variety of low-density, medium-density, and high-density housing and a variety of housing options for residents at various life stages. As emphasized earlier, the State Legislature has declared that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and

businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives." (Government Code section 65589.5.) The Legislature notes that "California housing has become the most expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing." The Legislature further found that "Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration." The legislative intent of Government Code section 65589.5 is to "significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled." The State Legislature established its policy direction in the statute as follows: "It is the policy of the state that this section should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing."

The City of Salinas has recognized the need for additional housing supply for its citizens for many decades. The project will provide much-needed housing in an area of the City that has been recognized and planned for future growth.

C. Conclusion

As explained above, the City Council has balanced these benefits and considerations against the significant unavoidable environmental effects of the project and has concluded that the impacts are outweighed by these benefits, among others. After balancing environmental costs against project benefits, the City Council has concluded that the benefits the City of Salinas community and economy will derive from the project outweigh the risks. The City Council believes the project benefits outlined above override the significant and unavoidable environmental costs associated with the project.

Attachment

Impacts, Mitigation Measures and CEQA Findings Summary Table

Exhibit I

WEST AREA SPECIFIC PLAN
CITY OF SALINAS, CALIFORNIA
TABLE OF IMPACTS, MITIGATION MEASURES, AND CEQA FINDINGS

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
AIR QUALITY			
Impact 3.1-1: The project has the potential to conflict with or obstruct implementation of the applicable air quality plan (Less than Significant) AMBAG, in consultation with the City of Salinas, included the North of Boronda Future Growth Area (inclusive of the West Area Specific Plan) within the AMBAG 2018 Regional Growth Forecast. The 2018 Regional Growth Forecast provides the region's population, housing, and employment forecasts for inclusion for AMBAG's 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) as well as for the future version of the AQMP. The City of Salinas has worked closely with AMBAG to ensure that City population estimates are included within AMBAG's 2018 Regional Growth Forecast, which will feed into the next AQMP. The population estimates for the West Area Specific Plan are included in these growth forecasts. As such, the City has met the action recommended by MBARD in the *CEQA Air Quality Guidelines* (MBARD, 2008a) to ensure consistency with the applicable air quality plan (i.e. "*Ensure that the jurisdiction's population forecasts are updated in the next AQMP by working with AMBAG or the appropriate local agency*."). The proposed project would not conflict with or obstruct the latest air quality plan. (DEIR, pp. 3.1-18 through 3.1-19)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.1-2: Project operation has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation (Potentially Significant) Buildout of the Plan Area is expected to exceed some of the MBARD operational criteria pollutant emissions thresholds, as modelled. Mitigation measures are provided below to reduce emissions to the maximum extent feasible. Upon full buildout, the Specific Plan would exceed the MBARD thresholds of significance for operations	**Mitigation Measure 3.1-1:** Prior to approval of development review permits including tentative maps, the project applicant(s) shall incorporate the following features into project plans and specifications, as directed by the City of Salinas: • Provide traffic calming measures wherever feasible, within the Specific Plan Area; • Provide preferential carpool/vanpool parking spaces;	SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. Even with implementation of Mitigation Measures 3.1-1 through 3.1-8, the Specific Plan would exceed the MBARD thresholds of significance for operations for ROG, NO_x, and PM_{10}. Therefore, the impact is significant and unavoidable. The City Council concludes, however, that the Project's benefits

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
for ROG, NO_x, and PM_{10}, even after mitigation. (DEIR, pp. 3.1-19 through 3.1-23)	• Provide electric-vehicle parking spaces; • Require the use of low-VOC paint for all new building architectural coatings within the Specific Plan Area, consistent with or better than, what is required by the City's Municipal Code. **Mitigation Measure 3.1-2:** Prior to approval of development review permit(s), the project applicant(s) shall incorporate effective methods to encourage the use of cleaner alternative fuel vehicles and carpooling within the Specific Plan Area. Effective methods may include the installation of alternative fuel (e.g. electric) charging stations at locations spaced throughout the Specific Plan Area, consistent with or better than what is required by the City's Municipal Code and Specific Plan. Additionally, this can be achieved by providing preferential parking for alternatively-powered vehicles, including electric cars, and/or by providing carpool/vanpool parking spaces. **Mitigation Measure 3.1-3:** Prior to approval of development review permit(s), the project applicant(s) shall incorporate the use of alternative energy for the residential and mixed-use/commercial developments, including by implementing alternative energy (e.g. PV solar) building requirements, consistent with or better than, what is required by the City's Municipal Code. Project applicant(s) shall also ensure that pre-installed electrical hookups and/or charging stations, as applicable, are incorporated into all project plans and specifications. **Mitigation Measure 3.1-4:** Prior to the issuance of building permits, the project applicant(s) shall provide plans that demonstrate that low-flow (high-efficiency) indoor water fixtures will be installed throughout the Specific Plan Area, including for bathroom and kitchen faucets, toilet fixtures, and showers, in both residential and non-residential buildings, in compliance with or better than the standards required within the most recent version of the California Green Building Standards Code. **Mitigation Measure 3.1-5:** Prior to the issuance of building permits, the project applicant(s) shall provide plans that demonstrate that water-		outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	efficient irrigation systems will be installed throughout the Specific Plan Area, consistent with or better than the requirements contained within the State's Model Water Efficient Landscape Ordinance, the City's Water Conservation Ordinance and the Salinas Zoning Code Landscaping and Irrigation requirements. **Mitigation Measure 3.1-6:** Prior to approval of improvement plans or development review permits, as applicable, the project applicant(s) shall ensure that pedestrian/bicycle facilities (e.g. pedestrian paths, outdoor bike racks, etc.) are provided within the Specific Plan Area, in coordination with and subject to approval by the City of Salinas. The project proponent shall also provide bicycling parking near the entrance to commercial establishments within the Specific Plan Area, consistent with or better than the requirements contained within the City's Municipal Code. **Mitigation Measure 3.1-7:** Prior to the issuance of development review permit(s), the project applicant(s) shall incorporate of one or more of the following additional Specific Plan Area requirements, as determined by the City of Salinas: • Install secured bicycle storage facilities (bike lockers, cages, interior space, or similar as approved by the City Engineer) at all commercial and public facilities with 50 employees or more; • Incorporate a park-and-ride lot; • Install Level 2 electric vehicle (EV) charge stations at workplace sites with 50 or more employees (10% of total available parking spaces); and • Install publicly-available dual post Level 2 charge within commercial zones, and/or other zones as deemed acceptable by the City of Salinas. (Note: The 'level' of the charging station refers to the voltage that the electric vehicle charger uses. Level 1 charging is your typical traditional home outlet, while level 2 is a 240 Volt Portable Cordset or Wall-		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	mounted Charging Station (2-10 hours charging). **Mitigation Measure 3.1-8**: Prior to the approval of individual phases (i.e. tentative maps, commercial design review, etc.), the project applicant(s) shall develop an offsite mitigation program that provides funding to offset the project-generated air emissions that are still above the Air District's operational criteria pollutant thresholds after the adoption of other applicable air quality mitigation measures. The offsite mitigation program is subject to the review and approval of the Air District and the City of Salinas on a project-by-project basis (of phase-by-phase), and is intended to be in addition to offsets that are obtained through any on-site mitigation measures. Example projects that could be included in the offsite mitigation program may include, but are not limited to, the following: • Replace existing agricultural combustion-based generators/pumps with electric agricultural water pumps (in place of generators/pumps; • Replace combustion school buses with electric school buses within the local community; • Install adaptive traffic control systems; • Install solar photovoltaic (PV) systems.		
Impact 3.1-3: Project construction has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation (Potentially Significant) The Specific Plan maximum daily unmitigated emissions during construction of the Plan Area buildout in a single year is not expected to exceed the MBARD threshold of significance (82 pounds per day) for construction-generated PM_{10}. Nevertheless, since it is possible that future development proposed within the Plan Area could involve grading that exceeds 2.2 acres per day, MBARD recommends the implementation Mitigation Measure 3.1-9. (DEIR, pp. 3.1-23 through 3.1-25)	**Mitigation Measure 3.1-9**: Prior to the issuance of grading permits, the project applicant shall prepare a grading plan subject to review and approval by the City. In the event that ground-disturbance exceeds 2.2 acres per day for initial site preparation activities that involve extensive earth-moving activities (e.g., grubbing, excavation, rough grading), and 8.1 acres per day for activities that involve minimal earth-moving (e.g., finish grading), the required grading plans shall include the following measures to be implemented as needed to prevent visible dust emissions: • Water all active construction sites to prevent visible dust emissions. Frequency should be based on the type of operation, soil, and wind exposure; • Prohibit grading and earthmoving	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.1-9 be adopted. Mitigation Measure 3.1-9 requires preparation of a grading plan with measures to prevent visible dust emissions. Implementation of Mitigation Measure 3.1-9 would reduce this impact to a less-than-significant level.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	activities, and cover stock piles, during periods of high wind (over 15 mph); • Limit vehicle speed on construction sites to 15 mph. • Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days); • Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area; • Maintain at least 1-foot of freeboard in each haul truck; • Provide windbreaks on the windward perimeter of construction projects where adjacent to open land; • Cover inactive storage piles; • Sweep streets if visible soil material is carried out from the construction site; and/or • Post a publicly visible sign written in English and Spanish which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District (MBARD) shall be visible to ensure compliance with Rule 402 (Nuisance). The sign shall be in accordance with MBARD and/or City requirements, as applicable; • Use cleaner construction equipment that conforms to EPA's Tier 3 or Tier 4 emission standards; and/or • Further, where feasible construction should include the use of alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.		
Impact 3.1-4: The proposed project has the potential to have carbon monoxide hotspot impacts (Less Than Significant) This project is located in an area that is designated	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
attainment-unclassified for carbon monoxide. Therefore, no project-level conformity analysis is necessary for CO. Substantial concentrations of carbon monoxide are not expected at or along any streets or intersections affected by the development of the Plan Area. (DEIR, pp. 3.1-25 and 3.1-26)			
Impact 3.1-5: The proposed project has the potential for public exposure to toxic air contaminants (Potentially Significant) While implementation of the West Area Specific Plan, in and of itself, would not result in an increased exposure of sensitive receptors to localized concentrations of TACs, there is a potential for future commercial business activity, as permitted under the West Area Specific Plan, to result in increased exposure of sensitive receptors to localized concentrations of TACs. The emission sources could be stationary sources and/or mobile source (i.e. diesel truck traffic). Because, at the Specific Plan level of land use planning, the City does not yet know the precise locations, configurations, and sizes of any future land uses within the Specific Plan that uses may generate sufficient levels of TACs to create the possibility of adverse health effects, it is premature, at the Specific Plan stage, to undertake an overall health risk assessment for the Specific Plan. Future health risk assessments will be performed where warranted, as required by Mitigation Measure 3.1-10. (DEIR, pp. 3.1-26 through 3.1-30)	**Mitigation Measure 3.1-10:** Prior to issuance of building permits or commencing operation of any commercial building/use that would emit toxic air contaminants (such as gas stations or dry cleaning operations), the project applicant shall, at a minimum, perform prioritization screening in accordance with the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act. The prioritization screening shall be performed in accordance with the California Air Pollution Control Officers Association Air Toxic "Hot Spots" Program guidance. The prioritization screening shall also be conducted consistent with the guidance provided by the Monterey Bay Air Resources District, which will be responsible for determining which facilities based on their prioritization screening score, must perform a health risk assessment. In determining the need to prepare a health risk assessment, the Monterey Bay Air Resources District considers the potency, toxicity, quantity, and volume of hazardous materials released from the facility, the proximity of the facility to potential receptors, and any other factors specific to the facility that indicate that it may pose a significant health risk. If a health risk assessment is warranted for a facility based on its prioritization score, the project applicant shall assess the facilities for the potential to expose the public to toxic air contaminants in excess of the applicable thresholds (utilizing an air dispersion modelling program such as AERMOD). As of the time of this writing, the commonly accepted threshold for cancer risk is 10 in a million for carcinogens, and the reference exposure level for non-carcinogens (HI = 1). Facilities that exceed the applicable threshold(s) have the potential to expose the public to toxic air contaminants levels that would be considered significant. Facilities that exceed the applicable threshold(s) must incorporate mitigation to reduce the risks from emission of toxic air contaminants to an acceptable level (i.e.,	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.1-10 be adopted. Mitigation Measure 3.1-10 requires performance of a prioritization screening in accordance with the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act. Implementation of Mitigation Measure 3.1-10 would reduce this impact to a less-than-significant level.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	to a level that does not exceed the applicable threshold[s]). Potential mitigation includes: reducing the size of the facility area; rearranging the site to reduce the potential for impacts on the nearest sensitive receptors; and utilizing products that reduce the level of toxic air contaminants, or removal of such products from the operational phase of the project.		
Impact 3.1-6: The proposed project has the potential for exposure to odors (Less than Significant) The Specific Plan does not propose sensitive receptors that could be exposed to odors in the vicinity; nor does it propose uses that would create odors that could expose receptors in the area. Therefore, operation of the proposed project would not result in significant objectionable odors. (DEIR, pp. 3.1-30 and 3.1-31)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.1-7: Cumulative impact on the region's air quality (Potentially Significant) As discussed under Impact 3.1-2, implementation of the Specific Plan would result in increased emissions primarily from vehicle miles travelled associated with project implementation and area sources. The MBARD has established operations-related emissions thresholds of significance and it was determined that the Specific Plan annual emissions of ROG, NOx, and PM_{10} at full buildout would exceed the MBARD's thresholds of significance for these pollutants, even with mitigation. As is currently proposed, the Specific Plan is expected to be built out under a staged approach, and all mitigation would be applicable to each stage. However, even with the application of mitigation measures, operational emissions levels would remain above the defined thresholds of significance. Exceedance of the threshold within an area designated as nonattainment would be a cumulatively considerable impact. (DEIR, pp. 3.1-31 and 3.1-32)	Implement Mitigation Measures 3.1-1 through 3.1-9.	CS and SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. The City Council has directed that Mitigation Measures 3.1-1 through 3.1-9 be adopted. Implementation of Mitigation Measures 3.1-1 through 3.1-9, which have been required or incorporated into the Project, will substantially lessen the severity of the significant effect, but will not reduce this impact to a less-than-significant level. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
BIOLOGICAL RESOURCES			
Impact 3.2-1: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Invertebrates (Less Than Significant) Based on field surveys, habitat conditions, and records searches, there are no special status invertebrate species that have the potential to be present within the Specific Plan Area. The proposed project would not, directly or indirectly, have a substantial adverse effect on invertebrate species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. (DEIR, pp. 3.2-30)			
Impact 3.2-2: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Reptile and Amphibian (Potentially Significant) There are numerous locations for refugia (debris, burrows, crevices, barns, sheds, etc.) within the Plan Area that could be used by migrating California tiger salamander (CTS). Higher quality upland habitat is found to the east; however, the Specific Plan Area cannot be completely discounted as having potential refuge sites. It is noted that there is not any known CTS taking refuge in the Specific Plan Area during their estivation period. It is also theoretically possible that a breeding CTS would emerge from the breeding basin and migrate west of Natividad Road to find refugia in the Specific Plan Area. The areas with potential upland habitat in the Specific Plan Area include the farmland fringe, irrigation ditch, roadside ditch, and farmland residence. The paved roads, dirt roads, and tilled farmland provide	**Mitigation Measure 3.2-1:** Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CTS. This is may, or may not, include the need to submit an application for incidental take to both the USFWS (Section 7 Consultation) and CDFW (2081 incidental take permit). If either USFWS, CDFW, or the City's Community Development Director determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CTS habitat. **Mitigation Measure 3.2-2:** Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to California tiger salamander, the proposed project activities shall be compliant with all Avoidance and Minimization Measures imposed by the USFWS and/or CDFW during Construction Activities. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CTS to be	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.2-1 through 3.2-4 be adopted. Mitigation Measure 3.2-1 would ensure a final concurrence is obtained from the regulatory agencies to ensure that there is no illegal take for CTS even though they are well documented as a hybrid population. Mitigation Measure 3.2-2 would require activities to avoid and minimize impacts to CTS to the extent feasible. Mitigation Measure 3.2-3 would ensure a final concurrence is obtained from the regulatory agencies to ensure that there is no illegal take for CRLF. Mitigation Measure 3.2-4 would require activities to avoid and minimize impacts to CRLF to the extent feasible. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
limited habitat because of the frequency of disturbance in these areas. Given that the entire Specific Plan Area is within the 1.3-mile migration radius, and there is potential aquatic breeding and upland habitat, the proposed project will affect this breeding population of CTS. There are numerous documented occurrences of California red-legged frog (CRLF) in the vicinity of the Specific Plan Area. Higher quality upland and aquatic habitat is found to the east; however, the Specific Plan Area cannot be completely discounted as having potential habitat within the drainage features (i.e. ditches). It is noted that there is not any known CRLF within the Specific Plan Area. The foothill yellow-legged frog (FYLF) is not documented in the vicinity of the Specific Plan Area. The ditches within the Specific Plan Area provide some limited habitat for FYLF. This species is known to occur in aquatic habitats, such as creeks or rivers in woodland, forest, mixed chaparral, and wet meadow habitats with rock and gravel substrate and low overhanging vegetation along the edge. They are usually found near riffles with rocks and sunny banks nearby. The conditions of the Plan Area, including the drainages, are not ideal for this species and they are presumed absent. (DEIR, pp. 3.2-30 through 3.2-38)	responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CTS migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CTS found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report. **Mitigation Measure 3.2-3:** Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CRLF. This may, or may not, include the need to submit an application for incidental take to both the USFWS (Section 7 Consultation) and CDFW (2081 incidental take permit). If either USFWS, CDFW, or the City's Community Development Director determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CRLF habitat. **Mitigation Measure 3.2-4:** Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to CRLF, the proposed project activities shall be compliant with all Avoidance and Minimization Measures imposed by the USFWS and CDFW during Construction Activities. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CRLF to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	traps to capture CRLF migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CRLF found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report.		
Impact 3.2-3: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Birds (Potentially Significant) Construction activities in the Specific Plan Area would create temporary sources of noise and light that could affect nesting songbirds if they are located adjacent to the Specific Plan Area in the future. The ongoing activities associated with the operational phase (i.e., human and/or domesticated animal presence, light, noise, etc.) could disrupt nesting birds if they are located adjacent to the Specific Plan Area in the future. (DEIR, pp. 3.2-38 through 3.2-40)	**Mitigation Measure 3.2-5:** Building and grading permits and plans issued for development in the Specific Plan Area shall note the following: If construction activities occur during the avian breeding season (February 1 – September 15) then the project proponent shall conduct pre-construction surveys to prevent impacts to nesting birds. No more than 15 days prior to the start of construction a bird survey shall be conducted by a qualified biologist to identify any active nests within 300 feet of the construction zone, and shall be submitted to the City. If construction stops for a period of 15 days or more during the avian breeding season than an additional bird survey shall be conducted. The biologist will conduct a survey within 300 feet of the construction zone for all special-status birds protected by the federal and state ESA, MBTA and CFGC. The biologist shall map all nests that are within, and visible from, 300 feet of the construction zone. If nests are identified, the biologist shall map the location and establish a minimum 300-foot buffer zone around active nests. Construction activity shall be prohibited within the buffer zones until the young have fledged. Nests shall be monitored at least twice per week during the nesting season and a report submitted to the City and CDFW monthly.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.2-1 through 3.2-5 be adopted. Mitigation Measure 3.2-5 would ensure a final concurrence is obtained from the regulatory agencies to ensure that there is no illegal take for CRLF. Mitigation Measure 3.2-4 requires a preconstruction survey of the Plan Area and immediate vicinity for all special-status birds protected by the federal and state ESA, MBTA and CFGC prior to construction. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.2-4: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Fish (Less Than Significant) field surveys, habitat conditions, and records searches, there are no fish species that have the potential to be present within the Specific Plan Area. The proposed project would not, directly or indirectly, have a substantial adverse effect on fish	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. (DEIR, pp. 3.2-41)			
Impact 3.2-5: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Mammals (Potentially Significant) The Specific Plan Area provides potential habitat for several special-status bats, including: Mexican free-tailed bat (*Tadarida brasiliensis),* California mastiff bat (*Eumops perotis californicus*), big brown bat (*Eptesicus fuscus),* Hoary bat (*Lasiurus cinereus),* spotted bat (*Euderma maculatum),* Townsend's big-eared bat (*Corynorhinus townsendii),* pallid bat (*Antrozous pallidus*), western pipistrelle (*Pipistrellus Hesperus),* small-footed myotis/bat (*Myotis ciliolabrum*), long-eared myotis/bat (*Myotis evotis*), California myotis (*Myotis californicus),* long-legged myotis/bat (*Myotis volans*), Yuma myotis/bat (*Myotis yumanensis*), and little brown bat *(Myotis lucifugus).* These species are not federal or State listed; however, most of them are considered California Species of Special Concern and/or are tracked by the CNDDB. Bats are found in a variety of habitats in the region, including buildings, bridges, mines, caves, tree cavities, under bark or rocks, etc. There is the potential for bats to roost in the two on-site farmland residence complexes along San Juan Grade Road, and/or the complexes located along Natividad Road. There is no evidence that bats are present in these locations at this time; however, they can become occupied at some future date. (DEIR, pp. 3.2-41 through 3.2-43)	**Mitigation Measure 3.2-6:** Grading and/or building permits and plans issued for development in the Specific Plan Area shall note the following: Fifteen days prior to construction activities within 200 feet of the residential complexes located along Natividad Road and San Juan Grade Road, the project applicant shall retain a qualified biologist familiar with bat biology to perform a preconstruction survey for roosting special-status bats; and shall be submitted to the City. The survey shall include a minimum of one daytime and one evening survey. The survey shall cover the trees, structures, and debris located within these complexes. If active roosting is observed, removal of the tree or building shall be avoided until the bats can be excluded. All active non-maternity roosting sites shall be fitted with passive exclusion devices, such as one-way flaps or doors, and all bats shall be allowed to leave voluntarily. Once it is confirmed that all bats have left the roost (minimum of five days), crews shall be allowed to continue work in the area. If a maternity roosting site is discovered, a minimum 50-foot buffer shall be established around the roost. The project applicant shall consult with the qualified biologist in order to determine if a greater buffer is warranted based on the bat species, roost location, and specific construction activities to be performed in the vicinity. The buffer shall stay in effect until all young are determined to be volant (i.e., able to fly and feed independently) by a qualified biologist. Once it is determined that all young are volant (generally by August 1st), passive exclusion devices shall be installed and all bats shall be allowed to leave voluntarily. Once it is determined by a qualified biologist that all bats have left the roost (minimum of five days), crews shall be allowed to work within the buffer zone. Project Improvement Plans will include this measure as a note in the plans.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.2-6 be adopted. Mitigation Measure 3.2-6 requires avoidance and minimization measures to avoid impacts to bat species. Therefore, this impact is less than significant with mitigation incorporated.

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Impact 3.2-6: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS – Plants (Less Than Significant) The records search identified numerous special-status plants located within the region. Field surveys and habitat evaluations were performed in 2004 by Biotic Resources Group: March (26th and 31st), April (14th and 30th), May (17th), June (17th), July (26th). Additional field surveys were performed by De Novo Planning Group in 2015 September (11th) and in 2016 (April 18th). The collection of field surveys included surveys that coincided with the blooming period for special many status plants known to occur within the region. The conditions of the Specific Plan Area are highly disturbed due to the active agricultural operations. No special-status plants were observed within the Specific Plan Area during field surveys. The proposed project would not, directly or indirectly, have a substantial adverse effect on plant species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. (DEIR, pp. 3.2-43)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-7: The proposed project has the potential to have substantial adverse effect on federally - or state-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (Potentially Significant) The Specific Plan Area contains a roadside ditch located along the north side of East Boronda Road. The ditch was constructed to support agricultural operations, and drains agricultural runoff from most of the Specific Plan Area into the existing City storm water drainage system	**Mitigation Measure 3.2-7**: Prior to grading/building permit issuance in an area that would disturb the irrigation ditches and/or roadside ditches, the project applicant shall obtain a jurisdictional determination from the USACE and CDFW for the ditches that are proposed to be disturbed. If these regulatory agencies concur that these facilities are exempt, then no further mitigation is necessary. If it is determined that these facilities are not exempt, authorization for fill from the regulatory agencies (USACE-404 permit, RWQCB-401 certification, 1600 Streambed Alteration Agreement) will be	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.2-7 be adopted. Mitigation Measure 3.2-7 requires a 1:1 replacement of acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation or operations. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
The USACE has regulatory responsibility for navigable waters as well as "all other waters such as...streams ...wetlands...and natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce" (33 CFR 323.2) under Section 404 of the CWA. A formal jurisdictional determination must be made by the USACE relative to the protected wetlands and jurisdictional waters within the Specific Plan Area. The agricultural irrigation ditches are manmade and believed to solely function to drain upland agricultural runoff. As such, they are expected to be exempted from the USACE jurisdiction under the Irrigation Ditch Exemption pursuant to Federal Regulations (33 CFR 323.4(a)(3)). However, a final determination must be made by the USACE prior to any filling of these ditches for urban use. (DEIR, pp. 3.2-43 through 3.2-45)	necessary and a permit shall be adhered to throughout the construction phase. At a minimum, the project applicant shall replace on a "no net loss" basis (minimum 1:1 ratio) the acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation or operations, although a higher mitigation measure may be required by the USACE, RWQCB, and CDFW through their permitting processes. Wetland habitat shall be replaced at acreage and location agreeable to the USACE, RWQCB, and CDFW and as determined during the Section 401, 404, and 1600 permitting processes.		
Impact 3.2-8: The proposed project has the potential to have substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Less Than Significant) The records search and field surveys did not reveal the presence of any riparian habitat or sensitive natural communities within the Specific Plan Area. The conditions of the Specific Plan Area are highly disturbed due to the active agricultural operations. The proposed project would not result in a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or UFWSF. (DEIR, pp. 3.2-45 and 3.2-46)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-9: The proposed project has the potential to interfere substantially with the movement of native fish or wildlife species or with established wildlife corridors, or impede the use of native wildlife nursery sites (Potentially Significant) The proposed project has the potential to interfere substantially with the movement of native fish or wildlife species or with established wildlife corridors, or impede the use of native wildlife nursery sites. Development of the proposed project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. (DEIR, pp.	No mitigation measures are feasible.	CS and SU	The EIR identified no mitigation measures to address this particular significant effect on the environment. Thus, the effect remains significant and unavoidable, and no mitigation is available to substantially lessen or avoid the effect. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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3.2-46 through 3.2-47)			
Impact 3.2-10: The proposed project has the potential to conflict with an adopted Habitat Conservation Plan or Natural Community Conservation Plan (Less Than Significant) The proposed project is not subject to a Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, the proposed project would not conflict with an adopted Habitat Conservation Plan or Natural Community Conservation Plan. (DEIR, pp. 3.2-47)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-11: The proposed project has the potential to conflict with local policies or ordinances protecting biological resources (Less Than Significant) The proposed project would not conflict with local policies or ordinances protecting biological resources. The project proponent is required to comply with the provisions of the City's General Plan and Municipal Code. The proposed project is generally consistent with the above relevant open space and conservation policies of the General Plan, as well as the City's Municipal Code. (DEIR, pp. 3.2-47 through 3.2-52)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-12: Cumulative loss of biological resources including habitats and special status species (Potentially Significant) The project would result in impacts to biological resources including habitats and special status species. Development of the proposed project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. Given the rareness of CTS and CRLF in the Bioregion, the incremental loss of movement habitat from the proposed project, when considered alongside all past, present, and probable future projects (inclusive of all communities within the Bioregion), is a significant and unavoidable cumulative impact, and the Specific Plan's incremental contribution to this impact is itself cumulatively considerable**.** (DEIR, pp. 3.2-52 and 3.2-53)	No mitigation measures are feasible.	CS and SU	The EIR identified no mitigation measures to address this particular significant effect on the environment. Thus, the effect remains significant and unavoidable, and no mitigation is available to substantially lessen or avoid the effect. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
CULTURAL AND TRIBAL RESOURCES			
Impact 3.3-1: Project implementation may cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines	**Mitigation Measure 3.3-1:** In the event that evidence of archaeological or historical features or deposits (e.g., ceramic shard, trash scatters,	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment.

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§15064.5 (Potentially Significant) No historical resources were found during field surveys for the proposed project. Additionally, there are no historical resources that have been identified in the Specific Plan Area on maps and files maintained by the Northwest Information Center (NWIC). There have been three previous cultural resource studies that examined approximately three-quarters of the Specific Plan Area and no historical resources were documented. The Monterey County Historic Property Data File Directory and National Register of Historic Resources do not list any historical resources in the Specific Plan Area. It is not anticipated that ground disturbing activities would result in impacts to historical resources given that none are believed to be present. However, as with most projects in California that involve ground disturbing activities, there is the potential for discovery of a previously unknown historical resource. Project implementation may cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5. (DEIR, pp. 3.3-12 and 3.3-13)	lithic scatters) are uncovered (discovered) during excavation and/or grading, all work shall stop in the area of the subject property until an appropriate data recovery program can be developed and implemented by a qualified archaeologist. This archaeologist shall determine whether the uncovered deposits or features qualify as either "historical resources" within the meaning of CEQA Guidelines section 15064.5, subdivision (a), "unique archaeological resources" as defined in Public Resources Code section 21083.2, subdivision (g), or "tribal cultural resources," as defined in Public Resources Code section 21074. If historical resources, unique archaeological resources, or tribal cultural resources are present, the project proponent shall preserve any such resources or implement any feasible mitigation measures identified by the archaeologist and imposed by the City. Recommended mitigation measures shall be reviewed by the City Planner and shall be approved if feasible in light of project design, logistics, and cost considerations and, if approved, shall be implemented and completed prior to commencing further work for which grading or building permits were issued, unless otherwise directed by the City Planner. Data recovery shall be an option if preservation in place is infeasible. Where resources have been determined to be "unique archaeological resources" but not "historical resources" or "tribal cultural resources," the project proponent's obligations shall be limited as set forth in Public Resources Code section 21083.2, subdivisions (d), (e), and (f). Grading/building permits and plans shall note this measure.		The City Council hereby directs that Mitigation Measure 3.3-1 be adopted. Implementation of Mitigation Measure 3.3-1 requires work to stop if an archaeological or historical feature or deposit is found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.3-2: Project implementation may cause a substantial adverse change in the significance of archaeological resource pursuant to CEQA Guidelines §15064.5 (Potentially Significant) No archaeological resources were found during field surveys for the proposed project. Additionally, no archaeological resources have been identified in the Plan Area on maps and files maintained by the NWIC. There have been three previous cultural resource studies that examined approximately three-quarters of the Specific Plan Area and no archaeological resources were documented. The Monterey County Historic Property Data File Directory and National Register of Historic	Implement Mitigation Measure 3.3-1	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.3-1 be adopted. Implementation of Mitigation Measure 3.3-1 requires work to stop if an archaeological or historical feature or deposit is found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.

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Resources do not list any archaeological resources in the Specific Plan Area. It is not anticipated that ground disturbing activities would result in impacts to archaeological resources given that none are believed to be present. However, as with most projects in California that involve ground disturbing activities, there is the potential for discovery of a previously unknown archaeological resource. Project implementation may cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5. (DEIR, pp. 3.3-13)			
Impact 3.3-3: Project implementation may directly or indirectly destroy a unique paleontological resource (Potentially Significant) A search of the University of California, Berkeley Museum of Paleontology collections database of Paleontology Localities did not identify any paleontological resources (fossils or fossil formations) within the Specific Plan Area. The Monterey County General Plan Draft EIR (2007) included a review of known fossil localities conducted by paleontologists in 2001. Twelve fossil sites were identified as having outstanding scientific value. For the most part, the fossils at these 12 sites reflect the type of assemblages found throughout the county (microorganisms or invertebrates); however, each has special characteristics that make it unique or rare, or in some way provide important stratigraphic or historic information. None of the 12 identified high value sites are located on or near the Specific Plan Area. Additionally, the Salinas General Plan Final EIR (2002) does not identify any high value sites in the Specific Plan area or in the City as a whole. However, unknown important paleontological resources have the potential to occur within the planning area including the undeveloped future growth areas, which include the Specific Plan Area. The construction of new development would involve grading and other earthwork that can disturb important fossils. Therefore, project implementation may directly or indirectly destroy a unique paleontological resource. (DEIR, pp. 3.3-13 and 3.3-14)	**Mitigation Measure 3.3-2**: If paleontological resources are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the City of Salinas shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where the resource could be curated and displayed for public education purposes. Grading/ building permits and plans shall note this measure.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.3-2 be adopted. Implementation of Mitigation Measure 3.3-2 requires work to stop if a paleontological resource is found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.3-4: Project implementation may disturb human remains, including those interred outside of	**Mitigation Measure 3.3-3:** If human remains are found during construction within the Specific	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

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formal cemeteries (Potentially Significant) No human remains or known burial sites were found during field surveys for the proposed project. Additionally, there are no human remains or known burial sites that have been identified in the Plan Area on maps and files maintained by the NWIC. It is not anticipated that ground disturbing activities would result in impacts to human remains or known burial sites given that none are believed to be present. However, as with most projects in California that involve ground disturbing activities, there is the potential for discovery of previously unknown human remains or known burial sites. Project implementation may disturb human remains, including those interred outside of formal cemeteries. (DEIR, pp. 3.3-14 and 3.3-15)	Plan Area, or at off-site infrastructure improvement locations, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until a qualified archeological monitor and the coroner of Monterey County are contacted. If it is determined that the remains are Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. Grading permit/building permits and plans shall note this measure.		environment. The City Council hereby directs that Mitigation Measure 3.3-3 be adopted. Implementation of Mitigation Measure 3.3-3 requires work to stop if human remains are found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.3-5: The project may contribute to cumulative impacts on known and undiscovered cultural resources (Less Than Significant) While there are extensive documented cultural resources in Salinas and unincorporated Monterey County, there are no cultural resources that were found during field surveys of the proposed project. Additionally, there are no cultural resources that have been identified in the Plan Area on maps and	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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files maintained by the NWIC. The Monterey County Historic Property Data File Directory and National Register of Historic Resources do not list any cultural resources in the Plan Area. Any significant discoveries during construction would be required to be preserved in place or mitigated through relocation or documentation; and the project is not anticipated to considerably contribute to a significant reduction in cultural resources. The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts. The proposed project would not have cumulatively considerable impacts associated with cultural resources. (DEIR, pp. 3.3-15 and 3.3-16)			
GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY			
Impact 3.4-1: Potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (Potentially Significant) Short-term construction GHG emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate change over the lifetime of the Specific Plan. Even after incorporation of the mitigation measures provided in Section 3.1: Air Quality, overall GHGs generated by the proposed project are expected to be greater than the applicable thresholds of 1,150 MT of CO_2e per year for construction emissions, 1.94 MT CO_2e/service population/year for operational emissions during Year 2035, and 0.80 MT CO_2e/service population/year for operational emissions during Year 2050. The project would generate GHG emissions, directly and indirectly, that may have a significant impact on the environment. (DEIR, pp. 3.4-31 through 3.4-38)	**Mitigation Measure 3.4-1**: Prior to the approval of the tentative maps and development review permits, as applicable, pursuant to CEQA Guidelines section 15183.5(b), Plans for the Reduction of Greenhouse Gas Emissions, the project applicant shall prepare a Greenhouse Gas Reduction Plan (GGRP) aimed at achieving specific performance standards. The GGRP shall include the following: 1) The GGRP shall achieve a per capita operational emissions level of 1.94 MT CO_2e/service population/year by year 2035, and 0.80 MT CO_2e/service population/year by year 2050. 2) Calculation of GHG emissions projection using an acceptable modeling tool such as the most recent version of CalEEMod. GHG reduction measures may include building and site energy reduction measures, measures to reduce project-generated vehicle miles traveled, or other measures. Off-site measures such as participation in a community-wide GHG reduction program(s), if any are adopted, or payment of GHG reduction fees (carbon offsets) into a qualified existing program, if one is in place, may be considered after all feasible on-site reduction measures are considered. The effectiveness of the GHG reduction measures included in the GGRP must be verifiable based	SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. Even with implementation of Mitigation Measure 3.4-1, it is possible that individual projects within the Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant. Therefore, the impact is significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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	on evidence presented in the GGRP. Representative GHG reduction measures which may be considered may include, but are not limited to: • Measures identified by the California Air Pollution Control Officers' Association in Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures or updates to this document as may occur from time to time. • Applicable measures identified in guidance from MBARD, if any, and/or in guidance provided by other regional air districts such as the Bay Area Air Quality Management District, Sacramento Metropolitan Air Quality Management District, San Luis Obispo County Air Pollution Control District, or other agencies with adopted GHG reduction guidance that is applicable on the date the project application is deemed complete by the City. If sufficient feasible GHG reduction measures are unavailable to reduce GHG emissions to below the threshold of significance, the project applicant shall include evidence in the GGRP to this effect. The GGRP shall be subject to review and approval of the City of Salinas Community Development Department prior to approval of the tentative map or development review application, as applicable. Implementation of this mitigation measure shall not be required if the City has a qualified GHG reduction plan in place on the date a future individual project application is deemed complete, the qualified GHG reduction plan reflects the most recent legislatively-adopted GHG reduction targets (e.g., the 2030 target set by SB 32), includes an inventory of projected GHG emissions from development within the Specific Plan Area, and includes GHG reduction measures applicable to development within the Specific Plan Area whose implementation is required as a condition of approval of such projects.		
Impact 3.4-2: Potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of	Implement Mitigation Measure 3.4-1.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

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reducing the emissions of greenhouse gases (Potentially Significant) The Specific Plan would generate GHG emissions that could conflict with the State's long-term GHG Reduction targets, even with implementation of Mitigation Measures 3.1-1 through 3.1-9 contained within Section 3.1: Air Quality. The Specific Plan would not interfere with the *2008 Monterey Bay Regional Energy Plan* objectives. (DEIR, pp. 3.4-38 through 3.4-42)			environment. The City Council hereby directs that Mitigation Measure 3.4-1 be adopted. Implementation of Mitigation Measure 3.4-1 would ensure that GHG reduction measures required pursuant to it are consistent with the intent of current and future statewide GHG reduction legislation and regulations, and with current and future expectations of local, regional, and State stakeholders regarding the City's effort to reduce GHG emissions from new development, including Executive Order B-30-15 and S-03-05. Therefore, with implementation of Mitigation Measure 3.4-1, new development of the Plan Area would consistent with Executive Orders B-30-15 (and SB 32) and S-03-05. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.4-3: Project implementation may result in the inefficient, wasteful, or unnecessary use of energy resources (Less Than Significant) The proposed project would use energy resources for the operation of project buildings (electricity and natural gas), for on-road vehicle trips (e.g. gasoline and diesel fuel) generated by the proposed project, and from off-road construction activities associated with the proposed project (e.g. diesel fuel). Each of these activities would require the use of energy resources. The proposed project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. Overall, the incorporation of mitigation measures would ensure that the proposed project would avoid and reduce inefficient, wasteful, and unnecessary consumption of energy. The proposed project would comply with all existing energy standards, including those established by the City of Salinas, the local air district (MBARD), and the State of California, and would not be expected to result in significant adverse impacts on energy resources. (DEIR, pp. 3.4-42 through 3.4-48)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.4-4: Cumulative impact on climate change from increased project-related greenhouse gas emission (Potentially Significant) Implementation of the proposed project will generate GHG emissions that would not otherwise exist without the proposed project. Given the length of construction activities for a project of this size, the construction emissions would be a long-term release of approximately 168,734.3 MT CO_2e. The operational emissions would be a long-term release totaling approximately 51,939.2 MT CO2e per year without mitigation, and 47,684.9MT CO_2e	Implement Mitigation Measure 3.4-1.	CS and SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. The City Council hereby directs that Mitigation Measure 3.4-1 be adopted. Implementation of Mitigation Measure 3.4-1 would ensure that GHG reduction measures required pursuant to it are consistent with the intent of current and future statewide GHG reduction legislation and regulations, and with current and future expectations of local, regional, and State stakeholders regarding the City's effort to reduce GHG emissions from new

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per year with mitigation. The City of Salinas's planning efforts included targeted growth that accommodates the economic and social needs of the community, while recognizing and seeking to mitigate environmental impacts when growth occurs. The State of California continues to implement measures that are intended to reduce emissions on a State-wide scale (i.e. vehicle fuel efficiency standards in fleets, low carbon fuels, etc.) that are consistent with AB 32 and SB 32. These types of statewide measures will benefit the proposed project (and city as a whole) in the long-term as they come into effect; however, the City does not have the jurisdiction to create far-reaching (i.e. statewide) measures to reduce GHG emissions. (DEIR, pp. 3.4-48 through 3.4-49)			development, including Executive Order B-30-15 and S-03-05. Therefore, with implementation of Mitigation Measure 3.4-1, new development of the Plan Area would consistent with Executive Orders B-30-15 (and SB 32) and S-03-05. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
HAZARDS AND HAZARDOUS MATERIALS			
Impact 3.5-1: Potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment (Potentially Significant) The hazards assessments included site reconnaissance, interviews, historical land use research, database research, and soils testing. The project has the potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment. (DEIR, pp. 3.5-24 through 3.5-26)	**Mitigation Measure 3.5-1**: Prior to issuance of grading permits or building permits, (including the issuance of demolition permits for agricultural support buildings) as applicable, the applicant shall hire a qualified consultant to: 1) Provide a final evaluation of the soils around the agricultural operations support buildings (residences, warehouses, barns, etc.) before they are demolished. If toxic levels of residual agrichemicals or surface staining are found, the contaminated soil shall be excavated and disposed of at an off-site disposal facility permitted to accept such waste. Any contaminated areas shall be remediated by the project applicant in accordance with recommendations made by the Monterey County Health Department Hazardous Materials Management Services, Regional Water Quality Control Board, Department of Toxic Substances Control, or other appropriate federal, State, or local regulatory agencies. 2) Investigate structures for asbestos-containing materials and lead. If asbestos-containing materials and/or lead are found in the buildings, a Cal-OSHA certified ACBM and lead based paint contractor shall be retained to remove the asbestos-containing materials and lead in accordance with U.S. EPA and California	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.5-1 through 3.5-3 be adopted. Implementation of the Mitigation Measures 3.5-1 requires a final evaluation of the soils around the agricultural operations support buildings and investigation of structures for asbestos-containing materials and lead. Implementation of the Mitigation Measures 3.5-2 requires destruction of existing water wells. Implementation of the Mitigation Measures 3.5-2 requires that water wells serving the proposed building be constructed and tested for water quality under permit from the Monterey County Health Department Therefore, this impact is less than significant with mitigation incorporated.

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	Occupational Safety and Health Administration (Cal/OSHA) standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards. Any ACBM and lead shall be disposed of properly at an appropriate offsite disposal facility. **Mitigation Measure 3.5-2**: Prior to the issuance of grading permits, existing water wells within the grading area shall be destroyed under permit from the City of Salinas and/or the Monterey County Health Department, as applicable. Any destruction of these facilities shall be in accordance with the Monterey County Well Standards for Abandonment/Destruction. The project applicant shall provide the City of Salinas with a copy of the permit and a report or other information documenting the appropriate destruction of these facilities. **Mitigation Measure 3.5-3:** Prior to the issuance of building permits, the water well or wells that will be providing water for the applicable portion of the Specific Plan Area, shall be constructed and tested for water quality under permit from the Monterey County Health Department. The project applicant shall provide the City of Salinas with a copy of the permit and a report or other information documenting the appropriate construction and operation of these facilities.		
Impact 3.5-2: Create a significant hazard to school sites due to siting or the placement of infrastructure (Potentially Significant) The proposed project does not pose significant hazards from existing natural gas transmission piping, and mitigation measures identified under Impact 3.5-1 would ensure water well construction and abandonment impacts would be less than significant. However, implementation of the project may create a significant hazard to school sites due to siting or the placement of infrastructure (i.e., the due to the citing of school sites near power lines). (DEIR, pp. 3.5-26 through 3.5-28)	**Mitigation Measure 3.5-4:** The property line of all school sites (even if it is a joint use agreement as described in subsection (o) of § 14010) shall be at least the following distance from the edge of respective power line easements as identified in the California Code of Regulations Title 5, Article 2. School Sites § 14010. Standards for School Site Selection (c). • 100 feet for power lines that are between 50 and 133 kV.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.5-4 be adopted. Implementation of Mitigation Measure 3.5-4 ensures all future electrical transmission alignments are required to comply with California Code of Regulations Title 5, Article 2 (School Sites) § 14010 (Standards for School Site Selection) setback requirements. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.5-3: Cumulative impact related to hazards and hazardous materials (Less Than Significant) The proposed project includes the approval and	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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subsequent implementation of an approximately 797-acre Specific Plan Area that includes residential, mixed use commercial, a community park, neighborhood parks, small parks, schools, and open space (with supplemental storm water detention/retention basins). These uses are not expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, these uses are not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed Specific Plan land uses are not expected to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Mitigation measures have been included to minimize the risk of on-site hazards. (DEIR, pp. 3.5-28 through 3.5-29)			
HYDROLOGY AND WATER QUALITY			
Impact 3.6-1: The proposed project has the potential to violate water quality standards or waste discharge requirements during construction (Potentially Significant) Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas. (DEIR, pp. 3.6-21 through 3.5-23)	**Mitigation Measure 3.6-1:** Prior to issuance of grading permits, the project proponent shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the City of Salinas prior to submitting to the RWQCB to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ). The SWPPP shall be designed with Best Management Practices (BMPs) that the RWQCB has deemed to be effective at reducing erosion, controlling sediment, and managing runoff. These include: covering disturbed areas with mulch, temporary seeding, soil stabilizers, binders, fiber rolls or blankets, temporary vegetation, and permanent seeding. Sediment control BMPs, installing silt fences or placing straw wattles below slopes, installing berms and other temporary run-on and runoff diversions. These BMPs are only examples of what should be considered and shall not preclude the use of equally or more effective new or innovative approaches currently available or being developed. Final selection of BMPs will be subject to approval by City of Salinas. The SWPPP will be kept on site during construction activity and will be made available upon request	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.6-1 be adopted. Mitigation Measure 3.6-1 requires the use of BMPs during construction activities in order to reduce erosion, control sediment, and manage runoff from the Plan Area. Therefore, this impact is less than significant with mitigation incorporated.

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	to representatives of the RWQCB.		
Impact 3.6-2: The proposed project has the potential to violate water quality standards or waste discharge requirements during operation (Potentially Significant) The long-term operations of the proposed project (all phases) could result in long-term impacts to surface water quality from urban stormwater runoff. The proposed Project would result in new impervious areas associated with roadways, driveways, parking lots, buildings, and landscape areas. Normal activities in these developed areas include the use of various automotive petroleum products (i.e. oil, grease, and fuel), common household hazardous materials, heavy metals, pesticides, herbicides, fertilizers, and sediment. Within urban areas, these pollutants are generally called nonpoint source pollutants. The pollutants pollutant levels vary based on factors such as time between storm events, volume of storm event, type of uses, and density of people. The proposed project has the potential to violate water quality standards or waste discharge requirements during operation. (DEIR, pp. 3.6-23 through 3.6-26)	**Mitigation Measure 3.6-2:** Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department a Stormwater Control Plan detailing plans and calculations for water quality best management practices (BMPs) and water quality detention/retention basins designed to meet the applicable regulatory requirements and to reduce contaminant loadings to receiving waters to the maximum extent practicable. The Improvement Plans shall be consistent with the City's NPDES permit requirements at the time of permitting. The NPDES permit granted to the City of Salinas by the Central Coast RWQCB (CCRWQCB, 2012) requires the following: I. Erosion and Sediment Control BMPs – Erosion control and sediment control BMPs shall be designed, installed, and maintained to reduce the discharge of pollutants from construction sites to the maximum extent practical (MEP) and protect water quality; II. Erosion and sediment from slopes and channels shall be controlled by implementing an effective combination of erosion control (source control) and other sediment control BMPs; and II. Soil Stabilization – Stabilization of disturbed areas shall, at a minimum, be initiated immediately whenever any clearing, grading, excavating, or other earth disturbing activities have permanently ceased. Additionally, the Improvement Plans shall be consistent with the requirements of the City's Stormwater Development Standards for New and Redevelopment Projects. The City of Salinas Stormwater Standards for New and Redevelopment Projects (City of Salinas, 2013) require the following practices: I. Limit disturbance of creeks and natural drainage features and provide setbacks according to the City's latest NPDES permit; II. Minimize compaction of highly permeable	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.6-2 through 3.6-4 be adopted. Mitigation Measure 3.6-2 requires submittal of a Stormwater Control Plan that includes calculations, BMPs and plan of sufficient detail to confirm that contaminant loadings to receiving waters will be reduced to the maximum extent practicable. Mitigation Measures 3.6-3 and 3.6-4 require submittal of detailed plans and calculations for the water quality BMPs, water quality detention basins, and supplemental retention and peak flow control. The BMPs will be designed to meet regulatory requirements and to reduce peak flows during storm events below peak flows under pre-project conditions. The various RWQCBs have evaluated the effectiveness of the types of BMPs required by Mitigation Measures 3.6-2 through 3.6-4 and have determined that BMPs are known to be effective in protecting receiving waters. Therefore, this impact is less than significant with mitigation incorporated.

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	soils; and II. Limit clearing and grading of native vegetation to the minimum needed to build the project and provide fire protection. **Mitigation Measure 3.6-3:** Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department a Stormwater Control Plan detailing plans and calculations for water quality best management practices (BMPs) and water quality detention basins designed to prevent to the maximum extent practicable the creation of new sources of polluted runoff. The detailed plans and calculations shall be subject to review and approval by the Salinas Public Works Department. **Mitigation Measure 3.6-4:** Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department detailed plans and calculations for supplemental retention and peak flow control. BMPs will be designed to meet regulatory requirements and to reduce peak flows during storm events below peak flows under pre-project conditions. The detailed plans and calculations shall be subject to review and approval by the Salinas Public Works Department.		
Impact 3.6-3: The proposed project has the potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge (Potentially Significant) The proposed project, without mitigating features, would reduce infiltration of rainwater and runoff into the local groundwater system due to the increase in impermeable area. This may deplete groundwater supplies or interfere substantially with groundwater recharge. The total annual rainfall depth in an average year is approximately 16 inches and the project surface area is approximately 797 acres, producing an annual rainfall volume of approximately 1,060 AF. Nearly all of this area is currently in agriculture, while the proposed project could convert as much as 60 percent of the area to impervious surfaces, resulting in a reduction in groundwater recharge in the range of 400 to 600 AF. (DEIR, pp. 3.6-26 through 3.6-29)	**Mitigation Measure 3.6-5:** Prior to the approval of site improvement plans, the project applicant shall site, and design and include an Operation and Maintenance Plan for stormwater retention/infiltration basins and infiltration promoting BMPs sufficient to assure that there is no reduction in groundwater recharge. In order to assure there is no reduction in recharge, the plan shall result in circumstances which maintain infiltration to support baseflow and interflow to wetlands and surface waters, and deep vertical infiltration to groundwater. The site, design, and installation shall be consistent with the requirements of the City's Stormwater Development Standards for New and Redevelopment Projects. The contents of the site, design, and installation shall be included in a stormwater control plan. The stormwater control plan shall be reflected on the Improvement Plans, subject to review and approval by the Salinas Public Works Department.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.6-5 and 3.6-6 be adopted. Implementation of Mitigation Measure 3.6-5 requires an Operation and Maintenance Plan for stormwater retention/infiltration basins and infiltration promoting BMPs sufficient to assure that there is no reduction in groundwater recharge. Implementation of Mitigation Measure 3.6-6 requires an Operation and Maintenance Plan for post-construction BMPs and supplemental stormwater detention basins in accordance with City of Salinas stormwater development standards. Therefore, this impact is less than significant with mitigation incorporated.

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	Mitigation Measure 3.6-6: Prior to the approval of site improvement plans, the project applicant shall site, design, and include an Operation and Maintenance Plan for post-construction BMPs and supplemental stormwater detention basins in accordance with City of Salinas stormwater development standards. Maintenance procedures (including frequency of procedure, cleaning schedules, applicant responsibility for each procedure, performance standards, or other means) and funding mechanisms shall be established for those facilities to assure adequate long-term performance and success in treating the water and controlling infiltration into the groundwater. The Improvement Plans and Operation and Maintenance Plan shall be subject to review and approval by the Salinas Public Works Department.		
Impact 3.6-4: The proposed project has the potential to alter the existing drainage pattern in a manner which would result in substantial erosion, siltation, flooding, or polluted runoff (Less than Significant) The proposed project will not alter drainage patterns in a manner which will cause flooding, erosion, or siltation. Surface runoff from the area will be managed via parcel-based LID measures, detention/retention basins, and flow reducing BMPs to prevent local flooding within the site. These features will also reduce peak flows from the Plan Area to receiving creeks and storm drains to amounts less than such flows under existing conditions. Sediment in the stormwater flows will be captured in detention ponds designed to prevent siltation. Flooding, erosion, or siltation is not anticipated by the proposed project given the storm drain design and best management practices that will be implemented. (DEIR, pp. 3.6-29 through 3.6-30)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-5: The proposed project has the potential to otherwise substantially degrade water quality (Potentially Significant) The proposed project would not otherwise substantially degrade water quality. The use of BMPs are intended to treat runoff close to the source during the construction and long term operational phase of the project to reduce stormwater quality impacts. (DEIR, pp. 3.6-30 through 3.6-31)	Implement **Mitigation Measure 3.6-1**.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.6-1 be adopted. Mitigation Measure 3.6-1 requires the use of BMPs during construction activities in order to reduce erosion, control sediment, and manage runoff from the Plan Area. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.6-6: Place housing or structures that would impede/redirect flows within a 100-year, or 200-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map (Less than Significant) The project would no place housing or structures that would impede/redirect flows within a 1-percent annual chance flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. Provided that the storm drain system and detention/retention facilities to be installed as part of the proposed development are adequately sized and properly installed and maintained, additional flooding and/or impedance or redirection of flows will not be induced by the proposed project. (DEIR, pp. 3.6-31)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-7: The proposed project has the potential to expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, seiche, tsunami, or mudflow (Less than Significant) The proposed project would not result in the exposure of people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, seiche, tsunami, or mudflow. (DEIR, pp. 3.6-31 through 3.6-32)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-8: Cumulative increases in peak stormwater runoff from the plan area (Less than Significant) With the design and construction of flood control improvements, the West Area Specific Plan would not increase peak stormwater runoff. The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures would control peak stormwater runoff. The proposed project would not have cumulatively considerable impacts associated with stormwater runoff. (DEIR, pp. 3.6-	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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32 through 3.6-33)			
Impact 3.6-9: Cumulative impacts related to degradation of water quality (Less than Significant) The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures would control storm water quality. The proposed project would not have cumulatively considerable impacts associated with water quality. (DEIR, pp. 3.6-33 through 3.6-35)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-10: Cumulative impacts related to degradation of groundwater supply or recharge (Less than Significant) The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures require maintaining water quality standards and preserving the infiltration of rainwater within the aquifer. The proposed project would not have cumulatively considerable impacts associated with groundwater supply/recharge. (DEIR, pp. 3.6-35 through 3.6-36)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-11: Cumulative impacts related to flooding (Less than Significant) Future development in the area must be sited and designed in accordance with the aforementioned City flood damage regulations (i.e., Article VI, Flood Damage Prevention, of the City's Code). The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures require designs that ensure structures are outside the base flood elevation and that storm water flows are maintained to prevent downstream flooding. The proposed project would not have cumulatively considerable impacts associated with flooding. (DEIR, pp. 3.6-36 through 3.6-38)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
NOISE			
Impact 3.7-1: The proposed project has the potential to increase traffic noise levels at existing receptors (Potentially Significant) As shown in Tables 3.7-8 through 3.7-11, some noise-sensitive receptors located along the Plan Area roadways are currently exposed to exterior traffic noise levels exceeding the City of Salinas 60 dB L_{dn} exterior noise level standard for residential uses. These receptors would continue to experience elevated exterior noise levels with implementation of the proposed project. As shown in Table 3.7-8, the segment of Natividad Road south of E. Boronda Road would experience unacceptable noise levels under Existing Plus Project conditions. The project would cause noise levels along this segment to increase by 1.6 dB. As shown in Table 3.7-9, the segment of Natividad Road south of E. Boronda Road would experience unacceptable noise levels under Existing Plus Project Plus CASP conditions. As shown in Table 3.7-10, the following roadway segments would experience unacceptable noise levels under Cumulative Plus Project conditions: • E. Boronda Road from San Juan Grade to McKinnon (2.4 dB increase); • E. Boronda Road from Independence to Hemmingway (1.8 dB increase); • E. Boronda Road from N. Sanborn to Williams (2.4 dB increase); • Natividad Road south of E. Boronda (3.7 dB increase); and • Natividad Road from E. Boronda to Future Russell Road (3.0 dB increase). As shown in Table 3.7-11, significant traffic noise increases are anticipated under the Cumulative Plus Project Plus CASP traffic condition include the following segments: • Constitution Blvd., South of E. Boronda – noise levels are predicted to increase by 3.5 dB from 62.2 dB to 65.7 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB,	Implement Mitigation Measures 3.7-1 and 3.7-8.	SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. Mitigation Measure 3.7-1 requires adherence to the requirements of the City of Salinas Municipal Code with respect to hours of operation during project construction. Mitigation Measure 3.7-2 requires all equipment to be fitted with factory equipped mufflers and in good working order. Mitigation Measure 3.7-3 requires sound walls for residents located along the primary Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. Mitigation Measure 3.7-4 requires 3-coat stucco and windows having a Sound Transmission Class (STC) 35, or higher, rating to be installed in second floor facades and rooms that have windows or doors that abut E. Boronda Road and/or Natividad Road. Mitigation Measure 3.7-5 requires mechanical ventilation for the first row of all residential dwellings that abut E. Boronda Road and/or Natividad Road. Mitigation Measure 3.7-6 requires the center of active play areas, such as football fields, soccer fields or other athletic fields, to be located at a minimum distance of 90-feet from the nearest residential property lines. Mitigation Measure 3.7-7 includes various project design requirements where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes abut residential areas. Mitigation Measure 3.7-8 includes various project design requirements fort the well and treatment plant facilities. Even with implementation of Mitigation Measures 3.7-1 through 3.7-8, there is the potential for noise levels to exceed the acceptable levels in some cases if encroachment into private property proves for the construction of sounds walls proves to be infeasible. Therefore, the impact is significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
as outlined in Table 3.7-7. • E. Boronda Road, Main to San Juan Grade – noise levels are predicted to increase by 1.5 dB from 66.5 dB to 68.1 dB L_{dn}. This would equal the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, San Juan Grade to McKinnon – noise levels are predicted to increase by 2.6 dB from 65.3 dB to 67.9 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, El Dorado to Natividad – noise levels are predicted to increase by 3.3 dB from 64.1 dB to 66.1 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Natividad to Independence – noise levels are predicted to increase by 2.6 dB from 66.6 dB to 69.3 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Independence to Hemmingway – noise levels are predicted to increase by 3.5 dB from 65.1 dB to 68.6 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Hemmingway to Constitution – noise levels are predicted to increase by 3.0 dB from 58.2 dB to 61.3 dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential receptors. • E. Boronda Road, N. Sanborn to Williams – noise levels are predicted to increase by 3.1 dB from 59.6 dB to 62.7dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a			

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential receptors. • Natividad Road., South of E. Boronda – noise levels are predicted to increase by 4.5 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • Natividad Road., E. Boronda to Future Russell Road – noise levels are predicted to increase by 3.8 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. However, it should be noted that this roadway segment is located between the West Area Specific Plan and Central Area Specific Plan projects and future sensitive receptors along this roadway would be constructed with noise control measures designed to achieve compliance with the City of Salinas exterior and interior noise level standards. • Russell Road, West of San Juan Grade – noise levels are predicted to increase by 1.9 dB from 67.5 dB to 69.4 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. (DEIR p. 3.7-14 through 3.7-23)			
Impact 3.7-2: The proposed project has the potential to increase noise levels associated with construction activities (Potentially Significant) Noise would also be generated during the construction phase by increased truck traffic on area roadways. The proposed project has the potential to increase noise levels associated with construction activities. (DEIR, pp. 3.7-23 and 3.7-24)	**Mitigation Measure 3.7-1:** Prior to the approval of site improvement plans and respective permits, plans shall note that construction activities shall adhere to the requirements of the City of Salinas Municipal Code with respect to hours of operation. **Mitigation Measure 3.7-2:** Prior to the approval of site improvement plans and respective permits, plans shall note that all equipment shall be fitted with factory equipped mufflers and in good working order. All stationary noise generating equipment (i.e. generators) shall be located at least 300 feet from a sensitive receptor. All construction staging areas shall be located at least 300 feet from a sensitive receptor.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.7-1 and 3.7-2 be adopted. Mitigation Measure 3.7-1 requires adherence to the requirements of the City of Salinas Municipal Code with respect to hours of operation during project construction. Mitigation Measure 3.7-2 requires all equipment to be fitted with factory equipped mufflers and in good working order. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.7-3: The proposed project has the potential to increase noise vibration association with construction activities (Less Than Significant) The proposed project would not increase noise vibration associated with construction activities. Therefore, construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors. (DEIR, pp. 3.7-24 and 3.7-25)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.7-4: The proposed project has the potential to expose new sensitive receptors to excessive transportation noise (Potentially Significant) Table 3.7-14 data indicate that noise barriers 6- to 8-feet in height would generally be sufficient to achieve compliance with the City of Salinas 60 dB L_{dn} exterior noise level standard for the proposed residential uses. However, for the residential uses located along E. Boronda Road and Natividad Road, sound walls of 6- to 8-feet in height would only reduce exterior noise levels to 62 to 65 dB L_{dn}. While these noise level do not meet the City's preferred 60 dB L_{dn} noise standards, they would comply with the City's conditionally acceptable standard of 60 to 70 dB L_{dn}. Predicted interior noise levels would exceed the City's 45 dB L_{dn} interior noise level standard at the first row of residential uses located closest to E. Boronda Road and Natividad Road. Therefore, additional interior noise control measures would be required for these residential uses along E. Boronda Road and Natividad Road. To reduce interior noise levels to 45 dB L_{dn}, or less, it is likely that second floor facades would require windows having a Sound Transmission Class (STC) 35 rating, or higher. Exterior walls would also likely require 3-coat stucco and RC-channels. This would specifically apply to the first row of homes along E. Boronda Road and Natividad Road and would not apply to facades facing away from the roadway. (DEIR, pp. 3.7-25 through 3.7-28)	**Mitigation Measure 3.7-3:** Prior to the approval of site improvement plans and respective permits, the plans shall note the location, design and constructions details of the eight-foot to nine-foot tall sound attenuation walls and/or landscaped berm/wall combinations, as applicable, that will be constructed along the primary Specific Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. At the City's discretion, wall heights which achieve the City's conditionally acceptable 60-70 dB L_{dn} noise standard may be allowed. See the Draft EIR Table 3.7-14 for specific noise barrier/wall heights along each roadway. Noise barrier walls shall be constructed of concrete panels, concrete masonry units, stucco or manufactured materials (with a density of four pounds per square foot or greater), earthen landscaped berms, or any combination of these materials as determined appropriate by the City of Salinas. The design/appearance of the wall is subject to the design approval by the City of Salinas based upon the standards contained in the West Area Specific Plan and the Salinas Zoning Code, as applicable to ensure that it is visually pleasing. Wood is not permitted due to eventual warping and degradation of acoustical performance. The walls shall not have gaps or penetrations which allow sound to flank through or around the walls. Small gaps which may occur using materials such as "keystone" blocks shall be avoided. Additionally, in accordance with Section 5-03.19 of the City's Municipal Code, best management practices shall be incorporated into the sound wall design in order to control graffiti and/or mitigate the potential impacts of graffiti. These graffiti prevention best management practices may include, without limitation: (1) The use or the installation and maintenance of ant-graffiti materials and	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.7-3 through 3.7-5 be adopted. Mitigation Measure 3.7-3 requires sound walls for residents located along the primary Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. Mitigation Measure 3.7-4 requires 3-coat stucco and windows having a Sound Transmission Class (STC) 35, or higher, rating to be installed in second floor facades and rooms that have windows or doors that abut E. Boronda Road and/or Natividad Road. Mitigation Measure 3.7-5 requires mechanical ventilation for the first row of all residential dwellings that abut E. Boronda Road and/or Natividad Road. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	surface treatments approved by the City on likely graffiti-attracting surfaces. (2) Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. (3) Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. (4) Immediate removal of graffiti by appropriate means within seventy-two hours. (5) Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). (6) Authorizing right of access by city employees or contract agents to remove graffiti if not removed within specified time periods. (7) Supplying the city at its request with paint (of the appropriate color and type), cleaning agents, and/or other materials acceptable to the city to abate or to deter graffiti. (8) Other requirements, as deemed reasonably feasible by the city planner, to deter, to protect or to reduce the potential for graffiti defacement. **Mitigation Measure 3.7-4:** Prior to the approval of building permits, the first row of residential dwellings located along E. Boronda Road and Natividad Road shall include windows having a Sound Transmission Class (STC) 35, or higher, rating installed in second floor facades and rooms that have windows or doors that abut E. Boronda Road and/or Natividad Road. Exterior walls shall also require 3-coat stucco and RC-channels, sheathing, or another acceptable construction application that effectively attenuates noise intrusion to the interior of the house. The exterior wall specifications would specifically apply to the first row of homes that abut E. Boronda Road and/or Natividad Road and only applies to the facades facing these roadways. These specifications do not apply to single story homes,		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	or the first floor of a two-story home, both of which are attenuated by the sound wall. These requirements shall be included in the building plans for the specific dwelling units and noted on the building permits. A detailed analysis of any additional interior mitigation measures shall be conducted when building plans are available and prior to building permit issuance to verify these requirements. These requirements shall also be noted in the site improvement plans prior to approval by the City. **Mitigation Measure 3.7-5:** Prior to the approval of building permits, mechanical ventilation shall be required in the first row of all residential dwellings that abut E. Boronda Road and/or Natividad Road, sufficient to allow residents, as desired for acoustical isolation, to keep their doors and windows closed and still maintain acceptable interior temperature and noise levels. This requirement shall be included in the building plans for the specific dwelling units and noted on the building permits. This requirement shall also be noted in the site improvement plans prior to approval by the City.		
Impact 3.7-5: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed park and school uses (Potentially Significant) Children playing at neighborhood parks or outdoor recreational fields (softball, soccer, basketball, tennis) are often considered potentially significant noise sources which could adversely affect adjacent noise-sensitive land uses. Typical noise levels associated with groups of approximately 50 children playing at 50 feet generally range from 55 to 60 dB L_{eq} and 70 to 75 dB L_{max}. It is expected that park activities would occur primarily during daytime hours. Therefore, noise levels from the playgrounds would need to comply with the City of Salinas exterior noise level standards of 60 dB L_{eq} and 70 dB L_{max} at the nearest residential uses. (DEIR, pp. 3.7-29 and 3.7-30)	**Mitigation Measure 3.7-6:** Prior to the approval of site improvement plans, as applicable, when parks or play areas are located near residential uses, the center of active play areas, such as football fields, soccer fields or other athletic fields, shall be located at a minimum distance of 90-feet from the nearest residential property lines. Large active play areas shall comply with the 60 dB L_{eq} and 70 dB L_{max} standards, and shall include these further noise level evaluations during the design phases of future park areas. Parks shall be designed such that residences front, or side in limited locations where approved by the City Planner, to the park. Minimum 6-foot tall sound walls and/or landscaped berms shall be constructed where school site directly abuts a residential property line in instances where site design (i.e., minimum distances, siting of activity areas, etc.) cannot achieve the 60 dB L_{eq} and 70 dB L_{max} noise standards. No wall shall be required where residential uses are fronted towards a park or school site and separated by a roadway or a walkway. Noise barrier walls shall be constructed of concrete panels, concrete masonry units, stucco	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.7-6 be adopted. Mitigation Measure 3.7-6 requires the center of active play areas, such as football fields, soccer fields or other athletic fields, to be located at a minimum distance of 90-feet from the nearest residential property lines. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	or manufactured materials (with a density of four pounds per square foot or greater), earthen landscaped berms, or any combination of these materials as determined appropriate by the City of Salinas. The design/appearance of walls is subject to the design approval by the City of Salinas based upon the standards contained in the West Area Specific Plan and the Salinas Zoning Code, as applicable to ensure that it is visually pleasing. Wood is not permitted due to eventual warping and degradation of acoustical performance. The walls shall not have gaps or penetrations which allow sound to flank through or around the walls. Small gaps which may occur using materials such as "keystone" blocks shall be avoided. Additionally, in accordance with Section 5-03.19 of the City's Municipal Code, best management practices shall be incorporated into the sound wall design in order to control graffiti and/or mitigate the potential impacts of graffiti (see mitigation 3.7.3 for further discussion of best management practices.)		
Impact 3.7-6: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed commercial mixed-uses (Potentially Significant) Mixed-use commercial land use activities can produce noise levels which affect adjacent sensitive land uses. The primary noise sources generally include truck deliveries, trash pickup, parking lot use, and heating, ventilation, and air conditioning (HVAC) equipment operation. These sources may result in noise levels exceeding the City's standards at nearby receptors. (DEIR, pp. 3.7-30 through 3.7-31)	**Mitigation Measure 3.7-7:** Prior to the approval of development review permits, the plans shall demonstrate: where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes abut residential areas, the following measures shall be included in the project design: • All HVAC equipment shall be located within mechanical rooms where possible or shielded from view with solid or grated barriers; • Emergency generators shall comply with the City's noise criteria at the nearest noise-sensitive receivers; • Delivery/loading activities shall comply with the Salinas Zoning Code standards and regulations; and • The applicant shall submit a noise study to verify that the appropriate noise control measures have been incorporated into the project design and will achieve compliance with the City's noise level standards.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.7-7 be adopted. Mitigation Measure 3.7-7 includes various project design requirements where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes abut residential areas. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.7-7: The proposed project has the potential to expose sensitive receptors to substantial noise from	**Mitigation Measure 3.7-8:** The potential well and treatment plant sites are shown in the	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
proposed well sites (Potentially Significant) Typical noise levels for well sites at 50 feet are expected to be 60 dB L_{eq}. If a backup generator is present and running, a noise level of 70 dB L_{eq} at 50 feet would be expected. It is expected that wells could operate during daytime or nighttime hours. Long-term operation of the backup generator would only occur under emergency conditions and would therefore not be subject to the City of Salinas exterior noise level standards for Class A noise. However, weekly exercising of the generator may be subject to the City's 60 dB L_{eq} daytime exterior noise level standard at the nearest noise-sensitive residential receptors. (DEIR, pp. 3.7-32)	Specific Plan. The actual well and treatment plant facilities are subject to the approval of a Conditional Use Permit (CUP) by the City pursuant to the requirements of the Salinas Zoning Code and the West Area Specific Plan. The potential well and treatment plant sites and the CUP requirement for said facilities shall be clearly noted on the site improvement plans. Prior to approval of the CUP and subsequent issuance of the building permits for the well and treatment plant facilities, the plans shall demonstrate that the following measures shall be included in the project design: • The well and treatment facilities have been designed and will be built to not exceed a noise level of 55 dB L_{eq} at the nearest residential or school property line during normal operation of the facilities; • The generators shall not be permitted to exceed the City's daytime noise standard of 60 dB L_{eq}; • The generators shall be tested only during daytime hours; and • Additionally, that the well and treatment facilities/sites have been designed (in accordance with the West Area Specific Plan) to incorporate decorative screen walls, landscaping and other features to ensure compatibility with surrounding land uses.		environment. The City Council hereby directs that Mitigation Measure 3.7-8 be adopted. Mitigation Measure 3.7-8 includes various project design requirements fort the well and treatment plant facilities. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.7-8: Cumulative exposure of existing and future noise-sensitive land uses to increased noise resulting from cumulative development (Potentially Significant) Significant traffic noise increases under the Cumulative Plus Project Plus CASP traffic condition include the following segments: • Constitution Blvd., South of E. Boronda – noise levels are predicted to increase by 3.5 dB from 62.2 dB to 65.7 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Main to San Juan Grade – noise levels are predicted to increase by 1.5	No mitigation measures are feasible.	CS and SU	The EIR identified no mitigation measures to address this particular significant effect on the environment. Thus, the effect remains significant and unavoidable, and no mitigation is available to substantially lessen or avoid the effect. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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dB from 66.5 dB to 68.1 dB L_{dn}. This would equal the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, San Juan Grade to McKinnon – noise levels are predicted to increase by 2.6 dB from 65.3 dB to 67.9 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, El Dorado to Natividad – noise levels are predicted to increase by 3.3 dB from 64.1 dB to 66.1 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Natividad to Independence – noise levels are predicted to increase by 2.6 dB from 66.6 dB to 69.3 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Independence to Hemmingway – noise levels are predicted to increase by 3.5 dB from 65.1 dB to 68.6 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Hemmingway to Constitution – noise levels are predicted to increase by 3.0 dB from 58.2 dB to 61.3 dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential receptors. • E. Boronda Road, N. Sanborn to Williams – noise levels are predicted to increase by 3.1 dB from 59.6 dB to 62.7dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential			

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
receptors. • Natividad Road., South of E. Boronda – noise levels are predicted to increase by 4.5 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • Natividad Road., E. Boronda to Future Russell Road – noise levels are predicted to increase by 3.8 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. However, it should be noted that this roadway segment is located between the West Area Specific Plan and Central Area Specific Plan projects and future sensitive receptors along this roadway would be constructed with noise control measures designed to achieve compliance with the City of Salinas exterior and interior noise level standards. • Russell Road, West of San Juan Grade – noise levels are predicted to increase by 1.9 dB from 67.5 dB to 69.4 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. (DEIR, pp. 3.7-33 through 3.7-37)			
POPULATION AND HOUSING			
Impact 3.8-1: The proposed Project has the potential to induce substantial population growth in an area (Less Than Significant) The West Area Specific Plan proposes development on the 797-acre Specific Plan Area including housing units that would result in direct population growth. The project includes a maximum of 4,340 total residential units. The addition of 4,340 housing units at full buildout has the potential to increase the population of the city by an estimated 16,101 persons (based on a U.S. Census Bureau estimate of 3.71 persons per household) (U.S. Census Bureau, 2017). The 2002 General Plan identifies areas for growth within the FGAs (which includes the Specific Plan Area). The Salinas General Plan Land Use Table LU-3 identifies the development capacity of the FGAs.	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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This includes 15,873 residential units, resulting in an additional population of 58,253 within the City's FGAs. The proposed West Area Specific Plan development proposes 4,340 units with the potential to increase the population of the city by an estimated 16,101 persons, which is within the projections identified in the Salinas General Plan. Implementation of the West Area Specific Plan would increase employment in the area through development of a maximum of 571,500 square feet of commercial space. The Salinas General Plan designates land uses to ensure a balance between new residential development and job-creating uses. Within the FGAs (including the Specific Plan Area) the General Plan assumes a development capacity that includes 178,000 square feet of retail space, 30,000 square feet of office space, 599,000 square feet of general commercial space, and 2,613,000 square feet of mixed use area (Salinas General Plan pg. LU 37: Land Use Element Table LU-3 Development Capacity). The proposed maximum 571,500 square feet developable by the proposed project is within the development capacities stated in the Salinas General Plan. (DEIR, pp. 3.8-14 through 3.8-19)			
Impact 3.8-2: Cumulative impact on the potential to induce substantial population growth in an area (Less Than Significant) Development of the North of Boronda FGA is a component of the City's planned long-term growth as identified in the City's General Plan. Infrastructure needed to support development of the site and the FGAs, and the subsequent population, housing and employment increases expected through implementation of the West Area Specific Plan, have already been planned and evaluated. The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts. The proposed project would not have cumulatively considerable impacts associated with population and housing. (DEIR, pp. 3.8-19 through 3.8-20)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
PUBLIC SERVICES			

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.9-1: The proposed project may require the construction of fire department facilities which may cause substantial adverse physical environmental impacts (Potentially Significant) The site-specific environmental impact of constructing a new fire facility to serve the West Area Specific Plan will be reviewed under CEQA as part of the Central Area Specific Plan Draft EIR, which is expected to be circulated in 2019. The proposed project may require the construction of fire department facilities which may cause substantial adverse physical environmental impacts. (DEIR, pp. 3.9-16 through 3.9-18)	**Mitigation Measure 3.9-1:** Prior to the issuance of a Certificate of Occupancy for each dwelling unit (and prior to issuance of building permits for non-residential uses), the applicant shall pay all applicable project impact fees per the impact fee schedule.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.9-1 be adopted. Mitigation Measure 3.9-1 requires payment of the project impact fees for each dwelling unit. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.9-2: The proposed project may result in, or have the potential to require the construction of police department facilities which may cause substantial adverse physical environmental impacts (Less Than Significant) The proposed project would not result in, or have the potential to require the construction of police department facilities which may cause substantial adverse physical environmental impacts. Development of the Specific Plan Area did not directly trigger the need for a new facility; however, additional staffing and patrols are required to serve the proposed Specific Pan Area. The City collects impact fees from new development based upon projected impacts from the development. The City also reviews the adequacy of impact fees on an annual basis to ensure that the fee is commensurate with anticipated future facilities demands, assessed on a fair share basis for new development. (DEIR, pp. 3.9-18 through 3.9-19)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.9-3: Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts (Potentially Significant) Physical impacts from construction of the school sites within the Specific Plan Area would be related to relevant environmental topics included in this EIR, such as: air quality (Section 3.1), biological resources (Section 3.2), cultural resources (Section 3.3), greenhouse gas emissions and climate change (Section 3.4), hazards and hazardous materials (Section 3.5), hydrology and water quality (Section 3.6), noise (Section 3.7) population (Section 3.8), public services (Section 3.9), transportation (Section 3.10), and utilities (Section 3.11). A	**Mitigation Measure 3.9-2:** Prior to the issuance of building permits for each dwelling unit, the applicant shall pay applicable school fees mandated by SB 50 to the Salinas Union High School District (SUHSD), and Santa Rita Union School District (SRUSD) and provide documentation of said payment to the City. Implement Mitigation Measures 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.9-2, 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34 be adopted. Mitigation Measure 3.9-2 requires payment of the applicable school fees. Under state law, the payment of school impact fees is deemed to be adequate mitigation for the need for new school facilities. Therefore, this impact is less than significant with mitigation incorporated.

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detailed discussion of relevant operational and construction impacts can be found in each respective section of this EIR. Furthermore, site-specific environmental review would be required for each school by the responsible school district prior to approval of a design for the facility and would consider any site-specific impacts unknown at this time. Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts. Potential environmental impacts associated with the future construction of each school within the Plan Area are addressed throughout this EIR. This EIR analyzes the physical environmental effects that may occur as a result of development and introduction of new urban land uses within the Plan Area. Each future school, if constructed, would fall within the range of environmental impacts disclosed in this EIR, and would be subject to relevant mitigation measures included in this EIR. It is noted, however, that development of a school within the proposed Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2, and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1, and 3.7-8), and transportation and circulation (Impacts 3.10-3, and 3.10-4). (DEIR, pp. 3.9-19 through 3.9-21)			
Impact 3.9-4: Project implementation may result in effects on parks, or has the potential to require the construction of park facilities which may cause substantial adverse physical environmental impacts (Potentially Significant) Physical impacts from construction of the park sites within the Specific Plan Area would be related to relevant environmental topics included in this EIR, such as: air quality (Section 3.1), biological resources (Section 3.2), cultural resources (Section 3.3), greenhouse gas emissions and climate change (Section 3.4), hazards and hazardous materials (Section 3.5), hydrology and water quality (Section 3.6), noise (Section 3.7) population (Section 3.8), public services (Section 3.9), transportation (Section 3.10), and utilities (Section 3.11). A detailed discussion of relevant operational and construction impacts can be found in each	Implement Mitigation Measures 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34.	SU	Changes or alterations have been required in, or incorporated into the project, which mitigate the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
respective section of this EIR. Project implementation may result in effects on parks, or has the potential to require the construction of park facilities which may cause substantial adverse physical environmental impact. Potential environmental impacts associated with the future construction of park and other recreational facilities within the Plan Area are addressed throughout this EIR. This EIR analyzes the physical environmental effects that may occur as a result of development and introduction of new urban land uses within the Plan Area. Each future park, if constructed, would fall within the range of environmental impacts disclosed in this EIR, and would be subject to relevant mitigation measures included in this EIR. It is noted, however, that development of 49.76 acres of park land within the Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2, and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1, and 3.7-8), and transportation and circulation (Impacts 3.10-3, and 3.10-4). (DEIR, pp. 3.9-22 through 3.9-23)			
Impact 3.9-5: Project implementation may result in effects on other public facilities (Less than Significant) Project implementation may result in effects on other public facilities. The West Area Specific Plan would result in new demand for public facilities, including library facilities and recreational facilities. The West Area Specific Plan does not propose a library or other public facility such as a community building within the Plan Area, therefore, it does not have a direct physical impact on the environment. The West Area Specific Plan would be responsible for paying the applicable impact fees, and ongoing revenues from the Specific Plan would be generated from property taxes, sales taxes, and other appropriate fees/payments. Such fees/payments would be the financial contribution for any new demand created by the West Area Specific Plan. (DEIR, pp. 3.9-23 through 3.9-24)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.9-6: Under cumulative conditions the proposed project may result in effects on public facilities (Potentially Significant) The construction and operation of future public	Implement Mitigation Measures 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34.	CS and SU	Changes or alterations have been required in, or incorporated into the project, which mitigate the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
facilities required to serve cumulative development (including the West Area Specific Plan Area) could potentially cause significant impacts. Cumulative development including additional parks, schools, library, and other public facilities within the city and service area would contribute to significant and unavoidable cumulative impacts that have been identified within this EIR related to: air quality (Impact 3.1-7), biological resources (Impact 3.2-12), greenhouse gases (Impact 3.4-4), noise (Impact 3.7-8), and transportation and circulation (Impacts 3.10-3, and 3.10-4). (DEIR, pp. 3.9-24 through 3.9-26)			avoid the effects. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
TRANSPORTATION AND CIRCULATION			
Impact 3.10-1: Under Existing Plus Project conditions, implementation of the proposed Specific Plan would conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Existing Plus Project conditions, implementation of the proposed Specific Plan would conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan, without mitigations, results in unacceptable operation at eight of the study intersections, and two of the U.S. 101 ramp junctions. All study segments of U.S. 101 performed within the County CMP standards. (DEIR, pp. 3.10-42 through 3.10-46)	**Mitigation Measure 3.10-1**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal at San Juan Grade Road/Van Buren Avenue, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans for each stage of project development shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-2**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of the existing signal timing at San Juan Grade Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.10-1 through 3.10-9 be adopted. Mitigation Measures 3.10-1 through 3.10-9 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and ramps. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-3**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the signalization of the intersection at Hemingway Drive/East Boronda Road or equivalent traffic control (such as a roundabout), in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of roundabouts), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-4**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings at North Main Street/Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-5**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the widening of the intersection at Natividad Road/East Laurel Drive to add additional northbound and southbound through lanes, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of a roundabout), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-6**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal or equivalent traffic control (such as a roundabout) at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of a roundabout), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-7**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings and to add an eastbound left turn pocket at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. This mitigation includes the addition of an eastbound left turn pocket and optimization of the existing signal timing to better accommodate the expected changes in traffic distribution and volume with implementation of the proposed project. The final improvement plans shall note		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-8**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the addition a southbound left turn lane and optimization of the traffic signal's timing at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share requirement. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-9**: Each project applicant for development within the Specific Plan Area shall contribute its fair-share funding to the Transportation Agency for Monterey County (TAMC) Regional Development Impact Fee (RDIF) Program and the City of Salinas' Traffic Impact Fee (TIF) Program, as determined by the TAMC and the City of Salinas, respectively, in proportion to the area planned for development by each project applicant. These programs include improvements to U.S. 101 that would improve mainline and ramp junction operations, which would mitigate the proposed project's impact to the U.S. 101 ramp junctions affected by the proposed project (i.e. the Northbound Road Off-Ramp and Northbound West Laurel Drive Off-Ramp). Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.		
Impact 3.10-2: Under Existing Plus Project and Central Area Specific Plan conditions, implementation	**Mitigation Measure 3.10-10**: Each project applicant for development within the Specific	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
of the proposed Specific Plan may conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Existing Plus Project and Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan would result in unacceptable operation at ten of the study intersections, and two of the U.S. 101 ramp junctions, under the Existing Plus Project and Central Area Specific Plan scenario. All study segments of U.S. 101 performed within the County CMP standards. (DEIR, pp. 3.10-53 through 3.10-56)	Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-11**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to convert the eastbound right turn lane to a shared through-right turn lane at Natividad Road/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-12**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for addition of an eastbound right turn pocket at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-13**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of a traffic signal at the intersection of Williams Road/East Boronda Road, in proportion to the area planned for		environment. The City Council hereby directs that Mitigation Measures 3.10-10 through 3.10-14 be adopted. Mitigation Measures 3.10-10 through 3.10-14 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and ramps. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-14**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at the South Sanborn/North Sanborn/John Street intersection, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.		
Impact 3.10-3: Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan under the cumulative Plus Project scenario would result in unacceptable operation at seventeen of the study intersections, and three of the freeway segments. All ramp junctions perform at or above the minimum standards set by the County CMP under this scenario. (DEIR, pp, 3.10-63 through 3.10-70)	**Mitigation Measure 3.10-15**: Each project applicant for development within the Specific Plan Area shall contribute its fair-share of funding to the TAMC Regional Development Impact Fee provides mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Southbound Ramps/Echo Valley Road/Crazy Horse Canyon Road. Regional fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-16**: Each project applicant for development within the Specific	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.10-15 through 3.10-27 be adopted. Mitigation Measures 3.10-15 through 3.10-27 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and segments. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	Plan Area shall contribute its fair-share of the TAMC Regional Development Impact Fee to provide mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Northbound Ramps/Crazy Horse Canyon Road. Total fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-17**: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Crazy Horse Canyon Road/San Juan Grade Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-18**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Rogge Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-19**: Each project		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Russell Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-20**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of southbound and westbound left turn lanes at the intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-21**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-22**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	for the installation of a traffic signal at the intersection of Old Stage Road/Williams Road/Private Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-23**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound through lane, the addition of a northbound right turn overlap phase, and the conversion of the westbound through lane to a westbound shared through-left turn lane at the intersection of North Main Street/East Bernal Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note these improvements and the fair-share funding requirement. **Mitigation Measure 3.10-24**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound and southbound through lanes at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	Mitigation Measure 3.10-25: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of South Davis Road/Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-26**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane and a southbound left turn lane at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-27**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound left turn lane at the intersection of South Main Street/West Blanco Road/East Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.		
Impact 3.10-4: Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by	**Mitigation Measure 3.10-28**: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.10-

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan would result in unacceptable operation at twenty-two of the study intersections, and four of the freeway segments, under the cumulative Plus Project with Central Area Specific Plan scenario. All ramp junctions perform at or above the minimum standards set by the County CMP under this scenario. (DEIR, pp, 3.10-76 through 3.10-81)	installation of a traffic signal at intersection of Old Stage Road/Hebert Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-29**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of northbound and southbound through lanes on Natividad Road and for the conversion of the existing eastbound right turn lane on East Laurel Drive to a shared through-right turn lane, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-30**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of eastbound and southbound left turn lanes at Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-31**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of North Sanborn Road/Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to		28 through 3.10-33 be adopted. Mitigation Measures 3.10-28 through 3.10-33 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and segments. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-32**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane at Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-33**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of East Front Street/Sherwood Drive/Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.		
Impact 3.10-5: Implementation of the proposed Specific Plan would not result in changes to air traffic patterns (Less than Significant) The nearest air facility to the Specific Plan boundaries is Salinas Municipal Airport, located approximately four miles to the southeast. Additionally, Marina Municipal Airport is located approximately six miles to the southwest. The Specific Plan Area contains no existing or planned airport facilities. The proposed land use changes to and development of the Specific Plan Area are expected to have no effect on the Salinas Municipal Airport or Marina Municipal Airport approach or departure zones, or any other airport approach or	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
departure zones. Implementation of the proposed Specific Plan would not result in changes to air traffic patterns. (DEIR, pp, 3.10-81 through 3.10-82)			
Impact 3.10-6: Implementation of the proposed Specific Plan would not substantially increase hazards due to a design feature (Less than Significant) Implementation of the proposed Specific Plan would not substantially increase hazards due to a design feature. Development within the Specific Plan Area would include new streets, access points, paths, and other circulation improvements that would be reviewed and checked for compliance with design and safety standards as part of the entitlement process conducted by the City of Salinas. (DEIR, pp, 3.10-82)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.10-7: Implementation of the proposed Specific Plan would not result in impacts related to emergency access (Less than Significant) Buildout of the proposed Specific Plan would result in increased development densities and land use intensities within the Specific Plan Area. As a result of buildout of the West Area Specific Plan, which includes the development of an internal transportation network within the Plan Area, the volume of users travelling within the Specific Plan Area is expected to increase. Emergency access along proposed and existing roadways must be accommodated in conjunction within the expected population and employment growth. Plans submitted for individual developments to be constructed in the Specific Plan Area would be reviewed for compliance with emergency access requirements by public safety officials during the City's entitlement process. Implementation of the proposed Specific Plan would not result in impacts related to emergency access. (DEIR, pp, 3.10-82)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.10-8: Implementation of the proposed Specific Plan would not conflict with adopted multi-modal circulation policies, plans, or programs, and would not decrease the performance or safety of public transit, bicycle, or pedestrian facilities (Less than Significant) Implementation of the Specific Plan would be consistent with, and would expand upon, the pedestrian and bicycle network identified in the 2002 *Salinas Bikeways Plan*. The Specific Plan	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
would improve the existing bicycle and pedestrian circulation infrastructure within the Specific Plan Area, as well as adjacent areas in the City of Salinas. The West Area Specific Plan is estimated to generate approximately 1,000 new transit trips on a daily basis, as well as 140 trips in the morning peak hour and 150 trips in the evening peak hour (Fehr & Peers, 2018). These new transit trips alone are not expected to overburden existing transit service in the area. Implementation of the proposed Specific Plan would not conflict with adopted multi-modal circulation policies, plans, or programs, and would not decrease the performance or safety of public transit, bicycle, or pedestrian facilities. (DEIR, pp, 3.10-83 through 3.10-84)			

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
UTILITIES			
Impact 3.11-1: The proposed project has the potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (Less than Significant) Wastewater generated within the Plan Area would be conveyed by the City of Salinas wastewater conveyance system to M1W Regional Treatment Plant. M1W, a regional agency, owns and operates M1W Treatment Plant. The wastewater treatment system treats domestic wastewater from residential and commercial sources. Waste Discharge Requirements (WDRs) Order No. R3-2018-0017 provides waste discharge requirements for M1W Treatment Plant, and a supply capacity of up to 29.6 MGD. Implementation of West Area Specific Plan would be covered under the existing capacity and would not exceed the wastewater discharge requirements in this Order. (DEIR, pp. 3.11-9)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-2: The proposed project has the potential to result in a determination by the wastewater treatment and/or collection provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (Less than Significant) The City of Salinas Sanitary Sewer Master Plan projects new development would increase the total wastewater discharge to an average dry weather flow to a maximum of approximately 22.1 MGD at full build-out of the entire City Sphere of Influence. The estimated wastewater discharge for full buildout of the proposed project would be approximately 1.0 MGD. The West Area Specific Plan would increase the amount of wastewater requiring treatment. The wastewater would be treated at M1W Treatment Plant. The (WDRs Order No. R3-2018-0017 allows M1W Treatment Plant to accept up to 29.6 MGD. Given a current demand of approximately 16 MGD (as provided by M1W Treatment Plant Engineer Jennifer Gonzalez), the M1W Treatment Plant currently has an additional capacity of approximately 11 MGD; given 1.0 MGD generated by the project, there is sufficient plant capacity. (DEIR, pp. 3.11-10 through 3.11-11)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.11-3: The proposed project has the potential to require or result in the construction of new wastewater treatment or collection facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant) The West Area Specific Plan project does not trigger a need to expand the M1W Treatment Plant. There would be a network of sewer collection infrastructure installed throughout the Plan Area to serve the West Area Specific Plan. The potential for environmental impacts associated with the installation of the wastewater collection system, and all construction activities within the Plan Area, are addressed throughout this EIR. (DEIR, pp. 3.11-11 through 3.11-12)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-4: Cumulative impact on wastewater utilities (Less than Significant) The M1W plant is designed and constructed to handle 29.6 MGD; which is more than 4 MGD than the project 2055 demand, under the worst case scenario modelled. The 1.0 MGD expected to be generated by full buildout of the proposed project would thereby leave approximately 3.6 MGD available in 2055, under the worst case scenario modelled. Moreover, it is more than likely that this represents an overestimate of cumulative wastewater demand, given that this estimate utilizes the higher end of the range of projected wastewater at the M1W Regional Treatment Plant in the future. Additionally, buildout of the Specific Plan is expected to occur over an approximately 20 to 30 year timeframe; therefore buildout is expected to occur no later than approximately 2048 (at latest). Therefore, using the year 2055 as the analysis year serves as a conservative date for buildout of the proposed project. (DEIR, pp. 3.11-12 through 3.11-13)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-5: The proposed project has the potential to require construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant) The proposed project would not require construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. The water infrastructure is sized to meet the	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
demand within the Plan Area. All offsite improvements are to be placed in or adjacent to existing streets to minimize potential impacts. Although the West Area Specific Plan would not require the expansion of existing water treatment facilities, the West Area Specific Plan may require the construction of a new centralized treatment facility within the Plan Area. This treatment facility would be specifically sized to serve the West Area Specific Plan and would not be upsized to ensure that it does not induce growth beyond what is anticipated by the West Area Specific Plan. (DEIR, pp. 3.11-37 through 3.11-38)			
Impact 3.11-6: The proposed project has the potential to have insufficient water supplies available to serve the project from existing entitlements and resources (Less than Significant) Water supplies are sufficient to meet the City's existing and projected future potable water demands, including those future water demands associated with the West Area Specific Plan, to the year 2035 under all hydrologic conditions. The three new groundwater wells would provide adequate groundwater for the proposed project. Additionally, the Cal Water Salinas District has sufficient water supply throughout its service area to serve the proposed project, even during the third year of a multi-year drought, and even if the proposed project's groundwater wells proved to not be sufficient to serve the entire Plan Area. Moreover, the development of the West Area Specific Plan would reduce consumption of groundwater (equivalent to increasing groundwater storage), when compared to the existing agricultural uses; this would also have the effect of reducing the potential for seawater intrusion into the groundwater basin, when compared to the existing agricultural uses. (DEIR, pp. 3.11-38 through 3.11-41)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-7: Cumulative Impact on Water Utilities (Less than Significant) There would be sufficient water resources available to provide supply for buildout of the cumulative scenario, so that no significant cumulative effect on the overall water supply would result. (DEIR, pp. 3.11-41 through 3.11-43)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.11-8: The proposed project has the potential to require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant) No new or expanded existing off-site infrastructure is proposed or would be required. Proposed project storm water infrastructure would be developed on-site, with connections made to off-site existing storm drain pipes along existing rights-of-way (such as along McKinnon Street). Installation of storm drainage infrastructure would occur during the construction phase of the proposed project. The construction of the new on-site stormwater drainage facilities, which are associated with the proposed project, has the potential to cause environmental impacts. The potential for environmental impacts associated with the installation of the stormwater system, and all construction activities within the Plan Area, are addressed throughout this EIR. (DEIR, pp. 3.11-63)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-9: Cumulative Impact on Stormwater Facilities (Less than Significant) The West Area Specific Plan includes an extensive system of on-site stormwater collection, treatment and retention facilities to accommodate the increased stormwater flows that would originate in the Specific Plan Area. Surface runoff from the area will be managed via detention/retention basins and flow reducing Best Management Practices (BMPs) to prevent local flooding within the Specific Plan Area. These features will also reduce peak flows from the Specific Plan Area to receiving creeks and storm drains to amounts less than such flows under existing conditions. The construction, maintenance, and operation of all stormwater facilities are not anticipated to cause substantial adverse impacts. The proposed project would not have cumulatively considerable impacts associated with stormwater facilities. (DEIR, pp. 3.11-63 through 3.11-65)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-10: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, State, and local statutes and regulations related to solid waste (Less than	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Significant) The West Area Specific Plan would be required to comply with applicable State and local requirements including those pertaining to solid waste, construction waste diversion, and recycling. The addition of the volume of solid waste associated with the West Area Specific Plan, approximately 24.5 tons per day at total buildout, would increase the total to the Johnson Canyon Landfill; however, this increase would not cause an exceedance of the landfill's remaining capacity. (DEIR, pp. 3.11-72)			
Impact 3.11-11: Cumulative Impact on Solid Waste Facilities (Less than Significant) The Salinas Valley Solid Waste Authority service area is expected to add numerous developments through 2055. The Central Area Specific Plan, East Area Specific Plan, and the Economic Development Element (EDE) are three such areas, located within the City of Salinas. These new areas would generate an estimated 75 to 100 tons per day at total buildout. Buildout of other communities within the Salinas Valley Solid Waste Authority' service area would also affect Johnson County Landfill. These jurisdictions within the region are likely to generate new sources of solid waste that would need to be processed at the landfill. The Johnson Canyon Landfill has the capacity to serve nearly three times as much waste per day as it does currently and will have sufficient capacity to serve communities within the Salinas Valley Solid Waste Authority service area. Implementation of the proposed project would have a less than significant cumulative impact relative to this environmental topic. (DEIR, pp. 3.11-72 through 3.11-73)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
OTHER ISSUES			
Aesthetics The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would allow development to occur in the City in both vacant and underdeveloped portions of the community, and that the introduction/expansion of urban uses into these areas has the potential to interrupt views of natural features, open space, the hillsides, and agricultural resources, reducing the aesthetic value of these resources. Additionally, new development	To minimize and mitigate the impacts on aesthetics, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented the following five mitigation measures: Mitigation Measure A1 requires the City to implement the City's Gateway Guidelines; Mitigation Measure A2 requires the City to strengthen and require compliance with the City's Design Guidelines; Mitigation Measure A3 requires the City to improve the Lighting Ordinance; Mitigation Measure A4 requires the	LTS	Three of the five mitigation measures included in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), including Mitigation Measures A1, A2, and A3, are requirements for the City of Salinas to implement. These measures do not apply to the proposed project. Mitigation Measures A4 and A5 are requirements for both the City and for proposed projects or discretionary projects. The proposed project would be subject to Mitigation Measure A4, which requires consistency with the landscaping requirements. All landscaping in the Specific Plan Area would be subject to the City's landscaping requirements. The proposed project would also be

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
in the City was found to increase the amount of light and glare in the community, particularly in areas planned for nonresidential development, such as retail and general commercial. It was also found that future development under the General Plan has the potential to change the visual character of the City. Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that aesthetic impacts associated with the FGAs, which includes the West Area Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). Any future development under the approved General Plan, which includes all development under the proposed project, would be required to comply with the above referenced regulations, policies, and standards. Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed in the in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). (See the Initial Study)	City to implement landscaping requirements for all proposed projects; and Mitigation Measure A5 requires the City to review all discretionary projects for aesthetics impacts.		subject to Mitigation Measure A5, which requires the City of review the proposed project for aesthetics impacts. Impacts to aesthetics are analyzed in the Initial Study for the project. See Appendix A of the Draft EIR for the West Area Specific Plan Initial Study. Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Agriculture and Forest Resources The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would result in the conversion of 3,525 acres of agriculture lands to urban uses. The *Final Environmental Impact Report,* also indicates that General Plan buildout would result in agricultural activity in proximity to residential and other urban uses, which may result in conflicts between the uses. It is noted that agricultural activity can cause nuisances related to air quality and noise that may disturb surrounding development. Urban activities may also negatively affect nearby agricultural uses, as increased vandalism often occurs and the introduction of domestic animals may disturb certain agricultural activities. The City of Salinas certified the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), adopted a statement of overriding considerations relative to this significant and unavoidable impact, and approved the Salinas	The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of Mitigation Measures AG1 through AG4, the impacts on potential compatibility issues would be reduced to a less than significant level; however, while the impacts on agricultural conversion would be reduced to the extent feasible, a significant and unavoidable impact would remain related to the loss of important farmland. Mitigation AG5 specifically addressed Agricultural Land Conservation Easement Program, which states that the City will work with the County of Monterey and other local jurisdictions to create and implement an agricultural land conservation easement program, including such measures as securing the dedication of easements or by paying a mitigation fee that could be used to purchase easements through a mitigation bank. Additionally, in 2006, the City Council adopted Resolution No. 19422, approving the Agricultural Land Preservation Program. The resolution adopted a $750.00 per acre mitigation fee for agricultural lands currently	LTS	All of the five mitigation measures included in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), including Mitigation Measures AG1 through AG5, are requirements for the City of Salinas to implement. These measures do not apply to the proposed project. Additionally, in 2006, the City Council adopted Resolution No. 19422, approving the Agricultural Land Preservation Program. The resolution adopted a per acre mitigation fee for agricultural lands currently designated by the California Department of Conservation's Farmland Mapping Program as "Prime" or "of Statewide Importance." The project would be subject to this fee. Impacts to agricultural resources are analyzed in the Initial Study for the project. See Appendix A of the Draft EIR for the West Area Specific Plan Initial Study. Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
General Plan. Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that agricultural impacts associated with the FGAs, which includes the Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). Any future development under the approved General Plan, which includes all development under the proposed project, would be required to comply with the above-referenced regulations, policies, and standards. Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). (See the Initial Study)	designated by the California Department of Conservation's Farmland Mapping Program as "Prime" or "of Statewide Importance."		
Geology and Soils Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). (See the Initial Study)	No additional mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Hazards and Hazardous Materials While the Draft EIR analyzes Hazards and Hazardous Materials, several topics were determined to not warrant additional analysis within the Chapter. The land uses proposed within the Specific Plan Area would not be expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, these uses are not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Furthermore, the proposed project is not located in the vicinity of an airport or private airstrip; therefore, it would not result in a safety hazard related to air traffic for people residing or working in the Specific Plan Area. These topics do not	No additional mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
warrant additional analysis and will not be addressed further in the EIR. Separately, the City has adopted a Multi-hazard Emergency Plan, which serves as extensions of the California Emergency Plan and the Emergency Resource Management Plan. The purpose of the Multi-hazard Emergency Plan is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The Emergency Operations Center (EOC) in City Hall serves as the center of the City's emergency operations. The Plan also addresses evacuation and movement of people in the event of an emergency. The proposed project does not impair implementation of or physically interfere with the Multi-hazard Emergency Plan. Implementation of the proposed project would have a less than significant impact relative to this environmental topic and will not be further analyzed or addressed further in the EIR. Lastly, the proposed project is not located in an area that is considered a high risk for wildfires. The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. (See the Initial Study)			
Land Use and Planning The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the impacts would be reduced to a **less than significant** level with mitigation. Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan Area, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). The City certified the Final Supplemental EIR and approved annexation of the North of Boronda FGA, which includes the West Area Specific Plan. The project, as proposed, is consistent with the Greater Salinas Area Memorandum of Understanding (GSA-MOU). All development under the proposed project would be required to comply with the regulations, policies, and standards identifies in the *Final Environmental*	No additional mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact Report, Salinas General Plan (Cotton Bridges Associates 2002), and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed within these supporting documents. (See the Initial Study)			
Mineral Resources It was determined in the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) that development of the FGA, including the Specific Plan Area, would not have a significant impact on mineral resources or mining activities. As such, implementation of the proposed project would have no impact on mineral resources. (See the Initial Study)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

EXHIBIT J

PROJECT FINDINGS FOR CONSIDERATION OF THE WEST AREA SPECIFIC PLAN (SPEC 2013-002), REZONING (RZ 2019-001), AND DEVELOPMENT AGREEMENT (DA 2019-001)

I. PROJECT DESCRIPTION AND APPROVALS

A. Project Location

The applicant, Brian Finegan, Esq. (representing multiple property owners and developers), is requesting a series of approvals that would enable the development of a 797-acre Specific Plan area ("project site") within the North of Boronda Future Growth Area (FGA) of the City . The project site is bounded by Boronda Road to the south, San Juan Grade Road to the west, Natividad Road to the east and Russell Road and Rogge Road to the north. Attachment 7 of the staff report, Project Site Location Map, shows the project site vicinity and the North of Boronda FGA.

The project site is bordered on the north primarily by existing residential development (the Bolsa Knolls area) and scattered residential and agricultural-related uses located in unincorporated Monterey County, on the east by agricultural uses in unincorporated Monterey County and the proposed Central Area Specific Plan area, on the south by existing residential and commercial development (Harden Ranch Specific Plan area), and on the west by existing residential development and commercial development (the Gateway Shopping Center Specific Plan). Attachment 8 of the staff report, Property Ownership/Existing Conditions Map, shows the project boundaries, owners and existing uses.

B. Project Description

The applicant is seeking the following approvals from the City Council: 1) Specific Plan (SPEC 2013-002); 2) Rezoning (RZ 2019-001); and 3) Development Agreement (2019-001), collectively referred to as the "Project". At build-out (estimated to occur over the next 20 to 30 years), the project would establish: 4,340 dwelling units provided as a mix of low, medium and high densities, a Village Center with up to 571,500 square feet of mixed-use commercial floor area, eleven parks, five schools (one high school, one middle school and three elementary schools), and other associated uses supporting the development including but not limited to open space and well-sites.

Specific Plan. A specific plan is a development guidance tool that is required for all new development proposed within the FGA pursuant to the General Plan. The draft *West Area Specific Plan* ("Specific Plan") prepared by the applicant under the direction of the City provides direction for the land uses, development regulations, design standards, circulation, infrastructure, storm water and water quality management, public financing and implementation and administration of the Specific Plan. The Specific Plan includes modifications to development regulations found in the City of Salinas Zoning Code to facilitate the New Urbanism development mandated under the General

Plan for this area. The changes to development regulations would apply only to development within the Specific Plan boundary, which is coterminous with the project site boundary. Attachment 11 of the staff report contains the Specific Plan and herein incorporated by reference. Table 1, Summary Land Use Plan, provides an overview of the project.

Table 1 Summary Land Use Plan

Land use		**Framework Acres**	**Projected Dwelling Units or Square Feet**
Residential Planning Areas	NE (Low)	227.72	1,361 du
	NG-1 (Medium)	188.44	1,803 du
	NG-2 (High)	59.84	1,085 du
	VC (Village Center)	4.55	91 du
	Total	**480.55**	**4,340 du**
Mixed use Village Center (1)		20.13	571,500 sq. ft.
Total Residential and Village Center		**500.68**	
High School		38.97	
Middle School		20.78	
Elementary School #1		10.98	
Elementary School #2		10.00	
Elementary School #3		10.00	
Community Park		30.83	
Neighborhood Parks (four)		12.52	
Small Parks (six)		6.41	
Supplemental Detention/Retention Basin Open Space		35.03	
Water Wells/Water Treatment		1.50	
Total Public Facilities		**177.02**	
Circulation Roadways (2)		118.85	
Total		**796.55**	

Rezone. The applicant is requesting approval of a rezone to establish zoning district classifications for the project site, which are consistent with the Salinas Zoning Code (and Map) and implement the existing General Plan land use designations for the project site. The existing zoning for the project site is New Urbanism Interim (NI) with a Specific Plan Overlay District. The proposed zoning

districts for the project site are Neighborhood Edge (NE)/Low Density Residential, Neighborhood General-1 (NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, and Village Center (VC). The proposed districts align with New Urbanism (NU) zoning districts contained in Division 8 of the Salinas Zoning Code and correspond with the Residential Low Density, Residential Medium Density, Residential High Density and Mixed Use Land Use Designations, respectively contained in the General Plan. Additional zoning districts proposed for the project site include Parks (P), Open Space (OS), and Public/Semipublic (PS). The proposed districts are shown in Attachment 12 of the staff report, incorporated herein by reference. The above-referenced districts also include a Specific Plan Overlay District.

Development Agreement. A development agreement has been prepared pursuant to Government Code Section 65864. The development agreement allows the applicant to proceed with the project in accordance with existing policies, rules, and regulations, subject to the conditions of approval, thus vesting certain development rights in the property.

C. Project Objectives

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

1. Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly;

2. Provide a variety of land uses in east walking distance of housing including a mixed use village, parks, and schools to lower vehicle miles traveled;

3. Provide parks and other public green space in accordance with General Plan standards that are designed to be safe and easily accessible to residents;

4. Provide a balance of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages;

5. Provide public services and infrastructure improvements that achieve and maintain City service standards;

6. Provide an inviting tree-lined street system which incorporates traffic calming and other measures;

7. Establish an interconnected path and open space system throughout the development that links to the greater North of Boronda FGA and City as a whole;

8. Create a sense of place and unique identity through the use of entry treatments, landscaping, streetscapes, public art, decorative street lighting, pedestrian amenities and other elements;

9. Provide for a reasonable jobs/housing balance;

10. Provide opportunities for senior housing and/or affordable housing; and

11. Provide for a site/parcel-based post construction Stormwater Control Measures (SCMs)/LID to the maximum extent practicable.

II. FINDINGS

For purposes of the following discussion, the Project is considered to be development of the project site as would be permitted upon the City's approval of the proposed Specific Plan, Rezone, and Development Agreement.

A. Specific Plan Findings

1. **Finding:** The proposed location of development and proposed conditions under which it will be operated and maintained is consistent with the goals and policies embodied in the Salinas General Plan and other applicable plans and policies adopted by the City Council.

   Evidence: The project site is located within the Future Growth Area (FGA) located north of East Boronda Road (referred to as the North of Boronda FGA). This area is designated under the General Plan to accommodate the anticipated future growth in the City. In accordance with the General Plan, the FGA is subject to the adoption of Specific Plans by the City Council prior to any development in this area. The Specific Plans are intended to specify the ultimate distribution, location and intensity of land uses in these areas in accordance with the total development capacities provided under the General Plan. As such, development of the project site has been planned for and has been anticipated by the City as part of a coordinated long-term development process for this area.

   The General Plan land use designations shown for land located with the FGA are illustrative in nature and subject to adjustment and refinement as part of the Specific Plan approval process. Under the Specific Plan, (encompassing approximately 797 acres of land), approximately 227.72 acres of land will be designated "Residential Low Density"; 188.44 acres of land will be designated "Residential Medium Density"; 59.84 acres of land will be designated "Residential High Density"; 24.68 acres of land will be designated "Mixed Use"; 49.76 acres of land will be designated "Park"; 35.03 acres of land will be designated "Open Space"; and 92.23 acres of land will be designated "Public/Semipublic". These proposed land uses are consistent with the land uses envisioned under the General Plan for this area.

The maximum number of dwelling units (without density bonus, conversion of commercial floor area, or accessory dwelling units) provided in the Plan Area is 4,340, which meets the overall minimum average density of nine dwelling units per net residential acre required under the General Plan for residential development in the FGA. The Specific Plan has also been designed and planned to ensure that 15%-25% of the dwelling units fall in the density range of 16-24 dwelling units per net residential acre, and 35%-45% fall in the density range of 7-14 dwelling units per net residential acre. These percentages are required under the General Plan to ensure a variety of dwelling types, specific densities and affordability levels are provided in the Plan Area.

The maximum square footage of proposed retail/commercial uses permitted under the Specific Plan is 571,500 square feet. Parks, schools (comprised of two existing schools and three proposed school sites) and open space (supplemental stormwater basins) are also provided in the Plan Area. These land uses and development intensities are consistent with the types of uses and development capacity anticipated for the North of Boronda FGA under the General Plan.

The Specific Plan has incorporated New Urbanism Design Principles, Crime Prevention Through Environmental Design (CPTED) and other design principles in accordance with the requirements of the General Plan to guide development in the FGA. Emphasis on pedestrian-friendly development through traffic calming, narrow streets, pedestrian linkages and dwellings oriented to the street promote walkability and foster a sense of community as envisioned under the General Plan. On-street bicycle lanes and routes will also be provided along the southerly and northerly greenways, East Boronda Road, Russell Road , San Juan Grade Road, McKinnon Street, El Dorado Drive and Natividad Road to promote the use of alternative forms of transportation and provide off-site connections to surrounding facilities. The Project also includes provisions for electrical vehicle charging to promote energy conservation and to reduce fossil fuel consumption as encouraged by the General Plan.

Appendix C of the Specific Plan further substantiates the project's consistency with the General Plan and is herein incorporated by reference.

2. **Finding:** The development will not be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to such a development, nor detrimental to properties or improvements in the vicinity or the general welfare of the City.

Evidence: The potential environmental effects of the Project were fully evaluated in the Final Program Environment Impact Report (EIR) prepared for the project. The project includes significant and unavoidable impacts as well as impacts that can be mitigated to a less than significant level. The full explanation (of environmental impacts) is discussed in Attachment 20 of the staff report, CEQA Findings and Statement of Overriding

Considerations, incorporated herein by reference.
The Specific Plan proposes land uses and improvements, which are generally compatible with and complementary to surrounding development located to the north, south, east and west of the Plan Area. It also includes standards, which implement design principles such as CPTED to promote "eyes on the street" through the use or porches and other elements to discourage criminal activity and promote safer neighborhoods.

The Specific Plan incorporates Low Impact Development (LID) and other features to ensure the Project is in compliance with the requirements of the General Plan, City's Storm Water Management Program and the City's National Pollutant Discharge Elimination System Permit.

Local demand for housing is high, particularly for affordable housing. The project will contribute to public welfare by providing dwelling units across a variety of housing types, densities and affordability levels. Market rate and inclusionary housing will be provided. The Project will be subject to City's Inclusionary Housing Ordinance.

3. **Finding:** The Specific Plan and resulting development will be consistent with the provisions of Article 8 of Chapter 3 of California Government Code, commencing with Section 65450 as may be subsequently amendment by the State of California.

Evidence: The California Government Code sections referenced above include Sections 65450 through 65457. Of these, Sections 65451, 65454 and 65455 are directly applicable to the adequacy of the Specific Plan and to discretionary actions related to its implementation.

California Government Code Section 65451 addresses the content requirements of a specific plan. The West Area Specific Plan has been reviewed by City staff and the City Attorney and found to be consistent with the content requirements in Section 65451.

California Government Code Section 65454 requires that a specific plan may not be adopted or amended unless it is consistent with the City's General Plan. As described in Finding "A.1" herein, and the proposed Planning Commission resolution recommending approval and adoption of the Specific Plan, the West Area Specific Plan has been found to be consistent with the Salinas General Plan.

California Government Code Section 654455 provides that no public works project may be approved, no tentative or parcel map may be approved, and no zoning ordinance may be adopted or amended within the areas covered by a specific plan unless it is consistent with the adopted specific plan. The on-site infrastructure needed for the Project has been designed to support the proposed uses and development in the Specific Plan area. Any parcel or tentative map proposed for the Project site will be required to be consistent with the Specific Plan in order to be approved. Development within the Specific Plan area will be subject to the

requirements of the Salinas Zoning Code except as modified by the Specific Plan. Should any conflict arise between the two regulations, the Specific Plan regulations will prevail.

B. Rezoning Findings

1. **Finding:** The amendment (Rezone) is consistent with the Salinas General Plan, any applicable specific plan, and other plans and policies adopted by the Salinas City Council.

   Evidence: The proposed amendment (Rezone) will facilitate the development of the West Area Specific Plan within the North of Boronda FGA, which is consistent with the City's General Plan policy to plan for and manage future growth within designated future growth areas of the City. The Project incorporates New Urbanism and other design principles and provides a variety of dwelling types and densities in accordance with the land use and housing mix required by the General Plan. The proposed Rezone will not conflict with other plans and policies of the Salinas City Council.

   Appendix C of the Specific Plan further substantiates the project's consistency with the General Plan and is herein incorporated by reference.

2. **Finding:** The amendment (Rezone) will not have the effect of reversing the policies of the Salinas General Plan, any applicable specific plan, and other plans and policies adopted by the Salinas City Council.

   Evidence: The proposed amendment (Rezone) will facilitate the approval and development of the proposed West Area Specific Plan. The Specific Plan provides specific policies to implement the General Plan, Zoning and other plans and policies adopted by the Salinas City Council. There are no policies in the Salinas General Plan that will be reversed as a result of this amendment.

   Appendix C of the Specific Plan further substantiates the project's consistency with the General Plan and is herein incorporated by reference as additional evidence of the project's consistency.

3. **Finding:** The amendment (Rezone) would not create an isolated district unrelated to adjacent zoning districts.

   Evidence: The proposed Rezone will enable the project site to be developed as a New Urbanism Specific Plan as envisioned under the General Plan. Upon annexation of the project site in 2008, the site was zoned New Urbanism Interim (NI) with a Specific Plan Overlay to provide an interim holding zone until such time specific plans were approved by the City Council for the North of Boronda FGA and the ultimate zoning districts for the area were established. As such, upon the approval of the Specific Plan and Rezone, the project site will be rezoned from the New Urbanism Interim (NI) with a Specific Plan Overlay zoning district to

Neighborhood Edge (NE)/Low Density Residential, Neighborhood General-1(NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, and Village Center (VC) as well as the Park (P), Open Space (OS) and Public/Semipublic zoning districts. The Specific Plan Overlay district will continue to be applicable to each of the districts as well. These districts are compatible with and complementary to the existing residential (low, medium and high density), commercial, park and open space districts located across the major arterial roads, which form the project boundaries.

The proposed Rezone will facilitate the development of a variety of dwelling types and densities, neighborhood commercial retail and services, parks and supporting uses necessary to serve the proposed Specific Plan community and surrounding area. For example, the various residential districts (NE, NG-1 and NG-2) and the Village Center (VC) district will allow the development of 4,340 dwelling units in the Plan Area. Additionally, other types of dwellings such as density bonus units and accessory dwelling units will also be permitted. The Parks (P) district will facilitate the development of 11 parks, which will provide a variety of recreational opportunities for residents of the plan area and the surrounding area. The Open Space (OS) district will facilitate the development of the supplemental detention/retention basins located throughout the site. These basins create open space, passive recreation opportunities and are intended to serve the storm water surface run-off needs of the West Area. The Public/Semipublic district will provide sites for two new elementary schools and one middle school. Lastly, the Village Center (VC) district will facilitate the development of the Specific Plan's town center. This area (including the town square and mixed-use commercial and residential development) is intended to be a destination and focal point for both residents of the Plan Area and surrounding area.

4. **Finding:** The City has the capability to provide public utilities, roads, and services to serve the uses allowed by the proposed Rezoning.

Evidence: The EIR and Specific Plan thoroughly analyzed the infrastructure including public utilities, roads, and services necessary to serve the Project. Respectively, sections 3.11, 3.10, and 3.9 of the EIR address these topics. Through adoption of the Specific Plan, Development Agreement, West Area Specific Plan Final Program Environmental Impact Report (FEIR) and associated Mitigation Monitoring and Reporting Program, the City will ensure the provision of public utilities, roads and services necessary to serve the proposed development is provided.

According to the fiscal impact analysis prepared for the project (Attachment 14), the cost of City services would be offset by increased revenues generated by the Project. No unfunded City services costs have been identified. The West Area Specific Plan is projected to generate an annual surplus of between approximately $1,541,619 to $3,376,303.

C. Development Agreement Findings

1. Finding: The Development Agreement is consistent with the Salinas General Plan, any applicable specific plan, and other applicable plans and policies adopted by the Salinas City Council.

Evidence: The Development Agreement is proposed in conjunction with the West Area Specific Plan in accordance with the Salinas General Plan. The Specific Plan implements the goals and policies of the General Plan by providing a comprehensively planned and orderly development in the North of Boronda FGA, designed to incorporate and implement the tenets of New Urbanism, CPTED and other design principles. Additionally, it provides potential employment and recreational opportunities for future and nearby residents and increased tax revenue and expansion to support City services. In this regard, the *Fiscal Impact Analysis* prepared for the Project (included as Attachment 14 to the staff report), is projected to generate an annual revenue surplus of approximately $1,541,619 to $3,376,303 to the City's General Fund. Most importantly; the project will provide critically needed housing in a variety of dwelling types, densities and affordability levels to address the City's housing shortage and overcrowding issues.

Appendix C of the Specific Plan further substantiates the project's consistency with the General Plan and is herein incorporated by reference.

2. Finding: A development agreement that includes a subdivision shall not be approved unless the agreement provided that any tentative map prepared for the subdivision will comply with the provisions of Government Code Section 66473.7.

Evidence: Government Code Section 66473.7 addresses the provision of adequate water supply. A Water Supply Assessment was prepared for the project, and is included in the Appendices of the West Area Specific Plan Final Program EIR as Appendix G. California Water Services Company (Cal Water), the water purveyor to the project site, has provided a "Can and Will Serve" letter for the subject project.

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

AN ORDINANCE AMENDING THE ZONING MAP (RZ 2019-001) BY RECLASSIFYING APPOXIMATELY 797 ACRES OF LAND FROM NEW URBANISM INTERIM WITH A SPECIFIC PLAN OVERLAY DISTRICT TO NEIGHBORHOOD EDGE/LOW DENSITY RESIDENTIAL, NEIGHBORHOOD GENERAL 1/MEDIUM DENSITY RESIDENTIAL, NEIGHBORHOOD GENERAL 2/HIGH DENSITY RESIDENTIAL, VILLAGE CENTER, PARK, OPEN SPACE AND PUBLIC/SEMIPUBLIC FOR THE WEST AREA SPECIFIC PLAN
(RELATED TO ER 2018-003, SPEC 2013-002, DA 2019-001)

WHEREAS, Brian Finegan, Esq. (representing multiple property owners and developers) submitted applications for the West Area Specific Plan project (Project), including requests for Specific Plan, Rezone, and Development Agreement approvals that would permit development of the approximately 797-acre project site shown in Exhibit A, attached hereto and herein incorporated by reference; and

WHEREAS, the Project site consists of the following thirteen parcels: 211-231-060-000, 211-231-061-000, 211-231-016-000,211-011-002-000, 211-231-012-000, 211-231-013-000, 211-231-003-000, 211-011-009-000, 211-231-059-000, 211-011-011-000, 211-011-008-000, 211-011-010-000 AND 211-011-001-000; and

WHEREAS, the City of Salinas (hereinafter "City"), as lead agency under the California Environmental Quality Act (Pub. Res. Act Section 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.) (collectively "CEQA") has completed the Final Program Environmental Impact Report ("Final EIR") State Clearinghouse No. 2006021072 for the West Area Specific Plan in compliance with CEQA along with all supporting documentation and notices which are herein incorporated by reference as Exhibits C through I; and

WHEREAS, on December 4, 2019 the Salinas Planning Commission held a duly noticed and agendized public hearing to consider the Final EIR (ER 2018-003); the proposed West Area Specific Plan (SPEC 2013-002); Rezone (RZ 2019-001); and the proposed Development Agreement (DA 2019-001); and

WHEREAS, the Salinas Planning Commission weighed the evidence presented at said public hearing, including the staff report (and the project findings) which is on file at the Community Development Department, together with the record of environmental review including the Draft EIR (all of which were made publicly available consistent with state law prior to its public hearing and consideration of a recommendation to the City Council on the Project), public comments on said document and responses thereto, the Final EIR, and evidence and public testimony presented at the public hearing; and

WHEREAS, by Resolution No. 2019-18, the Salinas Planning Commission has recommended that the City Council certify the Final EIR, adopt the CEQA findings, adopt the Statement of Overriding Considerations, and adopt the Mitigation Monitoring Reporting Program for the Project herein incorporated by reference; and

WHEREAS, by Resolution No. 2019-19, the Salinas Planning Commission has recommended that the City Council approve the West Area Specific Plan (SPEC 2013-002), attached hereto a as Exhibit B and incorporated herein by this reference, and by so doing, recommends that the West Area Specific Plan be utilized as the land use and zoning; and

WHEREAS, by Resolution No. 2019-20, the Salinas Planning Commission has recommended that the City Council adopt an Ordinance to rezone (RZ 2019-001) the subject site from New Urbanism Interim (NI) with a Specific Plan Overlay to Neighborhood Edge (NE)/Low Density Residential, Neighborhood General-1(NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, and Village Center (VC) as well as the Park (P), Open Space (OS) and Public/Semipublic Districts with Specific Plan Overlay, applied across the Specific Plan area as shown in Exhibit K, incorporated herein by reference; and

WHEREAS, on December 17, 2019 the Salinas City Council held a duly noticed and agendized public hearing to consider the Final EIR (ER 2018-003); the proposed West Area Specific Plan (SPEC 2013-002); Rezone (RZ 2019-001); and the proposed Development Agreement (DA 2019-001); and

WHEREAS, the Salinas City Council weighed the evidence presented at said public hearing, including the staff report which is on file at the City of Salinas Community Development Department, the project findings herein incorporated as Exhibit J, together with the record of environmental review including the Draft EIR, public comments on said document and responses thereto, the Final EIR (all of which were made publicly available consistent with state law prior to its public hearing and consideration of the Project), and evidence and public testimony presented at the public hearing; and

WHEREAS, notice of time and place of hearing for recommending certification of the Final EIR and recommending approval of the Project, including RZ 2019-001, was given in the manner prescribed by the City; and

WHEREAS, by Resolution adopted December 17, 2019, herein incorporated by reference, the City Council certified the Final EIR, adopted the CEQA findings, adopted the Statement of Overriding Considerations, and adopted the Mitigation Monitoring Reporting Program for the Project (which includes RZ 2019-001); and

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

WHEREAS, the proposed Rezone would change the existing zoning designation from New Urbanism Interim (NI) with Specific Plan Overlay District for the project site to Neighborhood Edge (NE)/Low Density Residential, Neighborhood General-1(NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, and Village

Center (VC) as well as the Park (P), Open Space (OS) and Public/Semipublic Districts with Specific Plan Overlay District, across the Specific Plan area as shown in Exhibit I, herein incorporated by reference; and

WHEREAS, the proposed Rezone has been found to be consistent with the goals, policies, and programs of the 2002 General Plan, and the proposed West Area Specific Plan, as identified in the Project Findings attached hereto as Exhibit J and herein incorporated by this reference; and

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

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF SALINAS, as follows:

SECTION 1. The foregoing recitals and the information contained in the Exhibits are true and correct.

SECTION 2. The Salinas City Council has been provided with, and has reviewed, the Final EIR for the project, the staff report for the Project, written and oral testimony regarding the Project, and other relevant evidence in the administrative record (collectively, the "Record of Proceedings"), and hereby provides notification that the Record of Proceedings is on file with the City Clerk of the City of Salinas, 200 Lincoln Avenue, Salinas, CA 93901.

SECTION 3. The Salinas City Council declares that it has been provided with and has reviewed the information contained in the Final Program Environmental Impact Report, the evidence in the record, the staff report and recommendations.

SECTION 4. The Salinas City Council has been provided with, and has reviewed, the Project Findings, attached hereto as Exhibit J and incorporated herein by this reference, and other relevant evidence in the Record of Proceedings.

SECTION 5. The City of Salinas's Zoning Map, a copy of which is on file with the City Clerk of the City of Salinas and which copy constitutes the original record, is hereby amended to reflect the following:

That certain real property located in the City of Salinas, County of Monterey, State of California, and shown and designated on that certain map attached hereto as Exhibit I and made a part hereof, entitled "Rezone Map – Rezone 2019-001" and which real property, approximately 797 acres, APNs: 211-231-060-000, 211-231-061-000, 211-231-016-000,211-011-002-000, 211-231-012-000, 211-231-013-000, 211-231-003-000, 211-011-009-000, 211-231-059-000, 211-011-011-000, 211-011-008-000, 211-011-010-000 and 211-011-001-000 located in the West Area Specific Plan area (as shown in Exhibit A) and now classified in the New Urbanism Interim (NI) Zoning District, is hereby reclassified as shown on the attached "Rezone Map – RZ 2019-001" into Neighborhood Edge (NE)/Low Density Residential, Neighborhood General-1(NG-1)/Medium Density Residential, Neighborhood General 2 (NG-

2)/High Density Residential, and Village Center (VC) as well as the Park (P), Open Space (OS) and Public/Semipublic Districts with Specific Plan Overlay District.

SECTION 6. The aforesaid map and all notation, references and other information shown thereon shall be as much a part of this ordinance as if the matters ad information shown on said map were fully described herein.

SECTION 7. This ordinance shall take effect and be in force thirty days from and after its adoption.

SECTION 8. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The Salinas City Council hereby declares that it would have passed this ordinance, and each and every section, subsection, clause and phrase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 9. The Salinas City Clerk is hereby directed to cause the following summary of this ordinance to be published by one (1) insertion in a newspaper of general circulation published and circulated in the City of Salinas and hereby designated for that purpose by the Salinas City Council:

> "The City of Salinas's Zoning Map has been amended by reclassifying approximately 797 acres, APNs: 211-231-060-000, 211-231-061-000, 211-231-016-000,211-011-002-000, 211-231-012-000, 211-231-013-000, 211-231-003-000, 211-011-009-000, 211-231-059-000, 211-011-011-000, 211-011-008-000, 211-011-010-000 and 211-011-001-000 located in the West Area Specific Plan area (as shown in Exhibit A) and now classified in the New Urbanism Interim (NI) Zoning District, is hereby reclassified as shown on the attached "Rezone Map – RZ 2019-001" into Neighborhood Edge (NE)/Low Density Residential, Neighborhood General-1(NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, and Village Center (VC) as well as the Park (P), Open Space (OS) and Public/Semipublic Districts with Specific Plan Overlay District. This Ordinance goes into effect 30 days after adoption. For additional detail concerning this amendment, contact the Community Development Department, 65 West Alisal Street, Salinas, CA 93901."

PASSED AND ADOPTED this 17th day of December 2019 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED

_____
Joe Gunter, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

APPROVED AS TO FORM:

_____
Christopher A. Callihan, City Attorney

List of Attachments (Incorporated by Reference):

Exhibit A	Project Site Location Map
Exhibit B	West Area Specific Plan with Errata Sheet
Exhibit C	Notice of Preparation
Exhibit D	Draft Program Environmental Impact Report (link)
Exhibit E	Draft Program Environmental Impact Report Technical Appendices (link)
Exhibit F	Notice of Completion
Exhibit G	Final Program Environmental Impact Report
Exhibit H	CEQA Findings and Statement of Overriding Considerations
Exhibit I	Mitigation Monitoring and Reporting Program
Exhibit J	Project Findings
Exhibit K	Rezone Map – Rezone 2019-001

Exhibit A Project Site Location Map

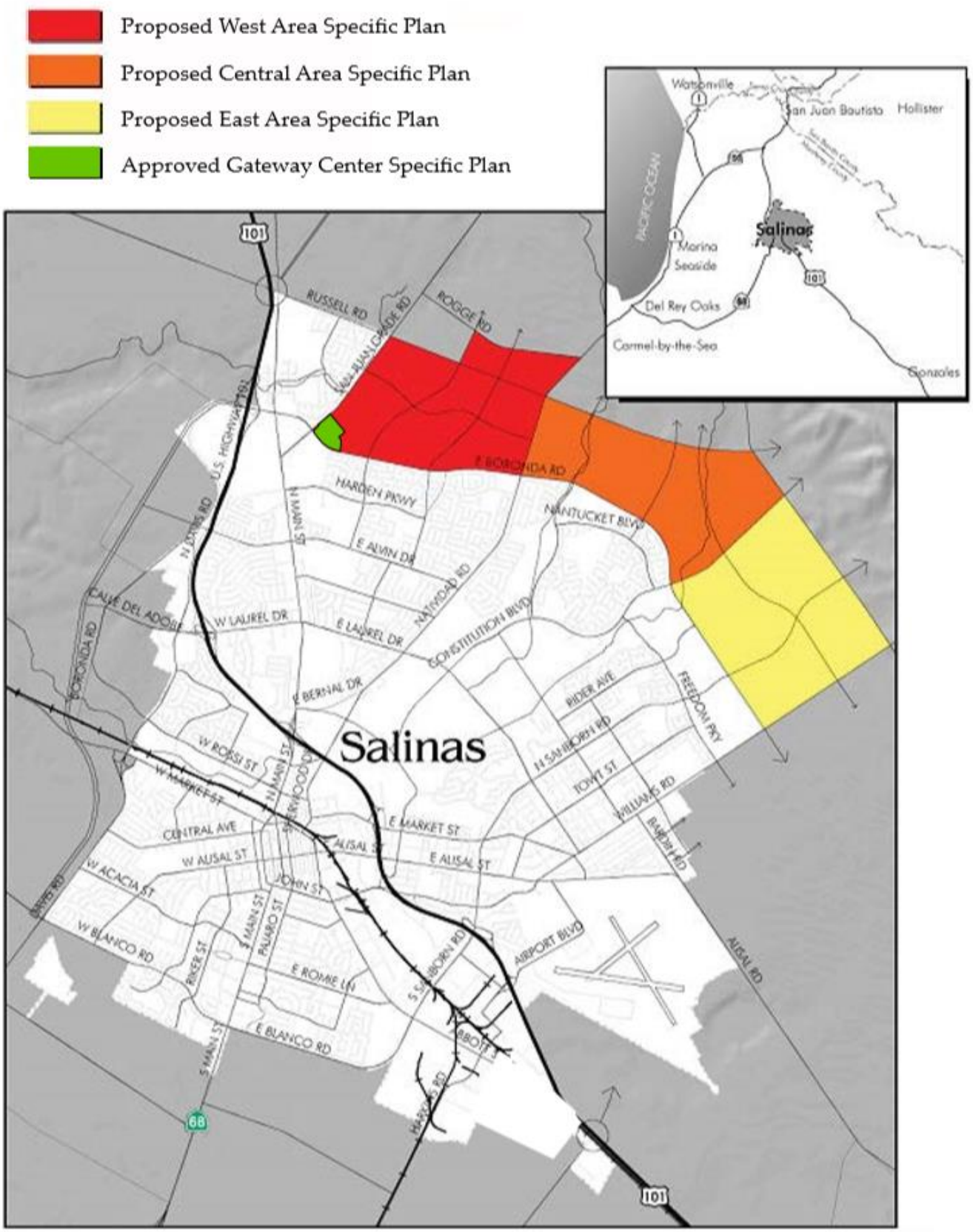


Exhibit B West Area Specific Plan with Errata sheet

Link to public review draft:

https://www.cityofsalinas.org/sites/default/files/draft_west_area_specific_plan_feb_27_2019_0.pdf

Errata Sheet to the Draft West Area Specific Plan

September 4, 2019

Introduction and Content

The Errata sheet consists of minor revisions to the Draft Specific Plan providing clarifications, some minor modifications as well as minor staff edits. The revisions to the Draft Specific do not change the intent or content of the document. The Errata sheet is in addition to typographical, re-ordering or similar non-substantive errors not listed.

Proposed changes are identified in Table 1, Errata Changes. Text deletions are shown with strikeout font and additions are shown with underlined font. Specific Plan table and figure modifications are listed and shown following Table 1 in the order that they are referenced in Table 1.

TABLE 1: Errata Changes

Section	Page	Modification
2.8.1	92	The design of all schools is encouraged to consider the New Urbanism design concepts, design standards and development regulations contained in the West Area Specific Plan to complement and promote compatibility with surrounding land uses. Fencing shall be black coated chain link.
4.8	166	If landscaping is used, evergreen plant material shall be spaced at an appropriated density to provide full screening. Fencing shall be black coated chain link.
2.5.3.6	88	A main pedestrian connection path will be located within a parking lot divider median landscaped with trees and shrubs in larger parking lots to enhance the safety and comfort of pedestrians. For parking lot lighting, see Appendix E, Light Standards.
4.5.5	156	Outdoor Energy Conservation and Parking Lot Lighting
4.8	166	Trees and landscaping planters shall be provided throughout the parking lots to provide shade and provide areas for bio-swales and bio-filters. For parking lot lighting, see Appendix E, Light Standards.
3.6	114	See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.
3.6	116	See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.
3.6	119	See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.
6.4.1	231	Each of the two middle school sites is approximately 10 acres in size; the middle school site is approximately 21 acres in size. Improvement of school site frontages, ROW and parkway improvements are the responsibility of the owner, developer, entity, etc. developing the land adjacent to the site, subject to review and approval by the City Engineer and City Planner.
2.4.1	41	Figure updated to show current park shapes and locations.
1.3	25	Figure updated to show correct designation of the town square park
1.3	27	Figure updated to show correct district of the town square park
1.2.2.1	9	Figure updated to show north arrow.
4.2.2.1	136	Graphic updated to show dimension correctly.
4.2.2.1	136	Graphic updated to show dimension correctly.
4.2.2.1	137	Graphic added where it was missing.
4.2.3	139	Figure updated to show sound wall along Russell Road.
4.2.3.2	143	Figure updated to have consistent font

3.6	114	Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Planner and City Engineer.
3.6	114	Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.
3.6	117	Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Planner and City Engineer.
3.6	117	Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.
2.6	89	Inclusionary housing requirements (including the Ordinance) are further discussed in the Affordable Housing component for the West Area Specific Plan as contained in Appendix H of the Specific Plan. Regarding applicability of the Inclusionary Housing Ordinance, Parcelization Maps (see appendix B, Definitions) shall not be considered the first approval.
1.2.3.2	15	Table updated to show correct and updated APNs.
9.3	291	Parcelization Maps Parcelization Maps shall mean a parcel map processed administratively for the purpose of creating master parcels for sale, financing or phasing purposes and on which no development is permitted without further subdivisions or other entitlement approval.
3.11	129	A detailed and complete wall plan (including the design and color of all walls) for each neighborhood or Planning Area, and, when required, noise reduction calculations shall be submitted and approved by the City Planner and City Engineer before any sound walls are constructed within a neighborhood or Planning Area. The construction of walls along Russell Road shall be the responsibility of the developer.

4.2.3	141	A complete wall and fence plan (including the design and color of all walls and fences) for each neighborhood or neighborhood Planning Area and, when required, noise reduction calculations shall be submitted and approved by the City Planner and City Engineer prior to any walls or fences being constructed within a neighborhood or neighborhood Planning area. The construction of walls along Russell Road shall be the responsibility of the developer.
4.1	132	Residential architectural design is the key to New Urbanism neighborhoods of Salinas. Where the word "shall" is used, the design standard is mandatory, where "encouraged" or "should" is used, the design standard is discretionary and an alternative design solution which achieves a comparable result may be used if approved by the City Planner.
5.3.2.5	200	Both sides of Russell Road will consist of an 8-foot parkway, a path 8-feet wide, and an 8-foot landscaped area between the path and a perimeter wall, or Type 3 wall as applicable per Community Wall Plan on the adjacent property line. The owner, developer and/or entity developing along Russell Road shall be responsible for construction of walls, frontages, ROW/parkway improvements, and half the street width, as determined by the City Engineer.
7.3	240	The landscape and maintenance plan must be prepared by a qualified professional and is subject to approval by the City Engineer and the City Planner (see Section 4.6 and 7.4.9 for further discussion). The submittal for the map creating the basin(s) shall also include improvements of frontages, ROW/parkway, and half the street width, as determined by the City Engineer.
2.8.1	91	It is anticipated that the middle school will serve primarily students residing in the Plan Area. A third elementary school site had been made available for Santa Rita Union School District in the Central Area Specific Plan area across Natividad Road. As of the date of approval of this Specific Plan, a boundary adjustment had been initiated between Santa Rita Union School District and Alisal Union School District. If the districts finalize the boundary adjustment, Santa Rita Union School District would relinquish the third elementary school site to the Alisal Union School District.

8.4	270	With the exception of Rogge Road, these roads will be improved by the developer and/or shall be funded proportionately by the City's Traffic Fee Ordinance in place at the time of permit issuance, or as otherwise determined in the development agreement. Fair share cost of the traffic mitigation measure improvements identified in the West Area Specific Plan Final EIR shall be collected in the same manner as TFO fees.
9.7	303	m. Incorporation and development of the following APNs 211-214-025-000 and 211-214-026-000 in accordance with this Specific Plan.
6.4.1	232	Table 6-4 updated to show latest student generation rates per EIR comment letters from school districts.
8.7	280	Add "… or special districts" to footnote 1 on Table 8-1
9.3	292	Development Review Applications and Building Permits Following approval of each final map, project applicants within the Plan Area may apply for the applicable development review process or building permit through the Community Development Department and Salinas Permit Center as applicable. Building Permits may not be issued until approval of the final map and the applicable Development Review Application process (SPR, CUP, etc.) is completed. For projects subject to Site Plan Review (SPR), the Community Development Department shall approve, conditionally approve, or disapprove the site plan within 30 days of the application being deemed complete unless the Applicant requests an extension in writing. Other Development Review Application processes such as Conditional Use Permits are subject to the timelines established in the Permit Streamlining Act. All project structures must be consistent with the approved Specific Plan, City NPDES Permit/SWDS/SWSP requirements, final map, and applicable Salinas Zoning Code requirements and must comply with all California Building Code (including CalGreen) and Fire Code requirements and all other applicable codes adopted and enforced by the City. The applicable California Building Code and Fire Code (as may be amended) shall be those in effect at the time of the building permit submittal.
8.4	273	It is expected that ~~17~~ 19 additional police officers and associated equipment/vehicles…

Table 3-2
Development Regulations for Neighborhood Edge (NE) Residential and Lot Standards 1 through 4

Development Regulations	Lot Std. 1 Detached	Lot Std. 2 Detached	Lot Std. 3 Detached	Lot Std. 4 Detached	Duplex/ Triplex	Notes
Minimum Lot Size (Square Feet):	6,500	5,500	4,500	3,600	5,000/ 7,500	**(2)(6)(7)**
Maximum Lot Size	-	6,499	5,499	4,499	-	**(2)(6)(7)**
Minimum Lot Area per Unit	-	-	-	-	2,500	**(2)(6)(7)**
Minimum Lot Dimensions without Alley (Feet):						
Width	50	45	40	40	50	**(2)**
Depth	90	80	70	60	90	**(2)**
Frontage	30	30	30	30	30	**(2)(9)**
Minimum Lot Dimensions with Alley (Feet):						
Width	50	45	40	40	50	**(2)**
Depth with Public Alley	80	80	70	60	80	**(2)(10)**
Depth with Alley Easement	90	90	80	70	90	**(2)(11)**
Frontage	30	30	30	30	30	**(2)(9)**
Minimum Front Yard (Feet):						
To Garage	20	20	20	20	20	**(1)(3)(4)(8)(12)(13)**
To Principal Structure	15	10	10	10	15	**(1)(3)(17)**
To Unenclosed Porch or Architectural Entry Feature	10	8	5	5	10	**(1)(3)(14)**
To Semi-Private Courtyard	10	8	5	5	10	**(1)(3)(15)**
Minimum Side Yard (Feet):						
Interior Lots						
To Principal Structure	5	4	3	3	5	**(1)(3)(4)(8)**
To Detached Alley-Loaded Garage Without Second Story Living Area	3	3	3	3	3	**(1)(3)(4)(8)**
To Detached Alley-Loaded Garage With Second Story Living Area	5	5	3	5	5	**(1)(3)(4)(8)**
To Street-Loaded Attached or Detached Garage with min. 30' Front Setback Without Second Story Living Area	3	3	5	3	-	**(1)(3)(4)(8)(12)(13)**
To Street-Loaded Attached or Detached Garage With Second Story Living Area and min. 25' Front Setback	5	4	3	3	-	**(1)(3)(4)(8)(12)(13)**
Corner Lots:						

To Principal Structure	10	8	6	6	10	**(1)(3)**
To Alley-Loaded Detached or Attached Garage With or Without Second Story Living Area	15	15	15	15	15	**(1)(3)(4)(8)**
To Street Loaded Detached or Attached Garage With or Without Second Story Living Area	20	20	20	20	20	**(1)(3)(4)(8)(12)(13)**
To Unenclosed Porch or Architectural Entry Feature	10	8	5	5	10	**(1)(3)(14)**
To Semi-Private Courtyard	10	8	8	5	10	**(1)(3)(15)**
Minimum Rear Yard (Feet):						
To Principal Structure	10	10	8	8	10	**(4)(17)**
To Alley-Loaded Detached or Attached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more					**(4)(8)(10)(16)**
To Alley-Loaded Detached or Attached Garage from Alley Easement With or Without Second Story Living Area	13-15 minimum/maximum or 30 feet or more					**(4)(8)(11)(17)**
To Street-Loaded Detached or Attached Garage with Second Story Living Area	10	8	5	5	-	**(4)(8)(12)(13)(17)**
To Street-Loaded Detached or Attached Garage without Second Story Living Area	3	3	3	3	-	**(3)(4)(8)(12)(13)(16)(18)(19)**
Maximum Height (Feet):	36	36	36	36	36	**(5)(16)**
Distance Between Structures:	6	6	6	6	6	**(17)**
Driveway Length:						
To Street-Loaded Detached or Attached Garage	20	20	20	20	-	**(3)(8)(12)(13)(17)**
To Alley-Loaded Detached or Attached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more					**(4)(8)(10)(16)(17)**
To Alley-Loaded Detached or Attached Garage from Alley Easement With or Without Second Story Living Area	13-15 feet minimum/maximum or 30 feet or more					**(4)(8)(11)(16)**
Non-Residential FAR	0.40	0.40	0.40	0.40	0.40	
Usable Open Space Area per Dwelling Unit – Minimum	**See Table 3-5 of this Specific Plan**					**(3)(4)(24)**
Stormwater and Water Quality Management	**See Chapter 7 of this Specific Plan**					
Landscaping	**See Salinas Zoning Code Article V, Division 4: Landscaping and Irrigation and footnotes (3) and (4) below.**					
Fences, Walls and Hedges	**See Specific Plan Section 4.2.3 and Zoning Code Section 37-50.090**					
Off Street Parking, Loading, and Outdoor Lighting	**See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.**					
Driveway and Corner Visibility	**See Salinas Zoning Code Section 37-50.460 Driveway and Corner Visibility.**					

Signs	**See Salinas Zoning Code Article V, Division 3: Signs.**
Outdoor Facilities	**See Salinas Zoning Code Section 37-50.170 Outdoor Storage and Display.**
Accessory Uses and Structures	**See Salinas Zoning Code Section 37-50.010 Accessory Uses and Structures.**
Screening of Mechanical Equipment	**See Salinas Zoning Code Section 37-50.240 Screening of Mechanical Equipment.**
Recycling and Solid Waste Disposal	**See Salinas Zoning Code Section 37-50.200 Recycling and Solid Waste Disposal Regulations.**
Performance Standards	**See Salinas Zoning Code Section 37-50.180 Performance Standards.**
Planned Unit Developments	**See Salinas Zoning Code Article VI, Division 13: Planned Unit Development Permits.**
Nonconforming Uses and Structures	**See Salinas Zoning Code Section 37-50.160 Nonconforming Uses and Structures.**
Recreational Vehicles, Prohibited Vehicles and Equipment	**See Zoning Code Section 37-50.190 Recreational Vehicles, Prohibited Vehicles and Equipment Parking and Storage**
Vehicle Trip Reduction	**See Zoning Code Section 37-50.330 Vehicle Trip Reduction**
Swimming Pools, Spas, and Hot Tubs	**See Zoning Code Section 37-50.010(k) Swimming Pools, Spas, and Hot Tubs**
Accessory Dwelling Units	**See Salinas Zoning Code Section 37-50.250 Accessory Dwelling Units**
Temporary Use of Land	**See Zoning Code Section 37-50.300 Temporary Use of Land**

(1) Architectural features can project two feet into front, corner or interior side yard setbacks that are 5 feet or more.
(2) To maintain the required densities, percentages and variety of lot sizes, once subdivided, no further subdivision shall be allowed without a "major" Specific Plan amendment and subsequent CEQA evaluation. This does not apply to dedicated school sites in accordance with Chapter 31 of the Salinas Municipal Code.
(3) Front and corner side yards and any additional yard space located in front of the street façade of a dwelling and side yard fence are required to be landscaped with a mix of vegetation and other pervious materials as approved by the City Engineer and City Planner. Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off-street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Planner and City Engineer. Parking in required front, corner or interior side yards is prohibited except on the approved driveway leading to required off-street parking (garage).
(4) Rear yard and interior side yard hardscape/impervious improvements are limited to a total of 50% of the total square footage of the yard or 500 square feet, whichever is less (not including building/structure footprints and driveways approved by the City Planner and City Engineer serving the required parking). Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.
(5) See Salinas Zoning Code Section 37-50.080: Exceptions to Height Limits.
(6) See Salinas Zoning Code Section 37-50.060: Density Bonus.
(7) Minimum lot sizes may be reduced when the exclusive use of such lots is intended for utility substations, pumping stations, and similar features.
(8) Refer to Section 4.2.2, Garages and Driveways of the Specific Plan. All garages shall have roll-up doors and must be set back a minimum of five feet from the street façade of the principal dwelling.
(9) Frontage minimum of 30 feet accommodates curved streets and knuckle corners.
(10) Standard 20-foot wide minimum public alley. Rear lot line measured at the edge of ROW.
(11) Rear lot line measured at center line of standard 20-foot-wide minimum alley easement.
(12) Minimum 20-foot driveway length to street property line as measured from garage door.
(13) No street-loaded garages allowed for duplex/triplex dwellings.
(14) An unenclosed porch or architectural entry feature shall be at least sixty square feet with a minimum unobstructed dimension of six feet.
(15) Subject to the approval of the City Planner and to promote eyes on the street and encourage an engaging streetscape, the front setback may be reduced to a minimum of five feet for an outdoor courtyard not exceeding a maximum of 100 square

feet (of pavers or pervious concrete) in area and surrounded by landscaping and enclosed by a wall exceeding thirty-six inches in height to a maximum of forty-two inches in height.
(16) If second story living area is provided, the rear setback shall be five feet or 15 feet, as applicable.
(17) Rear lot line measured from edge of the ROW.

Table 3-3
Development Regulations for Neighborhood General 1 (NG-1) and Neighborhood General 2 (NG-2) Residential
Lot Standards 4 through 7, Single-Family Attached Dwellings, and Duplex/Triplex Dwellings

Development Regulations	**Lot Std. 4 Detached**	**Lot Std. 5 Detached**	**Lot Std. 6 Detached**	**Lot Std. 7 Detached**	**Duplex/ Triplex**	**Single-Family Attached Condominium/ Townhome Lot Std. 8**	**Notes**
Minimum Lot Size (Square Feet):	3,600	2,900	2,200	1,900	4,400	1,000	**(2)(6)(7)**
Maximum Lot Size:	-	3,599	2,899	2,199	-	1,000	**(2)(6)(7)**
Minimum Lot Area per Dwelling Unit:	-	-	-	-	2,200	1,000	**(2)(6)(7)**
Minimum Lot Dimensions without Alley (Feet):							
Width	40	30	30	20	45	20	**(2)(6)(7)**
Depth	60	60	60	60	60	40	**(2)(6)(7)**
Frontage	30	20	20	20	20	20	**(2)(6)(7)(9)(19)**
Minimum Lot Dimensions with Alley (Feet):							
Width	40	30	30	20	45	20	**(2)(6)(7)**
Depth with Public Alley	50	60	60	60	50	40	**(2)(6)(7)(10)(18)**
Depth with Alley Easement	60	70	70	70	60	40	**(2)(6)(7)(11)(18)**
Frontage	30	20	20	20	20	20	**(2)(6)(7)(9)(19)**
Minimum Front Yard (Feet):							
To Garage	20	20	20	20	-	10	**(1)(3)(8)(10)(12) (13)(15)(22)**
To Principal Structure	8	6	6	6	6	10	**(1)(3)(10)(21)**
To Unenclosed Porch or Architectural Entry Feature	8	5	5	5	5	10	**(1)(3)(10)(14)(21)**
To Semi-Private Courtyard	8	5	5	5	5	10	**(1)(3)(15)(21)**
Minimum Side Yard (Feet):							
Interior Lots							

To Principal Structure	3	3	1.5	1.5	3	0/3	**(1)(3)(4)(18)(20)(21)**
To Alley-Loaded Attached or Detached Garage with Second Story Living Area	5	5	5	5	5	5	**(1)(3)(4)(8)(18)(20)(21)**
To Alley-Loaded Detached or Attached Garage Without Second Story Living Area	3	3	3	3	3	3	**(1)(3)(4)(8)(18)(20)(21)**
To Street-Loaded Attached or Detached Garage with minimum 20' Front Setback With or Without Second Story Living Area	3	3	3	3	-	-	**(1)(3)(4)(8)(12)(13)(15)(20)(21)**
Corner Lots:							
To Principal Structure	6	5	5	5	5	5	**(1)(3)(21)**
To Alley-Loaded Attached or Detached Garage With or Without Second Story Living Area	11	11	11	11	11	11	**(1)(3)(8)(18)(21)**
To Street Loaded Attached or Detached Garage With or Without Second Story Living Area	11	11	11	11	11	11	**(1)(3)(8)(12)(13)(15)**
To Unenclosed Porch or Architectural Entry Feature	5	5	5	5	5	5	**(1)(3)(14)(21)**
To Semi-Private Courtyard	5	5	5	5	5	5	**(1)(3)(15)(21)**
Minimum Rear Yard (Feet):							
To Principal Structure	8	8	8	8	3	3	**(4)**
To Street-Loaded Attached or Detached Garage With or Without Second Story Living Area	5	5	5	5	-	-	**(3)(4)(8)(12)(13)(15)(17)(18) (21)**
To Alley-Loaded Attached or Detached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more						**(3)(4)(8)(10)(16)(17)(18)(21**
To Alley-Loaded Attached or Detached Garage from Alley Easement With or Without Second Story Living Area	13-15 minimum/maximum or 30 feet or more						**(3)(4)(8)(11)(16)(17)(18)(21)**
Maximum Height (Feet):	36	36	36	36	36	36	**(5)**
Distance Between Structures:	4	3	3	3	3	3	
Driveway Length (Feet):							
To Street-Loaded Attached or Detached Garage With or Without Second Story Living Area	20	20	20	20	20	-	**(3)(4)(8)(13)(15)(18)(21)**

To Alley-Loaded Detached or Attached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more						**(3)(4)(8)(10)(16)(17)(18)(21)**
To Alley-Loaded Garage Detached or Attached Garage from Alley Easement With or Without Second Story Living Area	13-15 minimum/maximum or 30 feet or more						**(3)(4)(8)(11)(16)(17)(18)(21)**
Non-Residential FAR	0.40	0.40	0.40	0.40	0.40	0.40	
Usable Open Space per Dwelling Unit–Minimum	**See Table 3-5 of this Specific Plan**						**(3)(4)**
Stormwater and Water Quality Management	**See Chapter 7 of this Specific Plan**						
Landscaping	**See Salinas Zoning Code Article V, Division 4: Landscaping and Irrigation and footnotes (3) and (4) below.**						
Fences, Walls and Hedges	**See Specific Plan Section 4.2.3 and Zoning Code Section 37-50.090.**						
Off Street Parking, Loading, and Outdoor Lighting	**See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.**						
Driveway and Corner Visibility	**See Salinas Zoning Code Section 37-50.460 Driveway and Corner Visibility.**						
Signs	**See Salinas Zoning Code Article V, Division 3: Signs.**						
Outdoor Facilities	**See Salinas Zoning Code Section 37-50.170 Outdoor Storage and Display.**						
Accessory Uses and Structures	**See Salinas Zoning Code Section 37-50.010 Accessory Uses and Structures.**						
Screening of Mechanical Equipment	**See Salinas Zoning Code Section 37-50.240 Screening of Mechanical Equipment.**						
Recycling and Solid Waste Disposal	**See Salinas Zoning Code Section 37-50.200 Recycling and Solid Waste Disposal Regulations.**						
Performance Standards	**See Salinas Zoning Code Section 37-50.180 Performance Standards.**						
Planned Unit Developments	**See Salinas Zoning Code Article VI, Division 13: Planned Unit Development Permits.**						
Nonconforming Uses and Structures	**See Salinas Zoning Code Section 37-50.160 Nonconforming Uses and Structures.**						
Recreational Vehicles, Prohibited Vehicles and Equipment	**See Zoning Code Section 37-50.190 Recreational Vehicles, Prohibited Vehicles and Equipment Parking and Storage**						
Vehicle Trip Reduction	**See Zoning Code Section 37-50.330 Vehicle Trip Reduction**						
Swimming Pools, Spas, and Hot Tubs	**See Zoning Code Section 37-50.010(k) Swimming Pools, Spas, and Hot Tubs**						
Accessory Dwelling Units	**See Salinas Zoning Code Section 37-50.250 Accessory Dwelling Units**						
Temporary Use of Land	**See Zoning Code Section 37-50.300 Temporary Use of Land**						
Condominium Conversions	**See Zoning Code Section 37-50.050 Condominium Conversions**						

(1) Architectural features can project two feet into front, corner or interior side yard setbacks that are 5 feet or more.

(2) To maintain the required densities, percentages and variety of lot sizes, once subdivided, no further subdivision shall be allowed without a "major" Specific Plan amendment and subsequent CEQA evaluation. This does not apply to subsequent subdivisions in accordance with Section 3.9.3, Mixed Use Commercial to Residential Flexibility, of this Specific Plan, or dedicated school sites in accordance with Chapter 31 of the Salinas Municipal Code. Front and corner side yards and any additional yard space located in front of the street façade of a dwelling and side yard fence are required to be landscaped with

a mix of vegetation and other pervious materials as approved by the City Engineer and City Planner. Pavers and pervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off-street parking, an entry walkway as approved by the City Engineer and City Planner not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling or an approved semi-private courtyard. Parking in required front, corner or interior side yards is prohibited except on the approved driveway leading to required off-street parking (garage).

(3) Front and corner side yards and any additional yard space located in front of the street façade of a dwelling and side yard fence are required to be landscaped with a mix of vegetation and other pervious materials as approved by the City Engineer and City Planner. Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off-street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Planner and City Engineer. Parking in required front, corner or interior side yards is prohibited except on the approved driveway leading to required off-street parking (garage).

(4) Rear yard and interior side yard hardscape/impervious improvements are limited to a total of 50% of the total square footage of the yard or 500 square feet, whichever is less (not including building/structure footprints and driveways approved by the City Planner and City Engineer serving the required parking). Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.

(5) See Salinas Zoning Code Section 37-50.080: Exceptions to Height Limits.

(6) See Salinas Zoning Code Section 37-50.060: Density Bonus.

(7) Minimum lot sizes may be reduced when the exclusive use of such lots is intended for utility substations, pumping stations, and similar features.

(8) Refer to Section 4.2.2, Garages and Driveways of the Specific Plan. All garages shall have roll-up doors and must be set back a minimum of five feet from the street façade of the principal dwelling.

(9) Frontage minimum of 30 feet accommodates curved streets and knuckle corners.

(10) Standard 20-foot-wide minimum public alley. Rear lot line measured at the edge of ROW. All garages must be set back a minimum of five feet from the street façade of the principal structure.

(11) Rear lot line measured at center line of standard 20-foot wide minimum alley easement.

(12) Minimum 20-foot driveway length to street property line as measured from garage door.

(13) No street-loaded garages allowed for duplex/triplex dwellings.

(14) An unenclosed porch or architectural entry feature shall be at least sixty square feet with a minimum unobstructed dimension of six feet.

(15) Subject to the approval of the City Planner and to promote eyes on the street and encourage an engaging streetscape, the front setback may be reduced to a minimum of five feet for an outdoor courtyard not exceeding a maximum of 100 square feet (of pavers or pervious concrete) in area and surrounded by landscaping and enclosed by a wall exceeding thirty-six inches in height to a maximum of forty-two inches in height. Rear lot line measured from edge of the ROW.

(16) If second story living area is provided, the rear setback shall be five feet or 15 feet, as applicable.

(17) Rear lot line measured from edge of the ROW.

(18) Where private drives and alleys are provided, curbs shall be painted red and appropriate signage for parking restrictions shall be provided as determined by the City Engineer, City Planner, and Fire Chief.

(19) The minimum lot frontage requirement for single-family attached dwellings shall be twenty feet except that the minimum lot frontage requirement may be waived for single-family attached dwellings (townhomes and rowhouses) located on lots, which do not front a street.

(20) 0 foot interior side yard setback if abutting a single-family attached dwelling.

(21) For lots that do not have street frontage (such as green court housing products, etc.) the location of required front, side, and rear yards will be determined by the City Planner.

(22) For Custom Dwellings located on a private drive, the alley easement development regulations shall apply.

Table 3-4
Multifamily Development Regulations for Neighborhood General 1 (NG-1), Neighborhood General 2 (NG-2) and Village Center

Development Regulations	Multifamily Land Use Category					Notes
	Village Center (VC) Stand Alone Residential	Village Center (VC)	NG-2 at Minimum 30 du/nra	NG-2	NG-1	
Minimum Lot Size (Square Feet):	10,000	No Minimum	10,000	7,200	10,000	**(3)(4)(6)**

Maximum Lot Size:	-	-	-	-	-	**(3)(4)(6)**
Minimum Lot Area per Dwelling Unit:	1,000	-	1,000	1,800	2,900	**(3)(4)(6)**
Minimum Lot Dimensions (Feet):						
Width	90	-	90	90	90	**(9)**
Width, Corner Lot	95	-	95	95	95	**(9)**
Depth	100	-	100	100	100	**(9)**
Frontage	80	-	35	35	35	**(8)(9)**
Minimum Front Yard (Feet):	10	-	10	15	15	**(8)**
Minimum Side Yard Per Story (Feet):						
Interior Lots	10/20 max.	-	10/20 max.	10/20 max.	10/20 max.	**(1)(8)(10)**
Corner Lots	10	-	10	15	15	**(1)(8)**
Minimum Rear Yard (Feet per Story):	10/20 max.	5	10/20 max.	10/20 max.	10/20 max.	**(10)**
Minimum Building Setback (Feet) to Private Drive	0	5	0	5	5	
Maximum Height (Feet):	55	55	55	45	36	**(2)**
Distance Between Structures	6	-	10	10	10	**(7)**
Maximum FAR	NA	1.0	-	-	-	**(11)**
Landscaping (percent of lot area)	5%	5%	5%	5%	5%	
Bedrooms per Dwelling Unit (Percent of Total Dwelling Units):						
3 or more bedrooms	-	-	-	20%	20%	
4 or more bedrooms	-	-	-	10%	10%	
Usable Open Space Area per Dwelling Unit–Minimum	**SEE TABLE 3-5**					
On-Site Parking Requirements (Parking Spaces):						
Studio Units	1	1	1	-	-	**(5)(10)**
One Bedroom Units	1.5	1	1	-	-	**(5)(10)**
Two Bedroom Units	2	1.5	1.5	-	-	**(5)(10)**
Three Bedroom Units	2	2	2	-	-	**(5)(10)**
Four Bedroom Units	3	3	3	-	-	**(5)(10)**
Guest Parking	1 per 15 units	0	1 per 15 units	-	-	**(5)(10)**
Landscaping	**See Salinas Zoning Code Article V, Division 4: Landscaping and Irrigation.**					
Fences, Walls and Hedges	**See Salinas Specific Plan Section 4.5.1.**					
Off Street Parking, Loading, and Outdoor Lighting	**See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.**					
Driveway and Corner Visibility	**See Salinas Zoning Code Section 37-50.460 Driveway and Corner Visibility.**					
Signs	**See Salinas Zoning Code Article V, Division 3: Signs.**					
Outdoor Facilities	**See Salinas Zoning Code Section 37-50.170 Outdoor Storage and Display.**					
Accessory Uses and Structures	**See Salinas Zoning Code Section 37-50.010 Accessory Uses and Structures.**					
Screening of Mechanical Equipment	**See Salinas Zoning Code Section 37-50.240 Screening of Mechanical Equipment.**					

Temporary Use of Land	**See Zoning Code Section 37-50.300 Temporary Use of Land**
Recreational Vehicles, Prohibited Vehicles and Equipment	**See Zoning Code Section 37-50.190 Recreational Vehicles, Prohibited Vehicles and Equipment Parking and Storage**
Swimming Pools, Spas, and Hot Tubs	**See Zoning Code Section 37-50.010(k) Swimming Pools, Spas, and Hot Tubs**
Vehicle Trip Reduction	**See Zoning Code Section 37-50.330 Vehicle Trip Reduction**
Condominium Conversions	**See Zoning Code Section 37-50.050 Condominium Conversions**
Recycling and Solid Waste Disposal	**See Salinas Zoning Code Section 37-50.200 Recycling and Solid Waste Disposal Regulations.**
Performance Standards	**See Salinas Zoning Code Section 37-50.180 Performance Standards.**
Planned Unit Developments	**See Salinas Zoning Code Article VI, Division 13: Planned Unit Development Permits.**
Accessory Dwelling Units	**See Salinas Zoning Code Section 37-50.250 Accessory Dwelling Units**
Nonconforming Uses and Structures	**See Salinas Zoning Code Section 37-50.160 Nonconforming Uses and Structures**

(1) Architectural features can project two feet into front, corner or interior side yard setbacks that are five feet or more.
(2) See Salinas Zoning Code Section 37-50.080: Exceptions to Height Limits.
(3) See Salinas Zoning Code Section 37-50.060: Density Bonus.
(4) Minimum lot sizes may be reduced when the exclusive use of such lots is intended for utility substations, pumping stations, and similar features.
(5) Assumes shared parking with office/retail uses in addition to this required amount for one and two bedroom units in the mixed use Village Center, and two bedroom units built to a minimum of 30 du/nra in the NG-2.
(6) Subareas 1.6, 1.7 (eastern portion), 3.1 and 3.5 adjacent to the Village Center may be built at a minimum density of 30 du/nra to a maximum of 40 du/nra. This can be done only through commercial conversion and the total unit count for these subareas may exceed the maximum specified in Table 3-6.
(7) Five feet per story per building/maximum 20'.
(8) For lots that do not have street frontage (such as green court housing products, etc.) the location of required front, side, and rear yards will be determined by the City Planner.
(9) If alley easements are proposed, minimum lot dimensions shall increase to the centerline of the easement, as applicable.
(10) Carports may be located within five feet of an adjacent interior property line.
(11) Plus 10 dwelling units per net residential acre.

LEGEND

- CENTRAL COMMUNITY CORE
- NEIGHBORHOOD EDGE RESIDENTIAL (NE)
- NEIGHBORHOOD GENERAL 1 RESIDENTIAL (NG-1)
- NEIGHBORHOOD GENERAL 2 RESIDENTIAL (NG-2)
- MIXED USE VILLAGE CENTER
- SCHOOLS
- COMMUNITY PARK
- NEIGHBORHOOD PARKS (WA-1 TO WA-4)
- SMALL PARKS (WS-1 TO WS-6)
- OPEN SPACE
- OPEN SPACE / SUPPLEMENTAL STORM WATER DETENTION / RETENTION
- ROAD X STREETS
- (#) WATER WELL / TREATMENT SITES
- ✱ PLAN AREA/ PORTION OF PLAN AREA MAXIMUM DENSITY 40 DU/AC

Note: Turn restrictions may be required to minimize traffic impacts along existing streets and driveways fronting or accessing on San Juan Grade Road.

0' 300' 600' 900' 1200'

N

FIGURE 2-1

Specific Plan Land Use Map

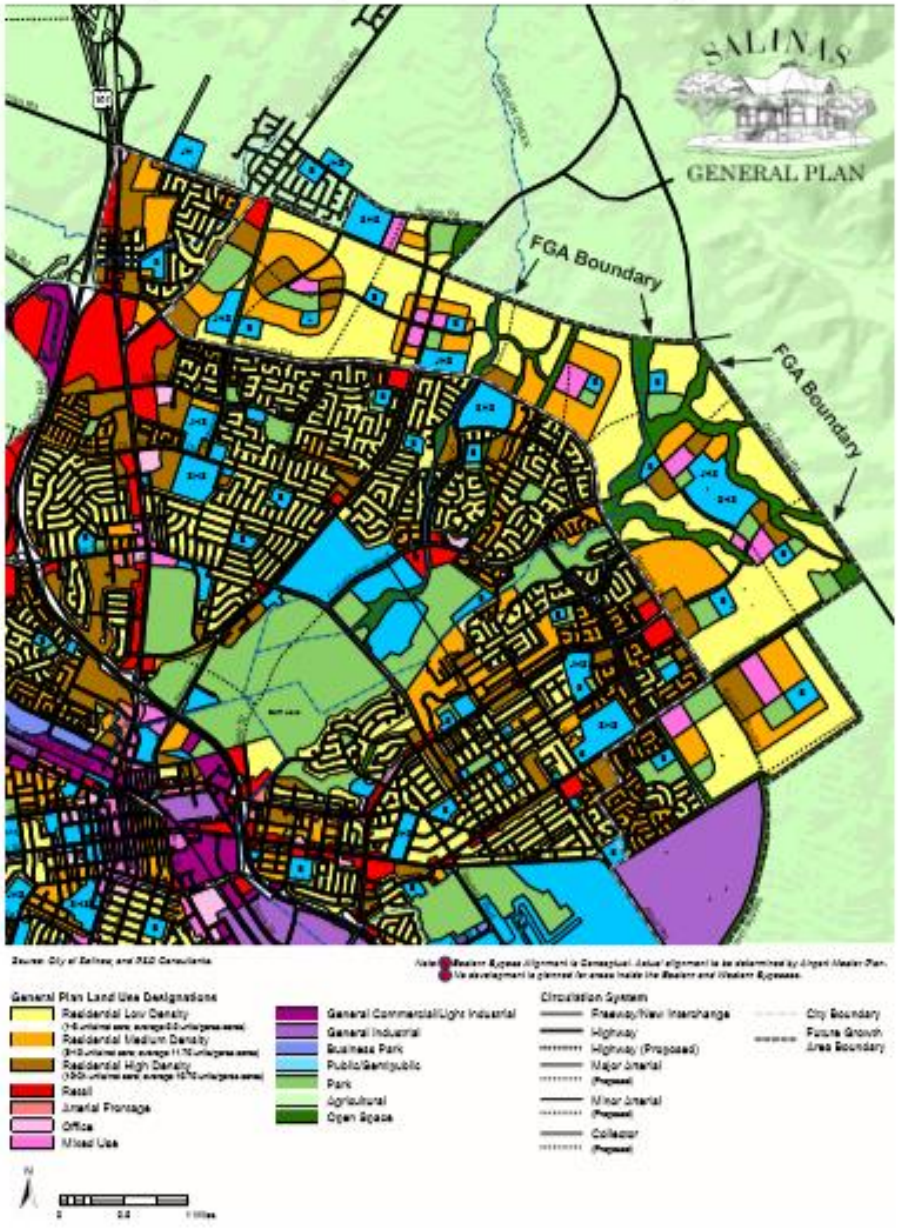
FIGURE 1-8

General Plan Land Use Designation Upon Adoption of Specific Plan

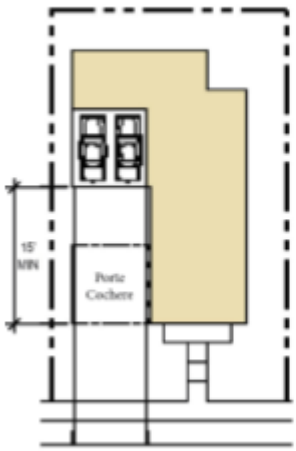
FIGURE 1-9

Zoning Map Upon Adoption of Specific Plan

Figure 1-3: Existing General Plan Land Use Designations

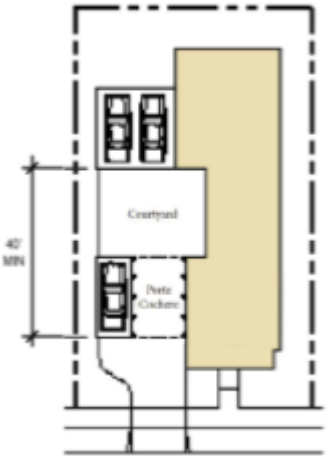


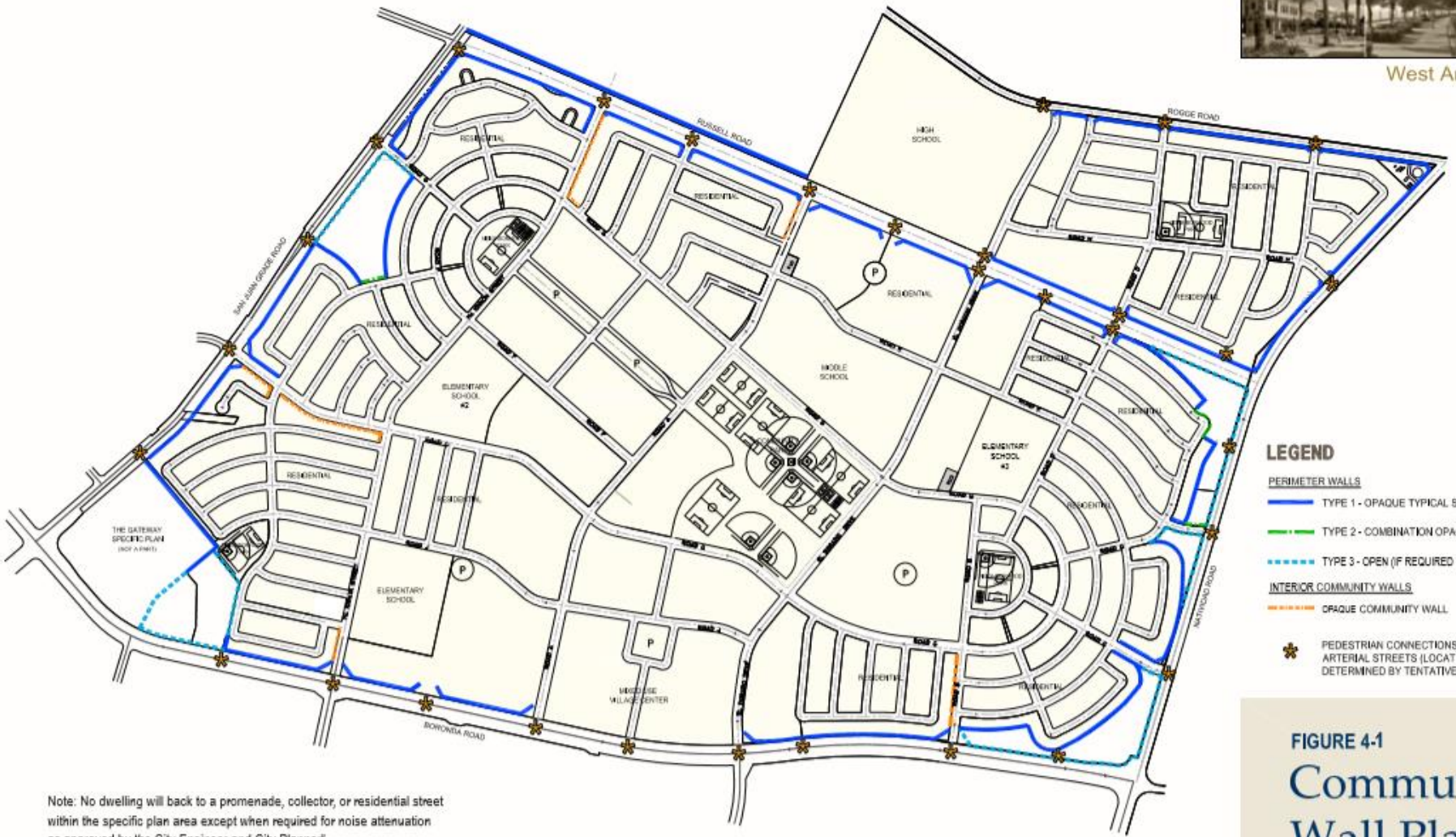
Deep Recessed Garage with or without Porte-Cochere



Offset Garage

Rear Courtyard Garage





LEGEND

PERIMETER WALLS

- TYPE 1 - OPAQUE TYPICAL SCREEN / SOUND WALL
- TYPE 2 - COMBINATION OPAQUE AND OPEN
- TYPE 3 - OPEN (IF REQUIRED BY CITY ENGINEER)

INTERIOR COMMUNITY WALLS

- OPAQUE COMMUNITY WALL

- PEDESTRIAN CONNECTIONS TO ARTERIAL STREETS (LOCATION DETERMINED BY TENTATIVE MAP)

Note: No dwelling will back to a promenade, collector, or residential street within the specific plan area except when required for noise attenuation as approved by the City Engineer and City Planner.

0' 300' 600' 900' 1200'

N

FIGURE 4-1

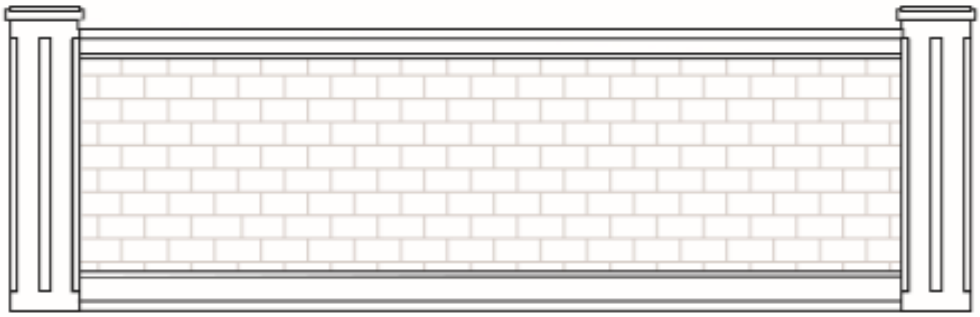
Community Wall Plan Concept

Figure 4-2: Perimeter Walls

Type 1 Opaque
Typical Screen Wall & Community Wall [(1)(2)]

Capped Pilaster & Block Wall With Textured Finish Paint

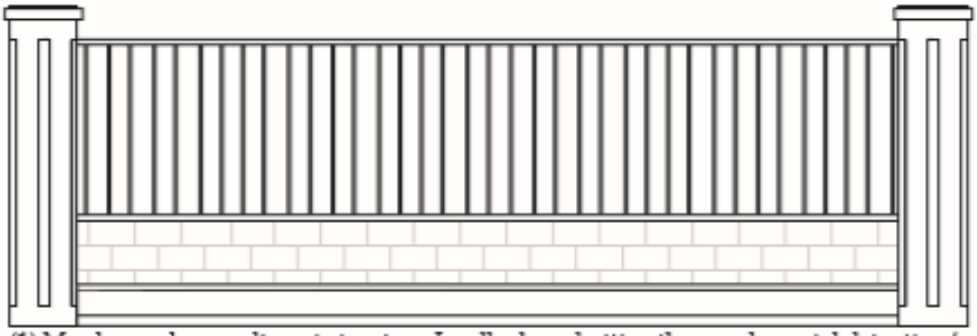
(Sierra Classic or Similar)



(1) As required for sound attenuation and where required by City Engineer.

Type 2 Combination Opaque/Open [(1)(2)]

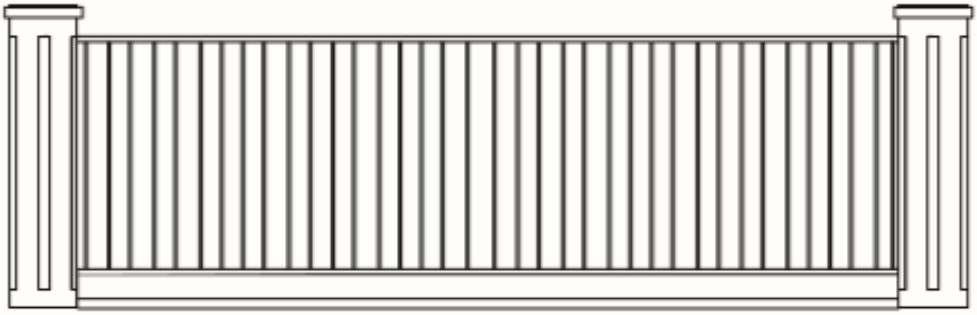
Capped Pilaster & Block Wall With Tube Metal



(1) May be used as an alternate to a type I wall when abutting the supplemental detention/ retention basin or where otherwise approved by the City Engineer or City Planner.

Type 3 Open [(2)]

Capped Pilaster & Tube Metal



(2) Wall height for all wall types to be deterined by the City Engineer or City Planner.

Table 1-1: West Area Specific Plan Property Ownership

APN	Property Identification	Approximate Land Area (Gross Acres)
211231060000	Cloverfield	138.36
211231061000	Cloverfield	138.36
211231016000	Harden	72.56
211011002000	Sbrana	117.95
211231012000	Kantro	154.04
211231013000	Bondesen	99.55
211011003000	Kantro	154.04
211011009000	Madalora	108.32
211231059000	Santa Rita Union School District	11.46
211011011000	Salinas Union High School District	38.97
211011008000	Mortensen	52.85
211011010000	Osequera	1.71
211011001000	Piffero	0.78
Total		**796.55**

Table 6-4: Projected Plan Area Student Population

Dwelling Unit Type	Total Dwelling Units	Education Level	Generation Factor	Students Generated
Single-Family (NE and NG-1)	3,164	Elementary	0.3148	996
		Middle	0.1955	619
		High	0.208	658
Multifamily (NG-2 and Village Center)	1,176	Elementary	0.5715	672
		Middle	0.1892	223
		High	0.041	48
Total				3,216

Source: Salinas Union High School District: 2018 School Facility Needs Analysis and Justification Report; Santa Rita Union School District School Facilities Needs Analysis March 6, 2018.

note: table assumes (high) single family (SF) detached units for all SF units, due to lack of detailed lot counts for attached and detached SFU's.

materials\attachment working drafts DRAFTS YOU DONT NEED THIS FILE TARA\Attachment 9 West Area Specific Plan and Errata Sheet OMNIBUS 11-22-19.docx

City of Salinas
COMMUNITY DEVELOPMENT DEPARTMENT
65 W. Alisal Street, 2nd Floor • Salinas, California 93901
(831) 758-7387 • (831) 775-4258 (Fax) • www.ci.salinas.ca.us

DATE: October 14, 2015

TO: State Clearinghouse
State Responsible Agencies
State Trustee Agencies
Other Public Agencies
Interested Organizations

FROM: Gabriel Elliott, Project Manager
City of Salinas
65 West Alisal Street (Second Floor)
Salinas, CA 93901
(831) 775-4246 – phone
(831) 775-4258 - fax
gabriel.elliott@ci.salinas.ca.us

SUBJECT: NOTICE OF PREPARATION – WEST AREA SPECIFIC PLAN EIR

EIR CONSULTANT
Steve McMurtry, Principal Planner
De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
Phone: (916) 580-9818

An Initial Study has been prepared for the proposed project and is attached to this Notice of Preparation (NOP). The Initial Study lists those issues that will require detailed analysis and technical studies that will need to be evaluated and/or prepared as part of the EIR. The EIR will consider potential environmental effects of the proposed project to determine the level of significance of the environmental effect, and will analyze these potential effects to the detail necessary to make a determination on the level of significance.

Those environmental issues that have been determined to be less than significant will have a discussion that is limited to a brief explanation of why those effects are not considered potentially significant. In addition, the EIR may also consider those environmental issues which are raised by responsible agencies, trustee agencies, and members of the public or related agencies during the NOP process.

We need to know the views of your agency or organization as to the scope and content of the environmental information germane to your agency's statutory responsibilities or of interest to your organization in connection with the proposed project. Specifically, we are requesting the following:

1. If you are a public agency, state whether your agency will be a responsible or trustee agency for the proposed project and list the permits or approvals from your agency that will be required for the project and its future actions;

2. Identify significant environmental effects and mitigation measures that you believe need to be explored in the EIR with supporting discussion of why you believe these effects may be significant;
3. Describe special studies and other information that you believe are necessary for the City of Salinas to analyze the significant environmental effects, alternatives, and mitigation measures you have identified;
4. For public agencies that provide infrastructure and public services, identify any facilities that must be provided (both on- and off-site) to provide services to the proposed project;
5. Indicate whether a member(s) from your agency would like to attend a scoping workshop/meeting for public agencies to discuss the scope and content of the EIR's environmental information;
6. Provide the name, title, and telephone number of the contact person from your agency or organization that we can contact regarding your comments.

Due to the time limits mandated by State law, your response must be sent and received by the City of Salinas by the following deadlines:

- For responsible agencies, not later than 30 days after you receive this notice.
- For all other agencies and organizations, not later than 30 days following the publication of this Notice of Preparation. The 30 day review period ends on Tuesday, November 10, 2015.

If we do not receive a response from your agency or organization, we will presume that your agency or organization has no response to make.

A responsible agency, trustee agency, or other public agency may request a meeting with the City of Salinas or its representatives in accordance with Section 15082(c) of the CEQA Guidelines. A public scoping meeting will be held during the public review period as follows:

SCOPING MEETING: October 29, 2015 at 6:30 p.m., at the McKinnon Elementary School, Multi-purpose room, 2100 McKinnon Street, Salinas, CA 93906.

Please send your response or questions to Gabriel Elliott, Project Manager at the City of Salinas located at 65 W. Alisal Street (Second Floor), Salinas, CA 93901. Contact information: email: gabriel.elliott@ci.salinas.ca.us; Telephone: (831) 775-4246.

Exhibit D Draft Environmental Impact Report

https://www.cityofsalinas.org/sites/default/files/volume_i_west_area_specific_plan_public_draft_final_1.pdf

Exhibit E Draft Environmental Impact Report Technical Appendices

https://www.cityofsalinas.org/sites/default/files/volume_ii_appendices_west_area_specific_plan_public_draft_eir_web_0.pdf

Print Form

Appendix C

Exhibit F

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2006021072

Project Title: West Area Specific Plan

Lead Agency: City of Salinas | Contact Person: Jill Miller, Senior Planner

Mailing Address: 65 West Alisal Street, 2nd Floor | Phone: 831-758-7206

City: Salinas | Zip: 93901 | County: Monterey

Project Location: County: Monterey | City/Nearest Community: Salinas

Cross Streets: San Juan Grade Road and East Boronda Road | Zip Code: 93901

Longitude/Latitude (degrees, minutes and seconds): 36 ° 43 ′ 18 ″ N / 121 ° 38 ′ 16 ″ W Total Acres: 797

Assessor's Parcel No.: several | Section: | Twp.: | Range: | Base:

Within 2 Miles: State Hwy #: U.S. 101 | Waterways:

Airports: | Railways: | Schools: several

Document Type:

CEQA: ☐ NOP ☒ Draft EIR | NEPA: ☐ NOI | Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR | ☐ EA | ☐ Final Document
☐ Neg Dec (Prior SCH No.) | ☐ Draft EIS | ☐ Other:
☐ Mit Neg Dec Other: | ☐ FONSI

Local Action Type:

☐ General Plan Update ☒ Specific Plan ☒ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☒ Land Division (Subdivision, etc.) ☐ Other:

Development Type:

☒ Residential: Units 4340 Acres 480
☐ Office: Sq.ft. Acres Employees ☐ Transportation: Type
☒ Commercial: Sq.ft. 571,500 Acres Employees ☐ Mining: Mineral
☐ Industrial: Sq.ft. Acres Employees ☐ Power: Type MW
☒ Educational: 1 HS, 1 MS, 3 Elem schools ☐ Waste Treatment: Type MGD
☒ Recreational: 49 acres of parks ☐ Hazardous Waste: Type
☐ Water Facilities: Type MGD ☐ Other:

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☒ Vegetation
☒ Agricultural Land ☒ Flood Plain/Flooding ☒ Schools/Universities ☒ Water Quality
☒ Air Quality ☒ Forest Land/Fire Hazard ☒ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☒ Wetland/Riparian
☒ Biological Resources ☒ Minerals ☒ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☐ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☒ Drainage/Absorption ☒ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☐ Other:

Present Land Use/Zoning/General Plan Designation:

GP= Mixed Use, Res Low, Res Medium, Res High, Public/Semipublic, Open Space and Park. Zoning= New Urbanism Interim

Project Description: *(please use a separate page if necessary)*

An application for adoption of a Specific Plan and rezoning of the Specific Plan Area from New Urbanism Interim (NI) with a Specific Plan Overlay, to Neighborhood Edge (NE)/Low Density Residential, Neighborhood General 1 (NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, Village Center (VC), Public/Semipublic (PS), Parks (P), and Open Space (OS), with the applicable Specific Plan Overlay District. The West Area Specific Plan will provide for up to 4,340 new dwelling units, 571, 500 sq.ft. of commercial floor area, 5 schools, parks and associated infrastructure.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

x	Air Resources Board		Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
	California Emergency Management Agency		Parks & Recreation, Department of
	California Highway Patrol		Pesticide Regulation, Department of
x	Caltrans District # 5	x	Public Utilities Commission
	Caltrans Division of Aeronautics	x	Regional WQCB # 3
	Caltrans Planning		Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
x	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of		SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
x	Fish & Game Region # 4		Tahoe Regional Planning Agency
	Food & Agriculture, Department of		Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of		Water Resources, Department of
	General Services, Department of		
	Health Services, Department of		Other:
	Housing & Community Development		Other:
x	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date February 22, 2019 Ending Date April 9, 2019

Lead Agency (Complete if applicable):

Consulting Firm: De Novo Planning Group
Address: 1020 Suncast Lane, Suite 106
City/State/Zip: El Dorado Hills, CA 95762
Contact: Steve McMurtry, Principal
Phone: 916-580-9818

Applicant: Harrod Construction Company
Address: 365 Victor Street, Suite #S
City/State/Zip: Salinas, CA 93907
Phone: 831-758-4368

Signature of Lead Agency Representative: Jill McMurtry **Date:** 2-14-19

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Exhibit G Final Program Environmental Impact Report (link)

https://salinas.legistar.com/View.ashx?M=F&ID=7930583&GUID=47D41C7D-A7FF-43B2-AD0A-81EE780CE223

EXHIBIT "H"

CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS OF THE CITY COUNCIL OF THE CITY OF SALINAS FOR THE WEST AREA SPECIFIC PLAN

I. INTRODUCTION

The City of Salinas (hereinafter "City"), as lead agency, prepared a Program Environmental Impact Report (hereinafter "EIR") for the West Area Specific Plan (hereinafter "Specific Plan" or "project"). In its entirety, the EIR consists of the February 27, 2019 Draft Program EIR (hereinafter "Draft EIR" or "DEIR") and the October 10, 2019 Final Program EIR (hereinafter "Final EIR" or "FEIR") (State Clearinghouse No. 2006021072).

The Applicant has submitted applications requesting approval of the West Area Specific Plan, Rezoning, and Development Agreement. As approved, the project will facilitate the City's future consideration of applications for individual projects to be proposed within the Specific Plan Area.

The EIR analyzes the impacts of the West Area Specific Plan and the anticipated subsequent filing of maps and other development applications in the future. Therefore, the EIR analyzes the total impacts of the West Area Specific Plan, including these applications yet unfiled, so that future filings will not require separate environmental analysis, as long as development proposed does not substantially deviate from the approved Specific Plan. The specific processes by which the City will review individual applications are set forth on pages ES-1 through pages ES-4 of the Draft EIR and are also described below in section III(D).

These findings, as well as the accompanying statement of overriding considerations in Section XI below, have been prepared in accordance with the California Environmental Quality Act (hereinafter "CEQA") (Pub. Resources Code, § 21000 et seq) and its implementing guidelines (hereinafter "CEQA Guidelines") (Cal. Code Regs., tit. 14, § 15000 et seq).

II. DEFINITIONS AND ACRONYMS

Like the EIR itself, these findings use a number of acronyms. Key acronyms are defined the first time they are introduced in the text of this document.

III. PROJECT DESCRIPTION

A. Location

As described in the DEIR, the City of Salinas is located in northern Monterey County, within the Salinas Valley between the Gabilan and Santa Lucia mountain ranges. Salinas is situated approximately 20 miles northeast of the City of Monterey, 60 miles south of San Jose, 100 miles south of San Francisco and 325 miles north of Los Angeles. Figure 2-1 in the Draft EIR displays the project regional location. Several regional transportation routes are located within or near Salinas, including U.S. Highway 101 (U.S. 101), State Routes 68 (SR 68) and 183 (SR 183), the

Union Pacific Railroad line and the Monterey Regional Airport in Monterey. Salinas Municipal Airport, a general aviation facility, is located in the southeastern portion of the city.

The Specific Plan Area is located within the incorporated boundary of the City of Salinas. It is bounded by San Juan Grade Road on the west, East Boronda Road (also referred to as "Boronda Road") on the south, Natividad Road on the east, and Rogge Road and the future extension of Russell Road on the north. Gabilan Creek is located east of the Specific Plan Area, while U.S. 101 and North Main Street are located to the west. Unincorporated land under the jurisdiction of the County of Monterey abuts the Specific Plan Area on the north and northeast (DEIR, p. 2.0-1).

B. Overview

The West Area Specific Plan establishes the land use planning and regulatory guidance, including the land use and zoning designations and policies, development regulations, and design standards, for the approximately 797-acre Specific Plan Area. The Specific Plan will serve as a bridge between the Salinas General Plan and individual development applications in the Specific Plan Area, applying—and adding greater specificity to—the goals, policies and concepts of the General Plan for that area. The Specific Plan provides a complete blueprint for development of the Specific Plan Area, including:

- A description of proposed land uses,
- Policies, regulations and standards to support the Specific Plan,
- Infrastructure needed to support the Specific Plan, and
- Implementation and administrative processes needed for plan development.

The Specific Plan has been crafted to be consistent with overall community goals as expressed in the City of Salinas General Plan, as well as more specific policies and implementation measures contained in other documents. The City of Salinas Zoning Code requirements will apply to development applications and property within the Specific Plan Area unless specifically superseded by the development regulations or design standards contained in the Specific Plan.

The underlying purpose of the project is the approval and subsequent implementation of the West Area Specific Plan (including the Specific Plan's goals) and related entitlements. Land uses in the approximate 797-acre Specific Plan Area include residential, mixed use commercial, community park, neighborhood parks, small parks, schools and open space (including supplemental storm water detention/retention basins). Implementation will involve development of the site under the New Urbanism Zoning Districts of Neighborhood Edge (NE)/Low Density Residential, Neighborhood General 1 (NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, Village Center (VC) as well as the Public and Semipublic (PS), Parks (P), and Open Space (OS) Zoning Districts.

The quantifiable objectives of the project include the development of up to 4,340 residential dwelling units (with a minimum of 3,553 required under the General Plan), up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities (including three elementary schools, a high school, a middle school, open space areas (including supplemental storm water detention/retention basins) and 11 parks). It is anticipated that the Specific Plan Area will house up to 15,928 residents at project build-out.

C. Project Objectives

The underlying purpose of the project is the approval and subsequent implementation of the West Area Specific Plan and related entitlements. The quantifiable objectives of the project include the development of up to 4,340 residential dwelling units (with a minimum of 3,553 required under the General Plan), up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities (including three elementary schools, a high school, a middle school, open space (including supplemental detention/retention basins) and 11 parks. The Specific Plan goals are summarized as follows:

- Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly.
- Provide a variety of land uses in easy walking distance of housing including a mixed use village, parks, and schools to reduce vehicle miles traveled.
- Provide parks and other public green space in accordance with General Plan standards that are designed to be safe and easily accessible to residents.
- Provide a variety of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages.
- Provide public services and infrastructure improvements that achieve and maintain City service standards.
- Provide an inviting tree-lined street system which incorporates traffic calming and other measures.
- Establish an interconnected sidewalk/path and open space system throughout the development which links to the greater Future Growth Area (FGA) and City as a whole.
- Create a sense of place and unique identity through the use of entry treatments, landscaping, streetscapes, public art, decorative street lighting, pedestrian amenities and other elements.
- Provide for a reasonable jobs/housing balance.
- Provide opportunities for senior housing.
- Provide for a site/parcel-based post-construction Stormwater Control Measures (SCMs)/LID to the maximum extent practicable.

It is noted that there are additional project objectives that are not specifically presented in the Specific Plan, but are more overarching and are a response to, and driven by, the policy direction from the State Legislature and the Salinas City Council.

The State Legislature has declared that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives." (Government Code section 65589.5.) The Legislature notes that "California housing has become the most expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by

producers of housing." The Legislature further found that "Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration." The legislative intent of Government Code section 65589.5 is to "significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled." The State Legislature established its policy direction in the statute as follows: "It is the policy of the state that this section should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing."

The City of Salinas has recognized the need for additional housing supply for its citizens for many decades. Dating back to 1986, the City entered into the Boronda Memorandum of Understanding (MOU) with the County of Monterey to preserve the best agricultural land and to provide certain areas for future urban growth. Twenty years later, in 2006, the Greater Salinas Area MOU was adopted to preserve agricultural lands within Monterey County, and to provide future growth areas (FGSs) for Salinas. A year later, in 2007, applications for an amendment to the City's Sphere of Influence (to include the FGAs) and Pre-Zoning and Annexation (for the majority of the North of Boronda FGA consisting of approximately 2,400 acres) were submitted to the Monterey County Local Agency Formation Commission (LAFCO) for consideration. A Supplemental EIR for the Salinas General Plan Final Program EIR (SCH#2007031055) was also submitted in conjunction with the applications. The applications were approved by LAFCO on May 19, 2008. The North of Boronda FGA (which includes the West Area Specific Plan) was formally annexed to the incorporated City of Salinas on September 8, 2008 and zoned New Urbanism Interim (NI) with a Specific Plan Overlay. The West Area Specific Plan is a reflection of over twenty years of planning for new development, which is reflected by the City Council's approval of the FGA, including annexation of the land into the City limits.

The following two overarching project objectives are presented here as a response to: 1) the State Legislature's declaration of a housing crisis in California, 2) the State Legislature's policy direction for the provision of more housing, 3) the Salinas City Council's more than 30 years of planning for urban development within the FGAs, which includes the West Area Specific Plan, and 4) the Salinas City Council's policy direction as provided in the approved FGAs and General Plan:

- Objective 1: Respond to the State Legislature's declaration of a housing crisis in California, and their policy direction that local governmental agencies provide more housing, by including provisions for the construction of new housing supply within the West Area Specific Plan.
- Objective 2: Respond to the Salinas City Council's long-term vision and policy direction for new urban development to be focused in the Future Growth Areas, by including provisions the construction of new urban development consistent with the City of Salinas General Plan.

Based on its own review of the EIR and other information and testimony received in connection with the project, as well as the statutory and planning policies described above, the City Council finds all of these objectives to be acceptable and persuasive from a public policy standpoint. In

choosing to approve the project, the City thus embraces these objectives and accords them weight in considering the feasibility of alternatives set forth in the EIR, and in invoking overriding considerations in approving the project. (See *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1507-1508.)

D. Discretionary Approvals

Project approval requires the City, as lead agency, to take discrete planning and regulatory actions to approve the overall project. In addition, certain "responsible agencies" may ultimately rely in part on the programmatic analysis in the Specific Plan Area in making decisions associated with future site-specific projects consistent with the Specific Plan. Described below are the discretionary actions necessary to carry out the project.

City of Salinas

In addition to certifying the Final EIR and adopting these Findings and the associated Statement of Overriding Considerations and Mitigation Monitoring Plan (CEQA requirements), the City itself must approve the following actions:

- Certification of the EIR and adoption of the Mitigation Monitoring and Reporting Program (MMRP);
- Approval of the Draft West Area Specific Plan;
- Approval of the rezoning of the Specific Plan area from NI with a Specific Plan Overlay to NE/Low Density Residential, NG-1/Medium Density Residential, NG-2/High Density Residential, VC, PS, P and OS. A Specific Plan Overlay is also applicable to each Zoning District; and
- Approval of the Development Agreement;
- Subsequent Approvals: Parcel Maps, tentative maps, Final Maps, Subdivision Improvement Plans, Site Improvement Plans, Grading Permits, Building Permits, Conditional Use Permits, Business Permits, Encroachment Permits, etc.

Other Responsible/Trustee Agencies

The agencies below will also use the EIR, either as responsible agencies or as trustee agencies:

- California Department of Fish and Wildlife – Lake and Streambed Alteration Agreement (1600 permit);
- Cal Water – Approval of SB 610 Water Supply Assessment, Approval to serve the Specific Plan Area;
- Central Coast Region - Regional Water Quality Control Board – Clean Water Act Section 401 Water Quality Certification, National Pollution Discharge Elimination System (NPDES) general construction permit;
- Comcast/AT&T/SBC/Other – Approval to serve the Specific Plan Area, approval of telecommunications utility plans, Encroachment Permits;
- Johnson Canyon Landfill – Approval to serve the Specific Plan Area;
- Monterey Bay Air Resources District – Authority to Construct; Demolition permit;

- Monterey Bay Community Power – Approval to Serve the Specific Plan Area;
- Monterey One Water – Approval to serve the Specific Plan Area for wastewater services, and Encroachment Permit;
- Monterey County Health Department - Well demolition permit, Well construction permit;
- Monterey County Water Resources Agency – Approval to serve the Specific Plan Area, Encroachment Permit;
- Monterey-Salinas Transit – Approval to serve the Specific Plan Area, approval of bus stop locations and design;
- Pacific Gas and Electric Company – Approval to serve Specific Plan Area, approval of relocation plans, approval of electric and gas utility plans, Encroachment Permit;
- Salinas Valley Solid Waste Authority – Approval to serve the Specific Plan Area; and
- Santa Rita Union School District – Approval of site for the construction of two new elementary schools and one middle school

Federal Agencies

The following federal agencies also have approval authority over some aspects of the project, though these agencies are not subject to CEQA and instead are required to comply with the federal National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.):

- U.S. Army Corps of Engineers;
- U.S. Fish and Wildlife Service; and
- U.S. Federal Emergency Management Agency.

Future Projects

All individual future development projects proposed within the Specific Plan Area will be reviewed to determine their individual CEQA compliance requirements. The type of CEQA analysis required would be determined at the time a project is proposed.

It is noted that the Specific Plan provides a very high level of design detail for certain components of the project. To the extent that sufficient detail is available in the Specific Plan, a full project-level analysis is provided in this EIR. Examples of a full project level analysis would include topics that are related to the physical acreage affected (i.e., the project footprint), as opposed to the number of units, land uses/zoning, or other design parameters. Topics such as Biological Resources, Cultural Resources, and Hydrology/Water Quality are analyzed at a project-level analysis in this EIR given that these are physical environmental resources, and the area of impact is fully defined. Additionally, the Specific Plan includes a substantial level of detailed information that allows for a project-level analysis of topics such as Air Quality, Greenhouse Gases and Climate Change, Noise, Population and Housing, Transportation and Circulation, and Utilities. The analysis for these topics is driven by the number of units and square footage of development, which is detailed in the land use design and development projections. In some cases, there may be specific commercial uses that have design details developed at a later date that cannot reasonably be analyzed at a project-level at this time. Additionally, the design of the school facilities and other public facilities are not known at this time, so they are not able to be analyzed at a project-level.

This EIR examines the planning, construction and operation of the project. The program-level approach, with some project-level analysis, is appropriate for the project because it allows comprehensive consideration of the reasonably anticipated scope of the development plan; however, as discussed above, not all design aspects of the future development phases are known at this stage in the planning process. Subsequent individual development that requires further discretionary approvals will be examined in light of this EIR to determine whether additional environmental documentation must be prepared.

CEQA Guidelines Section 15168 states that a program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

1. Geographically,
2. As logical parts in the chain of contemplated actions,
3. In connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program, or
4. As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

According to CEQA Guidelines section 15168, subdivision (c)(5), "[a] program EIR will be most helpful in dealing with later activities if it provides a description of planned activities that would implement the program and deals with the effects of the program as specifically and comprehensively as possible." Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from the program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]).

Section 15168(c), entitled "Use with Later Activities," provides, in pertinent part, as follows: Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared:

1. If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. That later analysis may tier from the program EIR as provided in Section 15152.
2. If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activities as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.

3. An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into later activities in the program.
4. Where the later activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR.

Here, the City anticipates preparing a written checklist or similar device whenever landowners within the Specific Plan area submit applications for site-specific approvals (i.e. tentative maps, conditional use permits, or other discretionary entitlements). The checklist would serve in part as a consistency checklist to determine if the application for site specific approval is consistent with the General Plan, Specific Plan, Conditions of Approval, and Mitigation Measures, and it would also include a review of the project details relative to what was anticipated and analyzed in the program EIR (i.e., whether there are new environmental effects that were not covered by the program EIR). The City's expectation, at least at present, is that the checklist will conclude that most, or all, components of the Specific Plan can be developed with no new analysis of environmental effects given that there is a high level of resolution with regard to the project details that have been analysis in this program EIR. In some cases, however, a site-specific application (i.e., a proposed commercial use) may have specific issues associated with the project, or business, that this program EIR could not anticipate given the information that was available at this time. In those situations, the detailed site-specific information from that application could have site-specific effects not wholly anticipated in this EIR and would require some additional environmental review. (See also CEQA Guidelines section 15063, subd. (b)(1)(C).)

Future site-specific approvals may also be narrowed pursuant to the rules for tiering set forth in CEQA Guidelines Section 15152. "'[T]iering is a process by which agencies can adopt programs, plans, policies, or ordinances with EIRs focusing on 'the big picture,' and can then use streamlined CEQA review for individual projects that are consistent with such…[first tier decisions] and are…consistent with local agencies' governing general plans and zoning.'" (*Koster v. County of San Joaquin* (1996) 47 Cal.App.4th 29, 36.) Section 15152 provides that, where a first-tier EIR has "adequately addressed" the subject of cumulative impacts, such impacts need not be revisited in second- and third-tier documents. Furthermore, second- and third-tier documents may limit the examination of impacts to those that "were not examined as significant effects" in the prior EIR or "[a]re susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means." In general, significant environmental effects have been "adequately addressed" if the lead agency determines that:

a. they have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental impact report; or
b. they have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

Here, as noted above, the City anticipates preparing a written checklist or similar device whenever landowners within the Specific Plan area submit applications for site-specific approvals (i.e., tentative maps, conditional use permits, or other discretionary entitlements). The checklist would serve in part as a consistency checklist to determine if the application for site specific approval is consistent with the General Plan, Specific Plan, Conditions of Approval, and Mitigation Measures, and it would also include a review of the project details relative to what was anticipated and analyzed in the program EIR (i.e., whether all significant environmental impacts identified have been "adequately addressed" in the program EIR). Thus, if a new analysis is required for these site-specific actions, it would focus on impacts that cannot be "avoided or mitigated" by mitigation measures that either (i) were adopted in connection with the Specific Plan or (ii) were formulated based on information in this EIR.

In addition, because the EIR addresses the effects of rezoning the land within the proposed Specific Plan area, future environmental review can also be streamlined pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183. These provisions, which are similar but not identical to the tiering provisions, generally limit the scope of necessary environmental review for site-specific approvals following the preparation of an EIR for a "zoning action." For such site-specific approvals, CEQA generally applies only to impacts that are "peculiar to the parcel or to the project" and have not been previously disclosed, except where "substantial new information" shows that previously identified impacts would be more significant than previously assumed. Notably, impacts are considered not to be "peculiar to the parcel or to the project" if they can be substantially mitigated pursuant to previously adopted, uniformly applied development policies or standards. As noted above, the City anticipates that, in assessing the extent to which the Specific Plan EIR has previously addressed significant impacts that might occur with individual projects, the City may conclude that in some instances (e.g., with respect to agricultural resources, cultural resources, geology, soils, and paleontological resources), no further analysis beyond that found in the program EIR will be necessary.

Finally, for purely residential projects consistent with the Specific Plan, the City intends to preserve its ability to treat such projects as exempt from CEQA pursuant to Government Code section 65457. Subdivision (a) of that statute provides that "[a]ny residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an [EIR] has been certified after January 1, 1980, is exempt from the requirements of [CEQA]." The statutes go on to say, moreover, that "if after adoption of the specific plan, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental [EIR] for the specific plan is prepared and certified in accordance with the provisions of [CEQA]. After a supplemental [EIR] is certified, the exemption … applies to projects undertaken pursuant to the specific plan." (See also CEQA Guidelines section 15182.)

When purely residential projects are proposed, the City will consider whether they qualify for this exemption or whether the West Area Specific Plan EIR must be updated through a supplement to this EIR or a subsequent EIR as required by Public Resources Code section 21166 and CEQA Guidelines sections 15162 and 15163.

IV. ENVIRONMENTAL REVIEW PROCESS

The Notice of Preparation (hereinafter "NOP") of an EIR was circulated for public review and comment from October 15, 2015 to November 13, 2015 in accordance with CEQA Guidelines section 15082. Written responses to the NOP were received from the following interests/agencies:

1. Northern Salinas Valley Mosquito Abetment District (October 21, 2015)
2. California Department of Transportation (October 28, 2015)
3. Monterey-Salinas Transit (November 16, 2015)
4. Monterey County Resource Management Agency (November 16, 2015)
5. California Natural Resource Agency Division of Land Resource Protection (November 10, 2015)
6. Salinas Union High School District (November 10, 2015)
7. Ohlone/Costanoan-Esselen Nation (January 11, 2016)
8. Santa Rita Union School District (January 29, 2016)
9. Transportation Agency of Monterey County (March 31, 2016)

As part of the early consultation process and pursuant to the CEQA Guidelines section 15083 regarding early public consultation, a scoping meeting was held at the City of Salinas Rotunda (City Council chamber) on October 29, 2015. No specific comments were made about the scope of issues to be addressed in the EIR. Questions and comments were primarily focused on the project description and the project consideration process.

Pursuant to CEQA Guidelines sections 15023, subdivision (c), and 15087, subdivision (f), the State Clearinghouse in the Office of Planning and Research was responsible for distributing environmental documents to State agencies, departments, boards, and commissions for review and comment. The City followed required procedures with regard to distribution of the appropriate notices and environmental documents to the State Clearinghouse. The State Clearinghouse was obligated to make, and did make, that information available to interested agencies for review and comment. The NOP was received by the State Clearinghouse (SCH # 2006021072) and a 30-day public review period ended on November 13, 2015. The NOP and all comments received on the NOP are presented in Appendix A of the Draft EIR.

An Initial Study was also prepared for the project. Included below is a brief summary of findings from the Initial Study on environmental topics that were either found to have no impact or be less than significant, or were found to be sufficiently addressed in the General Plan EIR, and thus are not included within individual sections of the Draft EIR. For full Initial Study Findings and individual topics found to be less than significant through the Initial Study process refer to Appendix A of the Draft EIR.

- **Aesthetics:** The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would allow development to occur in the City in both vacant and underdeveloped portions of the community, and that the introduction/expansion of urban uses into these areas has the potential to interrupt views of natural features, open space, the hillsides, and agricultural resources, reducing

the aesthetic value of these resources. Additionally, new development in the City was found to increase the amount of light and glare in the community, particularly in areas planned for nonresidential development, such as retail and general commercial. It was also found that future development under the General Plan has the potential to change the visual character of the City.

To minimize and mitigate the impacts on aesthetics, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented the following five mitigation measures: Mitigation Measure A1 requires the City to implement the City's Gateway Guidelines; Mitigation Measure A2 requires the City to strengthen and require compliance with the City's Design Guidelines; Mitigation Measure A3 requires the City to improve the Lighting Ordinance; Mitigation Measure A4 requires the City to implement landscaping requirements for all proposed projects; and Mitigation Measure A5 requires the City to review all discretionary projects for aesthetics impacts. The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of Mitigation Measures A1 through A5, the potential citywide aesthetics impact would be reduced to a less than significant level.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that aesthetic impacts associated with the FGAs, which includes the West Area Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). Any future development under the approved General Plan, which includes all development under the project, would be required to comply with the above referenced regulations, policies, and standards. Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). This topic did not warrant additional analysis and was not addressed further in the EIR.

- **Agriculture and Forest Resources:** The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would result in the conversion of 3,525 acres of agriculture lands to urban uses. The *Final Environmental Impact Report* also indicates that General Plan buildout would result in agricultural activity in proximity to residential and other urban uses, which may result in conflicts between the uses. It is noted that agricultural activity can cause nuisances related to air quality and noise that may disturb surrounding development. Urban activities may also negatively affect nearby agricultural uses, as increased vandalism often occurs and the introduction of domestic animals may disturb certain agricultural activities.

  The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of Mitigation Measures AG1 through AG4, the impacts on potential compatibility issues would be reduced to a less than significant level; however, while the impacts on agricultural conversion would be reduced to the extent feasible, a significant and unavoidable impact would remain related to the loss of important farmland. Mitigation AG5 specifically addressed Agricultural

Land Conservation Easement Program, which states that the City will work with the County of Monterey and other local jurisdictions to create and implement an agricultural land conservation easement program, including such measures as securing the dedication of easements or by paying a mitigation fee that could be used to purchase easements through a mitigation bank. Additionally, in 2006, the City Council adopted Resolution No. 19422, approving the Agricultural Land Preservation Program. The resolution adopted a $750.00 per acre mitigation fee for agricultural lands currently designated by the California Department of Conservation's Farmland Mapping Program as "Prime" or "of Statewide Importance."

The City of Salinas certified the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), adopted a statement of overriding considerations relative to this significant and unavoidable impact, and approved the Salinas General Plan.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that agricultural impacts associated with the FGAs, which includes the Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002).

Any future development under the approved General Plan, which includes all development under the project, would be required to comply with the above-referenced regulations, policies, and standards. Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). This topic did not warrant additional analysis and was not addressed further in the EIR.

- **Geology and Soils:** Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). This topic did not warrant additional analysis and was not addressed further in the EIR.

- **Hazards and Hazardous Materials:** While the Draft EIR analyzes Hazards and Hazardous Materials, several topics were determined to not warrant additional analysis within the Chapter.

  The land uses proposed within the Specific Plan Area would not be expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, these uses are not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Furthermore, the project is not located in the vicinity of an airport or private airstrip; therefore, it would not result in a safety hazard related to air traffic for people residing or working in the Specific Plan Area. These topics did not warrant additional analysis and were not addressed further in the EIR.

Separately, the City has adopted a Multi-hazard Emergency Plan, which serves as extensions of the California Emergency Plan and the Emergency Resource Management Plan. The purpose of the Multi-hazard Emergency Plan is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The Emergency Operations Center (EOC) in City Hall serves as the center of the City's emergency operations. The Plan also addresses evacuation and movement of people in the event of an emergency. The project does not impair implementation of or physically interfere with the Multi-hazard Emergency Plan. Implementation of the project would have a less than significant impact relative to this environmental topic and is not further analyzed or addressed further in the EIR.

Lastly, the project is not located in an area that is considered a high risk for wildfires. The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Implementation of the proposed project would have a less than significant impact relative to this environmental topic and is not further analyzed or addressed further in the EIR.

- **Land Use and Planning:** The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the impacts would be reduced to a less than significant level with mitigation.

  Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan Area, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002).

  The City certified the Final Supplemental EIR and approved annexation of the North of Boronda FGA, which includes the West Area Specific Plan. The project, as proposed, is consistent with the Greater Salinas Area Memorandum of Understanding (GSA MOU). All development under the project would be required to comply with the regulations, policies, and standards identifies in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). Implementation of the project would not result in any new significant adverse impacts beyond those addressed within these supporting documents. This topic did not warrant additional analysis and is not addressed further in the EIR.

- **Mineral Resources:** It was determined in the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) that development of the FGA, including the Specific Plan Area, would not have a significant impact on mineral resources or mining activities. As such, implementation of the project would have no impact on mineral resources and this topic did not warrant additional analysis and is not addressed further in the EIR.

- **Population and Housing:** While the Draft EIR analyzes Population and Housing, several topics were determined to not warrant additional analysis within the Chapter.

The Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) noted that the General Plan would not result in the displacement of substantial numbers of existing housing units or persons since the majority of the FGA designated for future development consists of vacant, agricultural, or redevelopment of nonresidential land. Additionally, any individual units that require removal would be offset by the increase in housing by the development of approximately 18,397 additional dwelling units at General Plan buildout.

The project would necessitate the removal of some existing houses within the Specific Plan Area; however, removal of any individual units would be offset by the increase in housing by the development of approximately 4,340 additional dwelling units at Specific Plan buildout. As such, the project would not displace substantial numbers of existing housing or people. Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). This topic did not warrant additional analysis and is not addressed further in the EIR.

- **Recreation:** While the project would increase the demand for parks and other recreational facilities based on the population growth, the amount of parkland and open space provided within the Specific Plan Area sufficiently meets the City's parkland requirements. Construction of the parks would not result in any new significant adverse impacts beyond those addressed in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). This topic did not warrant additional analysis and is not addressed further in the EIR.

- **Transportation and Circulation:** While the Draft EIR analyzes Traffic and Circulation, several topics were determined to not warrant additional analysis within the Chapter.

  The project is not located in the vicinity of an airport or airstrip; therefore, it would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Implementation of the project would have no impact relative to this environmental topic

The remaining issues areas and checklist questions are analyzed in the EIR. The EIR includes an analysis of the following issue areas:

- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gases and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Population and Housing

- Public Services
- Transportation and Circulation
- Utilities

The City circulated the DEIR for public and agency review on February 27, 2019. A public review period of 45 days was provided on the DEIR and ended on April 15, 2019. This period satisfied the requirement for a 45-day public review period as set forth in Section 15105 of the CEQA Guidelines.

V. RECORD OF PROCEEDINGS

In accordance with Public Resources Code section 21167.6, subdivision (e), the record of proceedings for the City's decision on the project includes the following documents:

- The NOP and all other public notices issued by the City in conjunction with the project;

- All comments submitted by agencies or members of the public during the comment period on the NOP;

- The Draft EIR for the project (February 2019) and all appendices;

- All comments submitted by agencies or members of the public during the comment period on the Draft EIR;

- The Final EIR for the project, including comments received on the Draft EIR and the responses to those comments and appendices;

- Documents cited or referenced in the Draft EIR and Final EIR;

- The mitigation monitoring and reporting program for the project;

- All findings and resolutions adopted by the City Council in connection with the project and all documents cited or referred to therein;

- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the project;

- The Draft West Area Specific Plan;

- All documents submitted to the City by other public agencies or members of the public in connection with the project, up through the close of the Planning Commission public hearing, and the close of the City Council public hearing;

- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the project;

- Any documentary or other evidence submitted to the City at such information sessions, public meetings, and public hearings;

- The City of Salinas General Plan and all environmental documents prepared in connection with the adoption of the General Plan;

- Any and all resolutions approved by the City regarding the project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;

- Matters of common knowledge to the City, including, but not limited to federal, state, and local laws and regulations;

- Any documents expressly cited in these findings, in addition to those cited above; and

- Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The documents constituting the record of proceedings are available for review by responsible agencies and interested members of the public during normal business hours at the City of Salinas Community Development Department, 65 West Alisal Street, Salinas, California 93901. The custodian of these documents is the Community Development Director. Without exception, any documents set forth above not found in the project files fall into one of two categories. Many of them reflect prior planning or legislative decisions of which the City Council was aware in approving the project. (See *City of Santa Cruz v. Local Agency Formation Commission* (1978) 76 Cal.App.3d 381, 391-392; *Dominey v. Department of Personnel Administration* (1988) 205 Cal.App.3d 729, 738, fn. 6.) Other documents informed the experts who provided advice to City Staff or consultants, who then provided advice to the City Council. For that reason, such documents form part of the underlying factual basis for the City Council's decisions relating to the approval of the project. (See Pub. Resources Code, § 21167.6(e)(10); *Browning-Ferris Industries v. City Council of City of San Jose* (1986) 181 Cal.App.3d 852, 866; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 153, 155.)

VI. CONSISTENCY WITH APPLICABLE PLANS

This section includes a review of the project's relationship to the General Plan, other land use related documents/agreements, and to regional plans and identifies whether inconsistencies with these plans may exist.

Consistency with the Salinas General Plan

The Salinas General Plan states the City's vision for the community's future and outlines goals, policies and implementation measures to achieve its vision. The General Plan also projects the population, dwelling units, and non-residential building square footage associated with the future

buildout of the Land Use Plan, also referred to as General Plan buildout. Typically, General Plan buildout is decades beyond the 20-year General Plan planning cycle.

As described in CEQA Guidelines section 15125, subdivision (d), an EIR must discuss any inconsistencies between a proposed project and applicable general plans, specific plans, and regional plans. Such regional plans include, but are not limited to, the applicable air quality attainment or maintenance plan, area-wide waste treatment and water quality control plans, regional transportation plans, regional housing allocation plans, regional blueprint plans, plans for the reduction of greenhouse gas (GHG) emissions, habitat conservation plans, and natural community conservation plans.

New Urbanism principles, a component of the General Plan Land Use Element, were used to design a land use plan for the project that is compact and pedestrian-friendly, with a mixture of uses surrounding activity centers/neighborhood local points in the Specific Plan Area. Higher density residential uses are proposed around retail, recreation, and public uses and all of these core activity centers are proposed to be connected with pedestrian, bicycle, and transit systems.

The quantifiable objectives of the project include the development of up to 4,340 residential dwelling units (with a minimum of 3,553 required under the General Plan), up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities (including three elementary schools, a high school, middle school, supplemental detention/retention basins and 11 parks). It is anticipated that Specific Plan Area will have up to 15,928 residents at project build-out. This is consistent with the expected intensity of development within the Specific Plan Area under General Plan buildout conditions as analyzed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002).

The Salinas General Plan requires the approval of Specific Plans prior to development of any land in the North of Boronda Future Growth Area (FGA). The West Area Specific Plan includes certain development regulations and design standards that are intended to be specific to the Specific Plan Area. Where there is a matter or issue not specifically covered by the Specific Plan development regulations and design standards, the Salinas Zoning Code would apply. Where there is a conflict between the Specific Plan and the Zoning Code, the Specific Plan would prevail.

The Specific Plan is intended to be adopted by the City Council and to serve as a tool for the City of Salinas to implement. The Specific Plan is to be used by designers, developers, builders, and planners, to guide development of the Specific Plan Area. The land use, development standards, and design guidelines are provided to ensure that all proposed developments remain consistent with the vision established by the Specific Plan as the project is built over time. The Specific Plan development concepts, design guidelines, and standards are in accordance with the City's General Plan, Municipal Ordinances, and City Specifications. The Specific Plan shall be used to review, process, and approve development proposals for individual parcels/project sites within the Specific Plan Area, including but not limited to site specific development applications and site improvement plans.

The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that the General Plan may impact the related land use plans and policies that have

been adopted to avoid or mitigate an environmental effect. The Salinas Zoning Code, Salinas Redevelopment Plan, Greater Salinas Area Plan, Salinas Municipal Airport Master Plan, Monterey County Airport Land Use Plan, GSA MOU, are specifically mentioned. Of these seven documents, the project does not affect an existing Specific Plan, the Salinas Municipal Airport Master Plan, or the Monterey County Airport Land Use Plan, and the Salinas Redevelopment Plan is no longer in effect. These topics are not discussed further, but the other three are discussed below.

Salinas Zoning Code

The Specific Plan Area is currently zoned NI with a Specific Plan Overlay. The project includes a rezone to NE/Low Density Residential, NG-1/Medium Density Residential, NG-2/High Density Residential, VC, PS, P and OS. A Specific Plan Overlay District is also applicable to each Zoning District. The purpose of the rezone is to ensure consistency between the proposed General Plan Land Use Designations and Zoning. With the approval of the rezoning application, the Specific Plan would be consistent with the Salinas Zoning Code.

City/County Greater Salinas Area Memorandum of Understanding

In 2006, the City and the County adopted the GSA MOU to allow for annexation and development of specific parcels that are located outside of the Future Growth Areas as illustrated in the General Plan. These areas were not contemplated for annexation and development at the time the General Plan was adopted. These areas include, but are not limited to, the "Unikool", Boronda Road, and Fresh Express sites.

The GSA MOU describes the intent of each agency to consider annexation of the subject growth areas and identifies framework conditions under which annexations could be considered. The following excerpt from the Preface of the GSA MOU identifies its general intent:

"This Memorandum of Understanding (MOU), by and between the County of Monterey (County) and the City of Salinas (City), is to set forth certain agreements between the parties to express their intent to jointly pursue action to assure orderly and appropriate land use development in the area designated in the General Plan of Monterey County as the Greater Salinas Area Plan area and in the City of Salinas. Specific objectives to be achieved through the implementation of the land use and associated policies included in this MOU are the preservation of certain agriculture land, the provision of future growth areas, and the provision of adequate financing for the services and facilities of benefit to the residents of the Greater Salinas Area Plan area and the City."

With the adoption of the GSA MOU, both the City and the County acknowledged that additional development outside the City's Future Growth Areas would be considered subject to amendment of the City's SOI and annexation of such areas to the City. The GSA MOU also includes a set of points of agreement that govern future annexations and associated development. Among other topics, the points of agreement address the future direction of City growth, agricultural mitigation, traffic impacts, and storm drainage. The GSA MOU states that the direction of future growth of the City shall be to the north and east of the current city limits, except as otherwise provided for in the GSA MOU.

To minimize and mitigate the potential impacts, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented the following two mitigation measures: Mitigation Measure LU5 requires the City to continue to cooperate with the County of Monterey to implement the GSA-MOU, which directs that City growth generally to the north and east away from the most productive farmland; and Mitigation Measure LU6 requires the City to encourage City-centered growth and give priority to redevelopment and infill projects that reduce development pressure on agricultural lands. The City will also establish an incentive program to promote these projects, such as priority permit processing and density bonuses for such developments. The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of this mitigation measure, the impact would be reduced to a less than significant level.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan Area, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). The City certified this EIR and approved annexation of the North of Boronda FGA, which includes the WASP. The project as proposed is consistent with the GSA-MOU. All development under the project would be required to comply with the above-referenced regulations, policies, and standards.

Greater Salinas Area Plan

The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that implementation of General Plan will result in development outside the existing City limits, into the Greater Salinas Planning Area. Development occurring outside of the City limits is subject to the Greater Salinas Area Plan. The implementation of the General Plan may conflict with the Greater Salinas Area Plan, resulting in a significant impact.

To minimize and mitigate the potential impacts, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented Mitigation Measure LU2, which requires the City to be consistent with a portion of Draft Policy LU 3.4 of the Monterey County Draft General Plan, and to cooperate with LAFCO and the County of Monterey to direct growth outside the City limits to the Future Growth Area, on lands that are served or are planned to be served, with a full range of urban services, such as public water and sewer, an extensive road network, public transit, safety and emergency response services, parks, trails, and open space. The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of this mitigation measure, the impact would be reduced to a less than significant level.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). The City certified this EIR and approved annexation of the North of Boronda Future Growth Area, which includes the Specific Plan. The project as proposed is consistent with the Greater Salinas Area Plan. All development

under the project would be required to comply with the above-referenced regulations, policies, and standards.

VII. FINDINGS REQUIRED UNDER CEQA

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute provides that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to provide that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in Public Resources Code section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR. The second permissible finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and that such changes have been adopted by, or can and should be adopted by, such other agency. The third potential conclusion is that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR. (CEQA Guidelines, § 15091, subd. (a).)

As explained elsewhere in these findings, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors. The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506-1509 (court upholds CEQA findings rejecting alternatives in reliance on project's objectives); see also *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 (*CNPS*) (an alternative "'may be found infeasible on the ground it is inconsistent with the project objectives as long as the finding is supported by substantial evidence in the record'") (quoting Kostka & Zischke, *Practice Under the Cal. Environmental Quality Act* [Cont.Ed.Bar 2d ed. 2009] (*Kostka*), § 17.309, p. 825); *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165, 1166 (*Bay-Delta*) ([i]n the CALFED program, feasibility is strongly linked to achievement of each of the primary program objectives"; "a lead agency may structure its EIR alternative analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basic goal).) Moreover, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133

Cal.App.3d 410, 417 (*City of Del Mar*); see also *CNPS, supra,* 177 Cal.App.4th 957 (after weighing "'economic, environmental, social, and technological factors,' ... 'an agency may conclude that a mitigation measure or alternative is impractical or undesirable from a policy standpoint and reject it as infeasible on that ground) (quoting Kostka, *supra,* § 17.29, p. 824))

For purposes of these findings (including the table described in Section IX below), the term "avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. In contrast, the term "substantially lessen" refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less than significant level.

As explained above, CEQA requires that the lead agency adopt feasible mitigation measures or, in some instances, feasible alternatives to substantially lessen or avoid significant environmental impacts that would otherwise occur. With respect to a proposed project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons that the agency found that the project's benefits outweigh its unavoidable adverse environmental effects. The City of Salinas' Statement of Overriding Considerations for the project is included herein in Section XI below.

VIII. MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring and Reporting Program (hereinafter "MMRP") has been prepared for the project, and is being approved by the City Council by Resolution 2019-__(N.C.S.). The City will use the MMRP to track compliance with project mitigation measures. The MMRP will remain available for public review during the compliance period. The Final MMRP is Exhibit "B" of the aforementioned resolution and is approved in conjunction with these Findings of Fact.

IX. SIGNIFICANT EFFECTS AND MITIGATION MEASURES

The EIR identified a number of significant and potentially significant environmental effects (or impacts) that the project will cause or contribute to. Most of these significant effects can be fully avoided through the adoption of feasible mitigation measures. Other effects, however, cannot be avoided by the adoption of feasible mitigation measures or alternatives, and thus will be significant and unavoidable. Some of these unavoidable significant effects can be substantially lessened by the adoption of feasible mitigation measures. Other significant, unavoidable effects cannot be substantially lessened or avoided. For reasons set forth in Section XI however, the City Council has determined that overriding economic, social, and other considerations outweigh the significant, unavoidable effects of the project.

The City Council's findings with respect to the project's significant effects and mitigation measures are set forth in the Table of Impacts, Mitigation Measures, and CEQA Findings attached to these findings. The findings set forth in the table are hereby incorporated by reference.

This table does not attempt to describe the full analysis of each environmental impact contained in the EIR. Instead, the table provides a summary description of each impact, describes the

applicable mitigation measures identified in the Draft EIR or Final EIR and adopted by the City Council, and states the City Council's findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Draft and Final EIRs, and these findings hereby incorporate by reference the discussions and analyses in those documents supporting the Final EIR's determinations regarding mitigation measures and the projects' impacts and mitigation measures designed to address those impacts. In making these findings, the City Council ratifies, adopts, and incorporates into these findings the analyses and explanations in the Draft EIR and Final EIR, and ratifies, adopts, and incorporates in these findings the determinations and conclusions of the Draft EIR and Final EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

By Resolution 2019-__(N.C.S.), the City Council adopts all of the mitigation measures identified in the table.

X. PROJECT ALTERNATIVES

A. Basis for Analysis of the Feasibility of Alternatives

Public Resources Code section 21002, a key provision of CEQA, provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects."

Where a lead agency has determined that, even after the adoption of all feasible mitigation measures, a project as proposed will still cause one or more significant environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA. Although an EIR must evaluate this range of *potentially* feasible alternatives, an alternative may ultimately be deemed by the lead agency to be "infeasible" if it fails to fully promote the lead agency's underlying goals and objectives with respect to the project. (*City of Del Mar, supra,* 133 Cal.App.3d at p. 417) "'[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*Ibid*.; see also *CNPS, supra,* 177 Cal.App.4th at p. 1001.) Thus, even if a project alternative will avoid or substantially lessen any of the significant environmental effects of the project, the decision-makers may reject the alternative if they determine that specific considerations make the alternative infeasible.

Under CEQA Guidelines section 15126.6, the alternatives to be discussed in detail in an EIR should be able to "feasibly attain most of the basic objectives of the project [.]" For this reason, the Objectives described above provided the framework for defining possible offsite alternative project locations. (See *Bay-Delta, supra,* 43 Cal.4th at p. 1166). The project objectives are set out

above in section III.C. Based on the requirements of CEQA Guidelines section 15126.6 and the Project's Objectives, the following alternatives to the project were identified:

No Project (No Build) Alternative

The CEQA Guidelines (Section 15126.6[e]) require consideration of a no project alternative that represents the existing conditions, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved. For purposes of this analysis, the No Project (No Build) Alternative assumes that development of the Specific Plan Area would not occur, and the Specific Plan Area would remain in its current agricultural condition. It is noted that the No Project (No Build) Alternative would fail to meet the project objectives identified for the West Area Specific Plan and is inconsistent with the goals of the General Plan for the future growth areas of the City.

Reduced Land Area Project Alternative

Under this alternative, the Specific Plan Area would be developed with the same components as described in the Project Description, but the area utilized for the development (i.e., the project footprint) would be reduced by approximately 20 percent. Under this alternative, approximately 162 acres of land in the northeast corner of the Specific Plan Area would be removed. This removed area would include the 52.85-acre Mortensen property (APN 21101108) and the 108.32-acre Madolora/Global property (APN 21101109), which are shown on Figure 5.0-1. The resultant Specific Plan Area would include approximately 635 acres. The proposed land uses within this area identified for removal under this alternative would be incorporated into the remaining 635 acres of the Specific Plan Area, which would increase the residential density of the Specific Plan Area under this alternative, while retaining the same number of residences, mixed use commercial areas, schools, parks, etc. as the project. This alternative would establish a site for a third 10.0-acre elementary school to be developed by the Santa Rita Union School District (District). However, if the District decides against the elementary school siting, the area would instead be residential units.

Under this alternative the average residential density (units per net acre) would increase from 9.0 to approximately 11.3 units/acre. It is assumed that the number of NE parcels would be reduced, and the number of NG-1 parcels would increase. The proposed Village Center would remain unchanged under this alternative, and would still include up to 571,500 square feet of mixed use commercial floor area and a minimum of 91 dwelling units.

Reduced Residential Intensity/Density Project Alternative

Under this alternative, the Specific Plan Area would be developed with a reduction in the overall residential intensity/density while maintaining the approximate overall project footprint. For the purposes of discussion, this option considers a 25 percent reduction in the intensity/density of the residential components of the project while maintaining the approximately 797-acre project footprint. This would result in fewer residential lots, but larger lot sizes. This alternative would result in up to 3,255 residential units. This alternative would retain the approximately 571,500 square feet of mixed commercial uses, the five proposed schools (three elementary, one middle, and one high school), and the same acreage of parks and detention basins as the project.

Under this alternative, the average residential density (units per net acre) would decrease from 9.0 to approximately 6.8 units/acre. It is assumed that the number of NE parcels would be increased, and the number of NG-1 and NG-2 parcels would increase. The proposed Village Center would remain unchanged under this alternative, and would still include up to 571,500 square feet of mixed use commercial floor area and a minimum of 91 dwelling units.

This alternative, based upon residential overall density, is inconsistent with the Salinas General Plan's standards for the Specific Plan Area, which require a minimum of 3,553 residential units within the Specific Plan Area, and the incorporation of New Urbanism concepts which mandates that new residential development have a minimum average density of 9 dwelling units per net residential acre. A General Plan Amendment would be required.

Smaller-scale Project Alternative

Under this alternative, the Specific Plan Area would be reduced by approximately 33 percent and the proposed residential and non-residential uses would also be reduced by approximately 33 percent. For the purposes of discussion, this alternative assumes that approximately 264 acres of land along the entire eastern boundary of the Specific Plan Area would be removed and remain as undeveloped agricultural land. The resultant Specific Plan Area under this alternative would be approximately 533 acres in size, and include up to 2,908 residential units, up to 382,905 square feet of commercial/mixed use building area, and up to 119 acres of public facilities (including two elementary schools, a high school, a middle school, open space (including supplemental detention/retention basins) and up to 8 parks). The number of residential units under this alternative would not meet the minimum of 3,553 residential units as provided within the City of Salinas General Plan. The residential densities under this alternative would be similar to the project.

The City Council finds that that a good faith effort was made to evaluate all potentially feasible alternatives in the EIR that are reasonable alternatives to the project and could feasibly obtain the basic objectives of the project, even when the alternatives might impede the attainment of the project objectives and might be more costly. As a result, the scope of alternatives analyzed in the EIR is not unduly limited or narrow. The City Council also finds that all reasonable alternatives were reviewed, analyzed and discussed in the review process of the EIR and the ultimate decision on the project. (See, e.g., DEIR, pp. 6-5 to 6-55)

1. Significant, Unavoidable Impacts of the Project

The significant and unavoidable impacts of the project are set out in detail below in Section XI.A.

2. Scope of Necessary Findings and Considerations for Project Alternatives

As noted above, these findings address whether the various alternatives substantially lessen or avoid any of the significant unavoidable impacts associated with the project and also consider the feasibility of each alternative. Under CEQA, "[f]easible means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic,

environmental, legal, social, and technological factors." (CEQA Guidelines § 15364). As explained earlier, the concept of feasibility permits agency decision makers to consider the extent to which an alternative is able to meet some or all of a project's objectives. In addition, the definition of feasibility encompasses "desirability" to the extent that an agency's determination of infeasibility represents a reasonable balancing of competing economic, environmental, social, and technological factors supported by substantial evidence.

In identifying potentially feasible alternatives to the project, the following project objectives were considered:

1. Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly.

2. Provide a variety of land uses in easy walking distance of housing including a mixed use village, parks, and schools to reduce vehicle miles traveled.

3. Provide parks and other public green space in accordance with General Plan standards that are designed to be safe and easily accessible to residents.

4. Provide a variety of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages.

5. Provide public services and infrastructure improvements that achieve and maintain City service standards.

6. Provide an inviting tree-lined street system which incorporates traffic calming and other measures.

7. Establish an interconnected sidewalk/path and open space system throughout the development which links to the greater FGA and City as a whole.

8. Create a sense of place and unique identity through the use of entry treatments, landscaping, streetscapes, public art, decorative street lighting, pedestrian amenities and other elements.

9. Provide for a reasonable jobs/housing balance.

10. Provide opportunities for senior housing.

11. Provide for a site/parcel-based post-construction SCMs/LID to the maximum extent practicable.

As noted near the beginning of these findings, moreover, the City is keenly aware that the State Legislature has declared that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives." (Government Code section 65589.5.) The Legislature notes that "California housing has become the most

expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing." The Legislature further found that "Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration." The legislative intent of Government Code section 65589.5 is to "significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled." The State Legislature established its policy direction in the statute as follows: "It is the policy of the state that this section should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing."

The following two overarching project objectives are therefore presented here as a response to: 1) the State Legislature's declaration of a housing crisis in California, 2) the State Legislature's policy direction for the provision of more housing, 3) the Salinas City Council's more than 30 years of planning for urban development within the FGAs, which includes the West Area Specific Plan, and 4) the Salinas City Council's policy direction as provided in the approved FGAs and General Plan:

- Objective 1: Respond to the State Legislature's declaration of a housing crisis in California, and their policy direction that local governmental agencies provide more housing, by including provisions for the construction of new housing supply within the West Area Specific Plan.
- Objective 2: Respond to the Salinas City Council's long-term vision and policy direction for new urban development to be focused in the Future Growth Areas, by including provisions the construction of new urban development consistent with the City of Salinas General Plan.

B. No Project (No Build) Alternative

In general, a CEQA "No Project Alternative" must "discuss the existing conditions …, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." (CEQA Guidelines, § 15126.6, subd. (e)(2).) When the proposed project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future. In such an instance, the no project alternative consists of evaluating the projected impacts of the proposed plan to the impacts that would occur under the existing plan. "Typically, this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan. (*Id.*, subd. (e)(3)(A).)

1. Analysis of No Project (No Build) Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed, and there would be no net change in emissions and no potential for a conflict with any adopted plans or policies related to air quality. As such, the project level and cumulative impacts would be greatly reduced when compared to the project.

Biological Resources

Under the No Project (No Build) Alternative, the West Area Specific Plan would not be constructed, no habitat would be removed, no wetlands disturbed, and no ground disturbing activities would occur. The Specific Plan Area would remain open to migration, foraging, nesting, and other uses by wildlife. Therefore, potential for impacts to biological resources would be eliminated under the No Project (No Build) Alternative. Impacts to biological resources would be reduced as compared to the project.

Cultural Resources

The No Project (No Build) Alternative would continue to result in ground disturbing activities associated with the agricultural operations (i.e., soil tilling); however, because the ground disturbance associated with farming has occurred for an extended period of time with no cultural resources being found it is anticipated that the continuation of these operations under this alternative would have a significantly reduced potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources, the No Project (No Build) Alternative would result in slightly less potential for impacts to cultural resources as the entire Specific Plan Area would continue to be used for agriculture production.

Greenhouse Gases and Climate Change

Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed, and there would be no net change in emissions and no potential for a conflict with any adopted plans or policies related to GHG reductions. As such, this impact would be reduced when compared to the project. This does not necessarily mean, however, that the No Project Alternative represents a better long-term policy outcome for climate than the project. California has a large housing need, and new housing will have to be built somewhere, if not the Specific Plan Area. As the California Supreme Court explained, "[g]iven the reality of growth, some greenhouse gas emissions from new housing and commercial developments are inevitable. The critical CEQA question is the cumulative significance of a project's greenhouse gas emissions, and from a climate change point of view it does not matter where in the state those emissions are produced." (*Center for Biological Diversity v. California Dept. of Fish and Wildlife* (2015) 62 Cal.4th 204, 220-221.)

Hazards and Hazardous Materials

Under the No Project (No Build) Alternative, no new land uses would be introduced to the Specific Plan Area, and the potential for hazardous material release in the Specific Plan Area would be reduced. Ongoing pesticide use would occur within the area to remain in agriculture, and this has the potential to generate negative health effects on existing residents located in the areas south and west of the Specific Plan Area. However, there would not be long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, because development would not occur. While the West Area Specific Plan is not anticipated to result in significant impacts associated with hazards and hazardous materials, the No Project (No Build) Alternative would result in less potential for impacts.

Hydrology and Water Quality

Under the No Project (No Build) Alternative, potential new water quality impacts from construction and operation of the West Area Specific Plan would be eliminated. Under this alternative, the land would be kept in its present state with the majority of the Specific Plan Area either fallow land or being used for agricultural purposes. The No Project (No Build) Alternative would have a greater chance of groundwater recharge because it would not introduce large areas of impervious surfaces as would the West Area Specific Plan. However, the beneficial impact of reducing the consumptive use of water by 2,078 acre-feet per year (AFY) (Cal Water, 2015) would not exist. This is a significant contribution in reducing overdraft in the Salinas Valley Ground Water basin.

The potential to result in the violation of water quality standards would be reduced under this alternative as compared with the project. However, there are some instances where the No Project (No Build) Alternative would have greater discharges of certain pollutants (such as erosion, sedimentation, pesticides release, etc.) when compared to the project. Nevertheless, overall, potential impacts related to hydrology and water quality would be reduced under this alternative.

Noise

Existing agricultural activities within the Specific Plan Area sometimes involve on-going noise sources such as agricultural equipment (e.g., tractors, harvesters, planters, etc.). Such noise sources are part of the existing ambient noise levels in the Specific Plan Area. Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed and there would be no potential for new noise sources; however, existing noise from agricultural operations would continue. As such, this alternative would have less impact relative to the project.

Population and Housing

Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed and the Specific Plan Area would not accommodate the City's anticipated growth. Growth would still be anticipated to occur within the region, but it would not be accommodated in the FGA, which has undergone extensive planning efforts by the City and community for over a decade. This outcome would not be consistent with the FGA and General Plan. The City would need to look

to other undeveloped areas of the region to develop for new housing, which would be expected to have environmental impacts that have not yet been assessed, but could well be worse than those of the West Area Specific Plan, particularly with respect to prime agricultural land, which is abundant in the region. Overall, this alternative would have a greater impact when compared to the project.

Public Services

Under the No Project (No Build) Alternative, there would be no increased demand for police, fire, schools, parks, or other public services. Alternatively, this alternative would result in no new school or park facilities, which are designed to accommodate more than the demand that is generated by the West Area Specific Plan. Overall, this alternative would have a slightly greater impact to public services when compared to the project.

Transportation and Circulation

Under the No Project (No Build) Alternative, there would be no new traffic generated within the Specific Plan Area. This alternative would also not result in new traffic improvements on the City's roadway system and it would not result in payments of traffic impact fees into the City's Capital Improvement Program (CIP) that would be used for the roadway system. Existing deficiencies in the traffic system would not receive the benefit of improvements to improve existing deficiencies; however, this would be more than offset by the fact that there would be no new contribution to degrading traffic levels of service at a project and cumulative level. Overall, this alternative would have less of an overall traffic impact than the project. Still, the growth for which there is market demand would still be anticipated to occur somewhere else within the region, possibly in areas that could result in transportation effects worse than those of the West Area Specific Plan.

Utilities

Under the No Project (No Build) Alternative, the Specific Plan Area would not have an increased demand for wastewater, storm drainage, or solid waste disposal. There would be no new impacts on these utilities and there would be no need to construct new infrastructure. Therefore, overall, the impact on wastewater, solid waste, and storm drainage would be reduced under this alternative. In conclusion, the No Project (No Build) Alternative would not result in a beneficial impact to groundwater recharge. However, this alternative would decrease the amount of solid waste and wastewater generated at the site, and would not require construction of new utilities infrastructure. Overall, the No Project (No Build) Alternative would not add new impacts to wastewater, storm drainage, or solid waste disposal systems, but would not result in the beneficial impacts to the groundwater system.

2. Feasibility of No Project (No Build) Alternative

The No Project (No Build) Alternative is the environmentally superior alternative because it results in the least adverse environmental impacts when compared to the project. However, the No Project (No Build) Alternative would fail to meet the project objectives identified for the

West Area Specific Plan and is inconsistent with the goals of the General Plan for the future growth areas of the City.

The City Council finds the No Project (No Build) Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the Project.

C. Reduced Land Area Project Alternative

1. Analysis of Reduced Land Area Project Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the Reduced Land Area Project Alternative, the Specific Plan Area would be developed with a 20 percent smaller development area, with an overall increase in residential density. Although the number of users would be the same under this alternative as compared with the project, this alternative has reduced mobile emissions when compared to the project, due to the more compact design of this alternative. It was assumed that mobile emissions under this alternative would be reduced by approximately twenty percent (as compared to the project), the same amount as the reduction in the size of this alternative's footprint when compared to the project. However, project operational activities under this alternative would still exceed the threshold of significance and generate a significant and unavoidable impact for reactive organic compounds (ROG), nitrogen oxides (NO_x), and respirable particulate matter (PM_{10}) at buildout.

This alternative would provide more compact development than the project, providing greater opportunities for non-motorized transportation choices (such as walking or cycling). This would slightly reduce vehicle miles travelled (VMT) as compared to the project, which would slightly the mobile source emissions.

The Reduced Land Area Project Alternative would have greater impacts with respect to Air Quality Impact 3.1-1, which is identified as "the potential to conflict with or obstruct implementation of the applicable air quality plan." This is because the Association of Monterey Bay Area Governments (AMBAG), in consultation with the City of Salinas, included the North of Boronda FGA (inclusive of the West Area Specific Plan) within the AMBAG 2018 Regional Growth Forecast. The AMBAG 2018 Regional Growth Forecast feeds into the Monterey Bay Air Resources Board's (MBARD) 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) as well as the future version of the Air Quality Management Plan (AQMP). Therefore, while an increase in density has the potential to reduce mobile source emissions if residents chose alternative transportation modes (i.e., walk/bike/transit instead of driving a vehicle), this is not guaranteed to occur given that the choice to drive is still convenient and economical for most residents under this residential density in a suburban environment. The increased residential density under this alternative was not specifically planned for in the MBARD planning documents and within the AMBAG forecasts. Nevertheless, due to the reduced footprint and slightly reduced VMT, this impact would be slightly reduced when compared to the West Area Specific Plan.

Biological Resources

Under the Reduced Land Area Project Alternative, less habitat would be removed, and fewer ground disturbing activities would occur. It is still anticipated that the drainage ditches along Boronda Road would be eliminated (i.e., fill activity). A portion of the Specific Plan Area (twenty percent) would remain open to migration, foraging, nesting, and other uses by wildlife. The balance of the Specific Plan Area (eighty percent of site) would be developed and no longer available for migration, foraging, nesting, and other uses by wildlife. This would still be a significant and unavoidable impact, and would be cumulatively considerable.

When compared to the Specific Plan, potential for impacts to biological resources would be reduced under the Reduced Land Area Project Alternative proportionate to the reduction in developed area estimated at twenty percent.

Cultural Resources

The Reduced Land Area Project Alternative would result in fewer ground disturbing activities and would have a slightly reduced potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources with mitigation, the Reduced Land Area Project Alternative would result in slightly less potential for impacts to cultural resources, as a portion of the Specific Plan Area would remain undeveloped.

Greenhouse Gases and Climate Change

The Reduced Land Area Project Alternative would not develop approximately 162 acres that is proposed to be developed under the project. This would provide more compact development, creating more opportunities for non-motorized transportation options (such as walking or cycling). This is likely to reduce overall VMT as compared to the project. This would reduce mobile-related GHG emissions by an amount approximately equivalent to proportional reduction in the size of the Specific Plan Area (twenty percent) under this alternative, as compared with the project. Total operational emissions would be reduced by approximately 11 percent under this scenario, as compared to the project. However, Specific Plan Area operational activities under this alternative would be expected to generate a significant and unavoidable impact on operational greenhouse gases.

With a total projected service population of 16,785 (same as the project), this alternative would generate approximately 2.53 metric tons of carbon dioxide equivalent (MT CO_2e)/service population/year in the mitigated scenario (in Year 2035). This value is above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035. However, this value is below the per service population estimate for the project of 2.84 MT CO_2e/service population/year (in Year 2035). Therefore, the emissions per capita under this alternative would be reduced as compared with the project. This impact would be slightly reduced when compared to the project.

Hazards and Hazardous Materials

Under the Reduced Land Area Project Alternative, the land area to be developed would be reduced by 20 percent and the potential for exposure to hazardous materials, or a release of hazardous materials would be reduced proportionately. Ongoing pesticide use would occur within the area to remain in agriculture, and this would have the potential to generate negative health effects on new residents in the development. Similar to the project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production. Any negative health effects associated with the residuals of these chemicals would be alleviated through compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. While the West Area Specific Plan is not anticipated to result in significant impacts associated with hazards and hazardous materials, the Reduced Land Area Project Alternative would result in slightly less potential for impacts.

Hydrology and Water Quality

Implementation of the West Area Specific Plan has the potential to result in the violation of water quality standards and waste discharge of pollutants into surface waters during both construction and long-term operations. Construction operations could result in temporary increases in runoff, erosion, sedimentation, soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas. The long-term operation of the West Area Specific Plan could result in long-term impacts to surface water quality from urban stormwater runoff and could enter groundwater or surface water systems. Additionally, the proposed project would result in new impervious surfaces that could reduce rainwater infiltration and groundwater recharge. Mitigation measures incorporated into the project would reduce potential water quality impacts to a less than significant level. The West Area Specific Plan would not place persons or structures in a flood hazard zone.

Under the Reduced Land Area Project Alternative, potential water quality impacts from construction and operation of the West Area Specific Plan would be reduced. Under this alternative, the developed area would be reduced by 20 percent when compared with the project. The Reduced Land Area Project Alternative would have a greater chance of groundwater recharge because it would reduce the amount of impervious surfaces by 20 percent as compared to the West Area Specific Plan. The areas that would not be developed (i.e., the 162 acres of land in the northeast corner of the Specific Plan Area) would remain under agricultural production. While the 162-acre agricultural area would provide opportunities for groundwater recharge, the agricultural uses would continue to require intensive groundwater pumping for the agricultural production. The higher amount of groundwater pumping required for the 162-acres of agricultural use under this alternative would result in a greater impact on the Salinas Valley Ground Water basin, when compared to the project. The amount of total consumptive water usage reduced by this alternative when compared to the existing uses in the Specific Plan Area would be approximately 1,666 AFY, compared with the approximately 2,078 AFY estimated to be saved by the proposed project. That is, buildout this alternative would save approximately 412

AFY less water than buildout of the proposed project. This would increase risks to the groundwater basin associated with seawater intrusion, when compared to the proposed project.

Under this alternative, there are some instances where the undeveloped portions of the Specific Plan Area would have greater discharges of certain pollutants (such as erosion, sedimentation, pesticides release, etc.) when compared to the project. Additionally, while the potential to result in water quality violations would be reduced under this alternative when compared with the project, the higher amount of groundwater pumping under this alternative would result in a greater impact on the Salinas Valley Ground Water basin, when compared to the proposed project. There would still be some benefit on the Salinas Valley Ground Water basin under this alternative because 80 percent of the land area would be converted into a use that would not require intensive groundwater pumping. As such, potential impacts related to hydrology and water quality would be increased under this alternative when compared to the project.

Noise

Under the Reduced Land Area Project Alternative, development would be reduced by 20 percent when compared with the project. As a result of less development, noise levels associated with traffic, stationary sources, and construction would be expected to be reduced under this alternative. Receptors would be subject to ongoing agricultural noise under this alternative. It is noted that, despite this reduction in the size of development under this alternative, it is expected that some noise levels associated with traffic, stationary sources, and construction would still generate a significant and unavoidable impact. As such, this alternative would have a reduced impact relative to the project.

Population and Housing

Under the Reduced Land Area Project Alternative, the project footprint would be reduced by 20 percent when compared with the project. However, although the residential density would increase from approximately 9.0 to 11.3 residential units per acre under this alternative, the number of residences developed under this alternative would be the same as for the proposed project. Overall, this alternative would have a equal impacts when compared to the project.

Public Services

Under the Reduced Land Area Project Alternative, the development area would be reduced by 20 percent. Residential and non-residential development would be equal under the Reduced Land Area Project Alternative; therefore, the demand for police, fire and other public services would be equal. This alternative would still result in development of public facilities (i.e. schools and parks) and would be required to pay the appropriate public safety impact fees. Overall, this alternative would have equal impacts to public services when compared to the project.

Transportation

Under the Reduced Land Area Project Alternative, the development area would be reduced by 20 percent. Residential and non-residential development would be equal under the Reduced Land Area Project Alternative; therefore, traffic generated in the Specific Plan Area would be equal.

This alternative would still result in new traffic improvements on the City's roadway system to accommodate the new traffic generated. It would also still result in payments of traffic impact fees into the City's CIP program that would be used for the roadway system. Existing deficiencies in the traffic system would receive some benefit of improvements to improve existing deficiencies; however, there would still be significant and unavoidable cumulative impacts to this topic under this alternative.

The Reduced Land Area Project Alternative would have "slightly greater" impact with respect to Transportation and Circulation Impact 3.10-7, which is identified as "impacts related to emergency access." The basis for this determination is that the increased density of the proposed project would increase congestion on existing and planned roadways as compared to the proposed project, given that fewer roadways would be developed under this alternative (because the APNs 211-011-008 and 211-011-009 would not be developed under this alternative). Specifically, Natividad Road (Major Arterial), Russell Road (Major Arterial), and Rogge Road would not be expanded with full frontage improvements under this alternative. Congestion is also expected to be slightly higher under this alternative compared to the proposed project, given the increased density of traffic (based on fewer roadway miles being developed under this alternative compared with the proposed project, and the increased density of the proposed project [to 11.3 residential units per acre under this alternative, compared to 9.0 residential units per acre under the proposed project]). This represents a slightly greater impact with respect to emergency access within the Specific Plan Area. It is noted that the significance determination under Transportation and Circulation Impact 3.10-7 would likely still be less than significant for the Reduced Land Area Alternative, similar to the proposed project; however, the roadway network will not have the same capacity as under the proposed project, so the determination remains "slightly greater."
Additionally, the Reduced Land Area Project Alternative would have a "slightly greater" impact with respect to Transportation and Circulation Impact 3.10-8, which is identified as "conflict with adopted multi-modal circulation policies, plans, or programs" or a "decrease [in] the performance or safety of public transit, bicycle, or pedestrian facilities." The basis for this determination is that the following roadways would not be developed in full under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane);
- Rogge Road frontage improvements.

Since these roadways would not be developed in full, as planned for by the proposed project, connectivity with the remainder of the City and County, including other areas within the City's FGA, would be more limited under the Reduced Land Area Project Alternative as compared to the proposed project. Overall, this alternative would have slightly greater traffic impacts than the project.

Utilities

This alternative would not save as much groundwater when compared to the proposed project. The amount of total consumptive water usage reduced by this alternative when compared to the

existing uses in the Specific Plan Area would be approximately 1,666 AFY, compared with the approximately 2,078 AFY estimated to be saved by the proposed project. That is, buildout this alternative would save approximately 412 AFY less water than buildout of the proposed project. This is due to the dramatically higher water usage under the current irrigated agricultural cultivation uses as compared with developed residential and/or commercial uses. This would increase risks to the groundwater basin associated with seawater intrusion, when compared to the project.

Although this alternative would save less groundwater than the project, generate a similar amount of solid waste, and demand a similar amount of water, this alternative would reduce impacts to stormwater compared to the project. Overall, the demand for utilities would be reduced under this alternative when compared to the project.

2. Feasibility of Reduced Land Area Project Alternative

The Reduced Land Area Project Alternative would slightly reduce impacts to air quality, biological resources, cultural resources, GHG and climate change, hazards, hydrology, noise, transportation, and utilities compared to the project. However, this alternative would potentially worsen impacts related to groundwater supplies and recharge (cumulative and project-level), population and housing, emergency vehicle access, and conflicts with adopted multi-modal circulation policies, plans, or programs. Further, this alternative does not meet the following project objectives:

- Provide public services and infrastructure improvements that achieve and maintain City service standards;
- Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole.

The Reduced Land Area Project Alternative does not fully meet the project objective to "Provide public services and infrastructure improvements that achieve and maintain City service standards" because the Reduced Land Area Project Alternative would develop fewer roadways, bicycle and pedestrian pathways, and other infrastructure improvements (such as well sites) when compared with the project.

Under this alternative, APNs 211-011-008 and 211-011-009, as shown in Figure 5.0-1 of the Draft EIR, would not be developed. The effect of this area not developing in accordance with the General Plan would be that the following roadways and infrastructure improvements would not be developed:

- Natividad Road (Major Arterial) expansion frontage improvements;
- Russell Road (Major Arterial) expansion;
- Rogge Road frontage improvements;
- The proposed water well #3 and water treatment site;
- The supplemental stormwater basins along Natividad Road; and
- Neighborhood Park WA-3 (3-acre park).

Therefore, based on the above list of roadways and infrastructure improvements that would not be developed under this alternative, the ability of the City to provide public services and infrastructure improvements in accordance with the adopted General Plan would be hampered under the Reduced Land Area Project Alternative.

The Reduced Land Area Project Alternative does not meet the project objective to "Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole" because this alternative would leave undeveloped a portion of the land that would be developed under project (i.e., APNs 211-011-008 and 211-011-009), as shown in Figure 5.0-1 of the Draft EIR. This is an area located adjacent to the future Central Area Specific Plan (within the City's FGA). If this area were to remain undeveloped, there would be fewer interconnected sidewalks/pathways and available open space areas for City residents, and connectivity would be limited between the West Area Specific Plan (the project) and the planned for Central Area Specific Plan (a planned Specific Plan Area that would be located just to the east of the proposed project). This reduced connectivity means that the Reduced Land Area Project Alternative would not establish an interconnected sidewalk/pathway and open space system that fully links with the greater FGA and with the City as a whole. Notably, this rationale is also the basis for determining that the Smaller-Scale Project Alternative would not meet this Specific Plan objective. Specifically, the following roadways would not be developed under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane); and
- Rogge Road frontage improvements.

The Reduced Land Area Project Alternative would lessen many of the potentially significant environmental effects of the project. For example, some of the potentially significant impacts related to the following topics would be reduced or slightly reduced under this alternative: air quality, biological resources, cultural resources, greenhouse gases and climate change, hazards and hazardous materials, hydrology and water quality, noise, transportation and circulation, and utilities. It is noted, however, that this alternative would also result in greater, slightly greater, or equal impacts as compared to the project in the following topics: air quality plan consistency, hydrology and water quality, population and housing, public services, transportation and circulation, and utilities.

Ultimately, the significant and unavoidable environmental effects anticipated with the project would still occur under this Reduced Land Area Project Alternative due to the location, size and scope of the alternative. The significant and unavoidable impacts may occur to a lesser extent than under the project under this alternative, but the impacts would still be significant and unavoidable. For example, a significant and unavoidable impact related to increased traffic noise levels at existing receptors would occur under the project and the Reduced Land Area Project Alternative as there is a possibility of not being able to feasibly install sounds walls in some locations that would be warranted. It is noted that, due to decreased noise levels associated with this alternative, the noise at existing receptors would likely decrease. However, the cumulative traffic noise level increases would exceed the Federal Interagency Committee on Noise (FICON) CEQA substantial increase criteria of 1.5 to 5 dB.

The City Council finds the Reduced Land Area Project Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the project.

D. Reduced Residential Intensity/Density Project Alternative

1. Analysis of Reduced Residential Intensity/Density Project Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the Reduced Residential Intensity/Density Project Alternative, there would be a 25 percent reduction in the intensity/density of the residential portions of the Specific Plan Area, with an overall decrease in residential density.

It was assumed that overall criteria pollutant emissions under this alternative would be reduced by approximately 25 percent when compared to the project, consistent with the reduction in the intensity/density of the residential portions of the Specific Plan Area under this alternative. However, project operational activities under this alternative would still exceed the threshold of significance and generate a significant and unavoidable impact for ROG, NOx, and PM_{10} at buildout.

Although less compact development generally increases overall per capita VMT, the smaller number of residential units under this alternative as compared with the project would reduce overall air quality emissions, including under area sources, mobile sources, and energy sources. As such, this impact would be reduced when compared to the project.

Biological Resources

Under the Reduced Residential Intensity/Density Project Alternative, an equivalent amount of habitat would be removed as under the project, and a similar level of ground disturbing activities would occur as compared with the project. Therefore, there would be an approximately equal potential for impacts to biological resources under this alternative as compared with the project.

Cultural Resources

The Reduced Residential Intensity/Density Project Alternative would result in a similar level of ground disturbing activities and would have a similar potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources with mitigation, the Reduced Residential Intensity/Density Project Alternative would result in equal potential for impacts to cultural resources.

Greenhouse Gases and Climate Change

Under the Reduced Residential Intensity/Density Project Alternative, there would be a 25 percent reduction in the intensity/density of the residential portions of the Specific Plan Area. It

was assumed that overall GHG emissions under this alternative would be reduced by approximately 25 percent when compared to the project, consistent with the reduction in the intensity/density of the residential portions of the Specific Plan Area under this alternative. Total operational emissions would be reduced by approximately 25 percent under this scenario, as compared to the project. However, Specific Plan Area operational activities under this alternative would be expected to generate a significant and unavoidable impact on operational greenhouse gases.

With a total projected service population of 12,803 under this alternative (this is equivalent to a 25 percent smaller residential population but the same number of workers, when compared to the project), this alternative would generate approximately 2.79 MT CO_2e/service population/year in the mitigated scenario (in Year 2035). This value is above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035, but lower than the per service population estimate for the project of 2.84 MT CO_2e/service population/year (in Year 2035). Therefore, this impact would be slightly reduced when compared to the project.

The slight reduction does not necessarily mean that the Reduced Residential Intensity/Density Project Alternative represents a better long-term policy outcome for climate than the project. California has a large housing need, and new housing will have to be built somewhere, if not in the Specific Plan Area. As the California Supreme Court explained, "[g]iven the reality of growth, some greenhouse gas emissions from new housing and commercial developments are inevitable. The critical CEQA question is the cumulative significance of a project's greenhouse gas emissions, and from a climate change point of view it does not matter where in the state those emissions are produced." (*Center for Biological Diversity v. California Dept. of Fish and Wildlife* (2015) 62 Cal.4th 204, 220-221.)

Hazards and Hazardous Materials

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential components would be reduced by 25 percent as compared with the project. Similar to the project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production. Any negative health effects associated with the residuals of these chemicals would be alleviated through compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. Overall, given the reduction in the intensity-density of this alternative as compared with the project, it is expected that the Reduced Residential Intensity/Density Project Alternative would have a slightly reduced impact to this topic relative to the project.

Hydrology and Water Quality

Under the Reduced Residential Intensity/Density Project Alternative, potential water quality impacts from construction and operation would be slightly reduced. Under this alternative, the intensity/density of the residential uses would be reduced by 25 percent when compared with the project, although the footprint would remain the same. This would result in fewer residential lots, but larger lot sizes. Since the residential lot sizes under this alternative would be larger when

compared with the project, there would be less impervious surface, and therefore there would be a greater chance of groundwater recharge under this alternative. As such, potential impacts related to hydrology and water quality would be reduced under the Reduced Residential Intensity/Density Alternative when compared to the project.

Noise

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent when compared with the project. As a result of less development, noise levels associated with traffic, stationary sources, and construction would be expected to be reduced under this alternative. Despite this reduction in the size of intensity of development under this alternative, it is expected that some noise levels associated with traffic, stationary sources, and construction would still generate a significant and unavoidable impact. As such, this alternative would have less impact relative to the project.

Population and Housing

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent when compared with the project. Development of housing would still occur under this alternative, but fewer units would be built. Growth would still be anticipated to occur within the region, but it would not be fully accommodated in the North of Boronda FGA, which has undergone extensive planning efforts by the City and community for over a decade. This would not be consistent with the FGA and General Plan. The City would need to look to other undeveloped areas of the region to develop for new housing which would be expected to have environmental impacts that have not yet been assessed but could well be worse than those of the West Area Specific Plan, particularly with respect to prime agricultural land, which is abundant in the region. The lower density of this alternative would also not meet the minimum number of residential units required for New Urbanism principles that are established in the General Plan for the Specific Plan Area. Overall, this alternative would have a greater impact when compared to the project.

Public Services

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent; therefore, the demand for police, fire and other public services would be reduced. This alternative would still result in development of public facilities (i.e. schools and parks) and would be required to pay the appropriate public safety impact fees. Overall, this alternative would have a slightly reduced impact to public services when compared to the project.

Transportation and Circulation

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent; therefore, traffic generated in the Specific Plan Area would be reduced. This alternative would still result in new traffic improvements on the City's roadway system to accommodate the new traffic generated. It would also still result in payments of traffic impact fees into the City's CIP program that would be used for the roadway

system. Existing deficiencies in the traffic system would receive some benefit of improvements to improve existing deficiencies; however, there would still be significant and unavoidable cumulative impacts under this alternative. Overall, this alternative would have less of an overall traffic impact than the project.

Utilities

Under the Reduced Residential Intensity/Density Alternative, the Specific Plan Area would be developed with a reduction in the overall residential intensity/density while maintaining the approximate overall project footprint as in the project. For the purposes of discussion, this option considers a 25 percent reduction in the intensity/density of the residential components of the project while maintaining the approximately 797-acre project footprint. This would result in fewer residential lots, but larger lot sizes. This alternative would result in up to 3,255 residential units. This alternative would retain the approximately 571,500 square feet of mixed commercial uses, the five proposed schools (three elementary, one middle, and one high school), and the same acreage of parks and detention basins as the project.

The total quantity of infrastructure installed would not be reduced, but the demand for wastewater and solid waste services would be less than would be required for the project. For example, is expected that this alternative would generate approximately 0.8 million gallons per day (MGD) of wastewater and approximately 37,777 pounds per day (lbs/day) of solid waste, smaller than would be generated by the project, since this alternative would generate fewer residents when compared to the project.

Separately, the total storm drainage runoff under this alternative would be approximately the same when compared to the project, due to the project footprint remaining the same for this alternative when compared to the project. Additionally, this alternative would save approximately the same amount of groundwater when compared to the project, since the project footprint would remain the same for this alternative as compared to the project. Overall, the demand for wastewater and solid waste services would be less than would be required for the project, and the amount of storm drainage runoff would be approximately the same. Therefore, demand for utilities would be slightly reduced under this alternative when compared to the project.

2. Feasibility of Reduced Residential Intensity/Density Project Alternative

The Reduced Residential Intensity/Density Project Alternative would slightly reduce impacts to air quality, cultural resources, GHG and climate change, hydrology, noise, public services, transportation, and utilities compared to the project. However, this alternative would potentially worsen impacts related to conflicts with applicable air quality plans and population and housing. Further, this alternative does not meet the following project objectives:

- Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly;
- Provide a balance of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages;
- Provide a reasonable jobs/housing balance.

The Reduced Residential Intensity/Density Project Alternative does not fully meet the project objective to "Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly" because the Reduced Residential Intensity/Density Project Alternative would result in fewer lots with larger lot sizes than will occur under the project. Larger lot sizes are inherently not compact, and development of these larger lot sizes may result in larger block sizes, which are less conducive to travel by walking, bicycles, and transit. Based upon residential overall density, this alternative is inconsistent with the Salinas General Plan's standards for the Specific Plan Area, which require a minimum of 3,553 residential units within the Specific Plan Area, and the incorporation of New Urbanism concepts, which mandate that new residential development have a minimum average density of 9 dwelling units per net residential acre.

The Reduced Residential Intensity/Density Project Alternative does not fully meet the project objective to "Provide a balance of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages" because the Reduced Residential Intensity/Density Project Alternative would provide fewer medium- and high-density housing units than the project. The number of low-density housing options would increase compared to the project, and these units would replace otherwise varied density housing options.

Furthermore, the reduction in housing units under the Reduced Residential Intensity/Density Project Alternative would be less consistent than the project in meeting statewide legislative goals of building housing units in order to address the statewide housing crisis. Given the enormous unmet demand for housing in California, the City believes that it has an obligation to facilitate the construction of more, rather than fewer, housing units when opportunities for residential development arise.

Similarly, the Reduced Residential Intensity/Density Project Alternative does not fully meet the project objective to "Provide a reasonable jobs/housing balance" because the Reduced Residential Intensity/Density Project Alternative would result in 1,085 fewer housing units than the project, but the same amount of commercial uses. This would impact the jobs/housing balance because fewer residents would be live in the Specific Plan Area, which proximity is vital to ensuring the success of the businesses in the Specific Plan Area.

The Reduced Residential Intensity/Density Project Alternative would lessen many of the potentially significant environmental effects of the project. For example, some of the potentially significant impacts related to the following topics would be reduced or slightly reduced under this alternative: air quality, cultural resources, greenhouse gases and climate change, hydrology and water quality, hazards and hazardous materials, noise, public services, transportation and circulation, and utilities. It is noted, however, that this alternative would also result in greater, slightly greater, or equal impacts as compared to the project in the following topics: air quality plan consistency, biological resources, hazards and hazardous materials, population and housing, transportation and circulation, and utilities.

Ultimately, the significant and unavoidable environmental effects which are anticipated with the project would still occur under this Reduced Residential Intensity/Density Project Alternative due to the location, size and scope of the alternative. The significant and unavoidable impacts

may occur to a lesser extent under this alternative than under the project, but the impacts would still be significant and unavoidable. For example, a significant and unavoidable impact related to violation of an air quality standard would occur under both the project and the Reduced Residential Intensity/Density Project Alternative. As shown in Table 5.0-4 of Chapter 5.0 of the Draft EIR, the Reduced Residential Intensity/Density Project Alternative would exceed the threshold of significance for ROG, NOx, and PM_{10} at buildout. Although the emissions would be less than with the project, this alternative would also cause a violation of an air quality standard. This is considered a significant and unavoidable impact.

The City Council finds the Reduced Residential Intensity/Density Project Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the project.

E. Smaller Scale Project Alternative

1. Analysis of Smaller Scale Project's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the Smaller-scale Project Alternative, the overall size of the project would be scaled down by approximately 33 percent as compared with the project. This would reduce Specific Plan Area operational emissions by an approximately equivalent amount (33%) as compared to the project. However, project operational activities under this alternative would still exceed the threshold of significance and generate a significant and unavoidable impact for ROG, NOx, and PM_{10} at buildout.

Nevertheless, overall air quality emissions under this alternative would be reduced compared to the project, due to the smaller size of this alternative, including for area sources, mobile sources, and energy sources. As such, this impact would be reduced when compared to the project.

Biological Resources

Under the Smaller-scale Project Alternative, an area of about 264 acres would not be developed, and fewer ground disturbing activities would occur. It is still anticipated that the drainage ditches along Boronda would be eliminated (i.e., fill activity). The 264 acres would remain open to migration, foraging, nesting, and other uses by wildlife. The balance of the Specific Plan Area would be developed and no longer available for migration, foraging, nesting, and other uses by wildlife. This would still be a significant and unavoidable impact, and would be cumulatively considerable.

When compared to the Specific Plan, potential for impacts to biological resources would be reduced under the Smaller-scale Project Alternative proportionate to the reduction in developed area.

Cultural Resources

The Smaller-scale Project Alternative would result in a reduced level of ground disturbing activities and would therefore have slightly less potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources with mitigation, this alternative would result in slightly less potential for impacts to cultural resources.

Greenhouse Gases and Climate Change

The Smaller-scale Project Alternative would reduce the level of development by approximately 33 percent as compared with the project. This would reduce Specific Plan Area operational GHG emissions by an approximately equivalent amount (33%) when compared to the project. Total operational emissions would be reduced by approximately 33% under this scenario, as compared to the project. However, Specific Plan Area operational activities under this alternative would be expected to generate a significant and unavoidable impact on operational greenhouse gases.

With a total projected service population of 11,190 under this alternative (this is equivalent to a 33% reduction in both residential and worker population, when compared to the project), this alternative would generate approximately 2.84 MT CO_2e/service population/year in the mitigated scenario (in Year 2035). This value is above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035. Additionally, this emissions-per-capita value would be the same as those generated by the project. Therefore, this impact would be equal when compared to the project.

Hazards and Hazardous Materials

The Smaller-scale Project Alternative would reduce the level of development by approximately 33 percent and the potential for exposure to hazardous materials, or a release of hazardous materials would be reduced proportionately. Ongoing pesticide use would occur within the area to remain in agriculture, and this would have the potential to generate negative health effects on new residents in the development. Similar to the project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production. Any negative health effects associated with the residuals of these chemicals would be alleviated through compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. While the West Area Specific Plan is not anticipated to result in significant impacts associated with hazards and hazardous materials, the Smaller-scale Project Alternative would result in slightly less potential for impacts.

Hydrology and Water Quality

Under the Smaller-scale Project Alternative, potential water quality impacts from construction and operation would be reduced. Under this alternative, the overall level of development (including the size of the site and the overall development area per use) would be reduced by approximately 33 percent. An area of approximately 264 acres that would be developed as part of the project would not be developed as part of this alternative. The areas that would not be developed would remain under agricultural production, and while they would have better

recharge in those areas, they would continue to require intensive groundwater pumping for the agricultural production. The higher amount of groundwater pumping under this alternative would result in a greater impact on the Salinas Valley Ground Water basin, when compared to the project. There would still be some benefit on the Salinas Valley Ground Water basin under this alternative because 66 percent of the land area would be converted into a use that would not require intensive groundwater pumping.

There are some instances where the 264 acres of Specific Plan Area that remains undeveloped would have greater discharges of certain pollutants (such as erosion, sedimentation, pesticides release, etc.) when compared to the project. Additionally, overall, while the potential to result in the violation of water quality standards would be reduced under this alternative when compared with the project, overdraft conditions would worsen in the Salinas Valley Ground Water basin under this alternative when compared to the project. As such, potential impacts related to hydrology and water quality would be increased under the Smaller-scale Project Alternative when compared to the West Area Specific Plan.

Noise

Under the Smaller-scale Project Alternative, the overall level of development would be reduced by 33 percent as compared with the project. As a result of less development, noise levels associated with traffic, stationary sources, and construction would be expected to be reduced under this alternative. Despite this reduction in the size and intensity of development under this alternative, it is expected that some noise levels associated with traffic, stationary sources, and construction would still generate a significant and unavoidable impact As such, this alternative would have less impact relative to the project.

Population and Housing

Under the Smaller-scale Project Alternative, the overall level of development would be reduced by 33 percent as compared with the project. Development of housing would still occur under this alternative, but fewer units would be built. Growth would still be anticipated to occur within the region, but it would not be fully accommodated in the FGA, which has undergone extensive planning efforts by the City and community for over a decade. This would not be consistent with the FGA and General Plan. The City would need to look to other undeveloped areas of the region to develop for new housing, which would be expected to have environmental impacts that have not yet been assessed but could well be worse than those of the West Area Specific Plan, particularly with respect to prime agricultural land, which is abundant in the region. Overall, this alternative would have a greater impact when compared to the project.

Public Services

Under the Smaller-scale Project Alternative, the overall level of development and the number of residential/non-residential uses would be reduced by 33 percent; therefore, the demand for police, fire and other public services would be reduced. This alternative would still result in development of public facilities (i.e., schools and parks) and would be required to pay the appropriate public safety impact fees. Overall, this alternative would have a slightly reduced impact to public services when compared to the project.

Transportation and Circulation

Under the Smaller-scale Project Alternative, the overall level of development and the number of residential/non-residential uses would be reduced by 33 percent; therefore, traffic generated in the Specific Plan Area would be reduced. This alternative would still result in new traffic improvements on the City's roadway system to accommodate the new traffic generated. It would also still result in payments of traffic impact fees into the City's CIP program that would be used for the roadway system. Existing deficiencies in the traffic system would receive some benefit of improvements to improve existing deficiencies; however, there would still be significant and unavoidable cumulative impacts. Overall, this alternative would have less of an overall traffic impact than the project.

Utilities

Under the Smaller-scale Project Alternative, the Specific Plan Area would be reduced by approximately 33 percent and the proposed residential and non-residential uses would also be reduced by approximately 33 percent. This alternative assumes that approximately 264 acres of land along the entire eastern boundary of the Specific Plan Area would be removed and remain as undeveloped agricultural land. The resultant Specific Plan Area under this alternative would be approximately 533 acres in size, and include up to 2,908 residential units, up to 382,905 square feet of commercial/mixed use building area, and up to 119 acres of public facilities (including two elementary schools, a high school, middle school, open space (including supplemental detention/retention basins) and up to 8 parks).

The total quantity of infrastructure installed would be reduced, and the demand for wastewater, stormwater, and solid waste services would be less than would be required for the project. For example, is expected that this alternative would generate approximately 0.7 MGD of wastewater and approximately 33,473 lbs/day of solid waste, less than what would be generated by the project, since this alternative would generate fewer residents when compared to the project.

Separately, the total storm drainage runoff under this alternative would be reduced by approximately 33% when compared to the project, due to the project footprint being reduced by 33% when compared to the project.

However, this alternative would not save as much groundwater when compared to the project. The amount of total water usage reduced by this alternative when compared to the existing uses in the Specific Plan Area would be approximately 1,389 AFY, compared with the approximately 2,078 AFY estimated to be saved by the project. That is, buildout this alternative would save approximately 689 AFY less water than buildout of the project. This would increase risks to the groundwater basin associated with seawater intrusion, when compared to the project. However, in general, the demand for utilities would be reduced under this alternative when compared to the project.

2. Feasibility of Smaller-scale Project Alternative

The Smaller-scale Project Alternative would slightly reduce impacts to air quality, biological resources, cultural resources, GHG and climate change, hazards, hydrology, noise, public

services, transportation, and utilities compared to the project. However, this alternative would potentially worsen impacts related to conflicts with applicable air quality plans, groundwater supplies and recharge (cumulative and project-level), population and housing, emergency vehicle access, and conflicts with adopted multi-modal circulation policies, plans, or programs. Further, this alternative does not meet the following project objectives:

- Provide public services and infrastructure improvements that achieve and maintain City service standards;
- Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole.

The Smaller-scale Project Alternative does not fully meet these two project objectives because, similar to the Reduced Land Area Project Alternative, this alternative would leave 33 percent of the Specific Plan Area undeveloped, which would include 264 acres of land along the entire eastern boundary of the Specific Plan Area. This eastern area is located adjacent to the future Central Area Specific Plan (within the City's FGA). This means that there would be fewer interconnected sidewalks/pathways and available open space areas for City residents, and that there would be limit connectivity between the West Area Specific Plan (the project) and the future Central Area Specific Plan (a planned Specific Plan Area that would be located just to the east of the proposed project). This reduced connectivity means that the Reduced Land Area Project Alternative would not establish an interconnected sidewalk/pathway and open space system which fully links with the greater FGA and the City as a whole. Specifically, the following roadways would not be developed under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane); and
- Rogge Road frontage improvements.

Furthermore, the reduction in housing units under the Reduced Residential Intensity/Density Project Alternative would be less consistent than the project in meeting statewide legislative goals of building housing units in order to address the statewide housing crisis. Given the enormous unmet demand for housing in California, the City believes that it has an obligation to facilitate the construction of more, rather than fewer, housing units when opportunities for residential development arise.

The Smaller-scale Project Alternative would lessen many of the potentially significant environmental effects of the project. For example, some of the potentially significant impacts related to the following topics would be reduced or slightly reduced under this alternative: air quality, biological resources, cultural resources, greenhouse gases and climate change, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and circulation, and utilities. It is noted, however, that this alternative would also result in greater, slightly greater, or equal impacts as compared to the project in the following topics: air quality plan consistency, greenhouse gases and climate change, hydrology and water quality, population and housing, transportation and circulation, and utilities.

Ultimately, the significant and unavoidable environmental effects anticipated with the project would still occur under this Smaller-scale Project Alternative due to the location, size and scope of the alternative. The significant and unavoidable impacts may occur to a lesser extent under this alternative than under the project, but the impacts would still be significant and unavoidable. For example, a significant and unavoidable impact related to violation of an air quality standard would occur under both the project and the Smaller-scale Project Alternative. As shown in Table 5.0-7 of Chapter 5.0 of the Draft EIR, the Smaller-scale Project Alternative would exceed the threshold of significance for ROG, NOx, and PM_{10} at buildout. Although the emissions would be less than the proposed project, this alternative would also cause a violation of an air quality standard. This is considered a significant and unavoidable impact.

The City Council finds the Smaller- scale Project Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the project.

XI. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth in the preceding sections, the City of Salinas's approval of the West Area Specific Plan will result in a significant adverse environmental effect that cannot be avoided even with the adoption of all feasible mitigation measures; and there are no feasible project alternatives that would mitigate or substantially lessen all of these impacts. Despite the occurrence of these effects, however, the City Council, in accordance with CEQA Guidelines section 15093, chooses to approve the project because, in the Council's view, the economic, social, and other benefits that the project will produce will render the significant effects acceptable.

A. Significant and Unavoidable Impacts

The project will result in the following potentially significant and unavoidable impacts, even with the implementation of all feasible mitigation measures:

- **Air Quality Operation.** The Specific Plan would exceed the Monterey Bay Air Resources District (MBARD) thresholds of significance for operations for ROG, NO_x, and PM_{10}, even after mitigation. (DEIR, pp. 3.1-19 through 3.1-23)
- **Cumulative Air Quality.** As is currently proposed, the Specific Plan is expected to be built out under a staged approach, and all mitigation would be applicable to each stage. However, even with the application of mitigation measures, operational emissions levels would remain above the defined thresholds of significance. Exceedance of the threshold within an area designated as nonattainment would be a cumulatively considerable impact. (DEIR, pp. 3.1-31 through 3.1-32)
- **Wildlife Movement and Corridors.** Development of the project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. There are no mitigation measures that can fully mitigate this impact and, given the fact that once the land is converted, it will no longer be a viable migration corridor for any species. (DEIR, pp. 3.2-46 through 3.2-47)
- **Cumulative Biological Resources.** Development of the project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. Given the rareness of CTS and CRLF in the Bioregion, the incremental loss of movement habitat from the project, when considered alongside all

past, present, and probable future projects (inclusive of all communities within the Bioregion), is a significant and unavoidable cumulative impact, and the Specific Plan's incremental contribution to this impact is itself cumulatively considerable. (DEIR, pp. 3.2-52 through 3.2-53)

- **Greenhouse Gas Emissions.** The project would generate GHG emissions, directly and indirectly, that may have a significant impact on the environment. While mitigation measures would result in reduced GHGs, it is possible that individual projects within the Specific Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant. (DEIR, pp. 3.4-31 through 3.4-38)
- **Cumulative Greenhouse Gas Emissions.** Implementation of the project will still generate GHG emissions that would not otherwise exist without the project. Given the length of construction activities for a project of this size, the construction emissions would be a long-term release of approximately 168,734.3 MT CO_2e. The operational emissions would be a long-term release totaling approximately 51,939.2 MT CO2e per year without mitigation, and 47,684.9MT CO_2e per year with mitigation. Because it is possible that individual projects within the Specific Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant, implementation of the Specific Plan would have a cumulatively considerable contribution and significant and unavoidable impact to GHGs. (DEIR, pp. 3.4-48 through 3.4-49)
- **Traffic Noise at Existing Receptors.** The project would cause increased noise levels exceeding the City of Salinas 60 dB L_{dn} exterior noise level standard at existing residential receptors. Additionally, traffic noise level increases would exceed the FICON CEQA substantial increase criteria of 1.5 to 5 dB, as outlined in Table 3.7-7. (DEIR, pp. 3.7-14 through 3.7-23)
- **Cumulative Traffic Noise.** The project would cause increased noise levels exceeding the City of Salinas 60 dB L_{dn} exterior noise level standard at existing residential receptors. Therefore, there would be a cumulative exposure of existing and future noise-sensitive land uses to increased noise resulting from cumulative development. (DEIR, pp. 3.7-33 through 3.7-37)
- **School Facilities.** Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts. Development of a school within the proposed Specific Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2, and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1 and 3.7-8), and transportation and circulation (Impacts 3.10-3 and 3.10-4). (DEIR, pp. 3.9-19 through 3.9-21)
- **Park Facilities.** Project implementation may result in effects on parks, or require the construction of park facilities which may cause substantial adverse physical environmental impact. Development of 49.76 acres of park land within the Specific Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2 and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1 and 3.7-8), and transportation and circulation (Impacts 3.10-3 and 3.10-4). (DEIR, pp. 3.9-22 through 3.9-23)
- **Cumulative Public Facilitates.** The construction and operation of future public facilities required to serve cumulative development (including the West Area Specific Plan Area) could potentially cause significant impacts. Cumulative development, including

additional parks, schools, library, and other public facilities within the city and service area, would contribute to significant and unavoidable cumulative impacts that have been identified within this EIR related to: air quality (Impact 3.1-7), biological resources (Impact 3.2-12), greenhouse gases (Impact 3.4-4), noise (Impact 3.7-8), and transportation and circulation (Impacts 3.10-3 and 3.10-4). (DEIR, pp. 3.9-24 through 3.9-26)

- **Cumulative Plus Project Traffic.** Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan would conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. (DEIR, pp. 3.10-63 through 3.10-70)
- **Cumulative Plus Central Area Specific Plan Plus Project Traffic.** Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan would with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans (DEIR, pp. 3.10-76 through 3.10-81)

B. Overriding Considerations

In the City Council's judgment, the project and its benefits outweigh its unavoidable significant effects. The following statement identifies the specific reasons why, in the City Council's judgment, the benefits of the project as approved outweigh its unavoidable significant effects. Any one of these reasons is sufficient to justify approval of the project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City Council would stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section (XI), and in the documents found in the Record of Proceedings, as defined in section V.

1. The project will substantially expand employment opportunities for local residents.

It is anticipated that local employment would be increased to provide administrative, management, and retail services. The project is expected to require both full-time and part-time employees. It is anticipated that the employment growth would be met both by existing residents and through the attraction of new residents. Data from U.S. Bureau of Labor Statistics (2018) indicates that the City has an unemployment rate of approximately 4.9%, as of November 2018, which is higher than the State and national averages at 4.2% and 3.7%, respectively (U.S. Bureau of Labor Statistics, 2018). Many of the newly created jobs are expected to be in the retail/commercial sector and would be opportunities well-suited for second wage earners in households, the younger workforce, and others, which generally depend on the local workforce. Due to the fact there is currently a surplus of unemployed workforce within the City, it is likely that current residents would fill the majority of new positions. Additional population growth induced by the creation of new businesses could be supported by the available housing within Salinas as well as new housing planned as part of the West Area Specific Plan.

The construction of new developments within the Specific Plan Area would increase temporary construction jobs in the area. New employment opportunities are critical to the residents of the

City as a basis to reduce the City's higher than average unemployment rate and to improve the balance between jobs and housing.

The creation of new jobs has a variety of other co-benefits that lead to improved quality of life. These benefits include enhancing overall economic activity in the City, which leads to increased revenue to fund and maintain city services and facilities such as public safety, parks, recreation centers and libraries and related programs that support a high quality of life. Benefits also include improving community health through crime reduction, improving economic productivity, decreasing traffic congestion and greenhouse gas emissions by reducing the number of residents that must travel out of the city to find employment.

2. The project will help attract economic investment.

Currently, Salinas lags behind the region in private economic investment. This lack of investment can be quantified in terms of the number of building permits pulled and the associated building valuation. For example, from June 1, 2018 to June 21, 2019, 1,765 permits with a building valuation of approximately $5,116,481.85 were pulled in Salinas.[1] This is a fraction, 10.0 percent, of the private investment in the City of Monterey totaling a valuation of $51,289,904 (422 permits).[2] This is especially significant considering Salinas (162,797) has more than five times the population of the City of Monterey (28,448).

The project streamlines opportunities for economic investment in the City by positioning the Specific Plan Area for development. The project creates the land use and zoning entitlements and provides specific guidance about how development is to proceed needed to catalyze economic development in the form of individual development projects.

3. The project will generate sales and property taxes for the City.

The project will generate substantial sales tax revenue from the planned commercial and retail uses and property tax revenue from the planned residential uses. The City can use this revenue to fund City programs that benefit the City's residents. The project has been designated with land uses that are intended to generate jobs and tax revenue for the City, while providing recreational facilities, retail opportunities, and housing opportunities.

4. The project will help improve the quality of life for City residents.

The City is experiencing significant retail leakage to surrounding communities and the region resulting in the loss of sales tax revenue. The 2008 Buxton Retail Leakage and Surplus Analysis, estimated that as much as $250 million in annual retail sales could be recaptured by the City through targeted retail development which offers goods and services now sought from businesses located outside the City. The City's total revenue per capita figures demonstrate the impacts of this leakage. In 2016, Salinas' total revenue per capita was $752 dollars compared to Monterey at $2,224 dollars per capita. (California Controller, 2016)

[1] CRW Systems. City of Salinas Permits Issued for the Period 6/1/2018 thru 6/1/2019. Provided by Kristy Parker, City of Salinas Permit Center Coordinator, on June 24, 2019.
[2] City of Monterey Permits Issued for the Period 6/1/2018 thru 6/1/2019. Provided by Lisa Feliciano, City of Monterey Permit Inspection Services Division, on June 14, 2018.

The project would include a central core area with retail and professional services. The retail and professional service uses would help increase annual retail sales and reduce retail leakage. Residents of the Specific Plan Area and the surrounding City and unincorporated areas could shop at the planned core area retail and professional service facilities located within the central core area.

The Specific Plan focuses on individual neighborhoods, parks, schools, and other civic gathering spaces; the tree-lined streets with pedestrian amenities; a Main Street and Town Square surrounded by shops and restaurants; and mixing of land uses that encourages residents to frequently walk and bicycle in their community. The Specific Plan also contains goals and policies which require and/or encourage the necessary services to enhance residents' quality of life. The Specific Plan includes design and management strategies that aim to specifically increase the quality of life for the future residents and employees of the Specific Plan Area. For example, the Specific Plan includes sections regarding traffic calming and landscaping in order to create safe and attractive streets, parks, and landscaped areas.

Quality of life is also an important factor in the ability of the City to attract and retain businesses. The Specific Plan addresses improving safety, improving access to open space and recreational opportunities, and the adequate provision of public services. If currently unemployed residents become employed and increase their earnings through new businesses resulting from development of the Specific Plan, it is expected that their income level and standard of living will improve.

5. The project will revitalize the local infrastructure.

The proposed Specific Plan circulation and infrastructure policies promote investment in infrastructure systems including water supply, wastewater and storm drainage conveyance and disposal facilities that are critical to support the proposed uses. Section 7.3.4.1 of the Specific Plan outlines the Public Facilities Impact Fee program. Section 7.5 of the Specific Plan includes funding policies that will govern the funding of infrastructure and public facilities for the Specific Plan Area.

6. The project will implement the Salinas General Plan.

The Specific Plan will serve as a bridge between the Salinas General Plan and individual development applications in the Specific Plan Area, applying—and adding greater specificity to—the goals, policies and concepts of the General Plan for that area. The Specific Plan provides a complete blueprint for development of the Specific Plan Area, including:

- A description of proposed land uses,
- Policies, regulations and standards to support the Specific Plan,
- Infrastructure needed to support the Specific Plan, and
- Implementation and administrative processes needed for plan development.

The Specific Plan has been crafted to be consistent with overall community goals as expressed in the General Plan, as well as more specific policies and implementation measures contained in other documents.

The 2002 General Plan identifies areas for growth within the FGAs (which includes the Specific Plan Area). The Salinas General Plan Land Use Table LU-3 identifies the development capacity of the FGAs. This includes 15,873 residential units, resulting in an additional population of 58,253 within the City's FGAs. The proposed West Area Specific Plan development proposes 4,340 units with the potential to increase the population of the city by an estimated 16,101 persons, which is within the projections identified in the Salinas General Plan.

Additionally, the General Plan identified FGAs as areas of the City where future urban development will be directed. FGAs are established as a part of the General Plan maps, and include the Specific Plan Area, as well as other nearby areas. The General Plan provides development guidance within the FGAs so that they are developed as urban neighborhoods using the principles of New Urbanism. The principles of new urbanist design are further detailed in Chapter 37 (Zoning) of the City's Municipal Code. The Specific Plan Area is currently designated New Urbanism Interim (NI) by the City's zoning map**.** The purpose of the NI zoning district is to provide a transitional zone for the FGAs of the City located north of East Boronda Road (including the Specific Plan Area) that are within the City limits and are subject to the preparation of specific plans and subsequent subdivision maps.

The New Urbanism Districts promote the principles of New Urbanism and the creation of distinct identifiable neighborhoods that have Traditional Neighborhood Development (TND) characteristics as expressed in the Salinas General Plan and that are intended to guide the development of the North of Boronda FGA. The FGA is also subject to a Specific Plan Overlay. The Overlay requires that a Specific Plan be approved by the City prior to the development of any land located in the FGA. As such, an approved Specific Plan will ultimately regulate the development in the FGA. The New Urbanism districts identified in the City's zoning code and the West Area Specific Plan are as follows: Neighborhood Edge/Low Density Residential (NE), Neighborhood General 1/Medium Density Residential (NG-1), Neighborhood General 2/High Density Residential (NG-2), and Village Center (VC).

The development allowed by the project will be consistent with the development types and intensities identified in the General Plan and its associated Final Program EIR. The project does not change limits, amount, type, or intensity of development allowed in the Plan Area beyond what was analyzed in the certified Final Program EIR for the General Plan and Supplemental EIR for the Salinas General Plan Final Program EIR (SCH#2007031055).

7. The project will provide much-needed housing.

One of the core goals of the Specific Plan is to provide a variety of low-density, medium-density, and high-density housing and a variety of housing options for residents at various life stages. As emphasized earlier, the State Legislature has declared that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and

businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives." (Government Code section 65589.5.) The Legislature notes that "California housing has become the most expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing." The Legislature further found that "Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration." The legislative intent of Government Code section 65589.5 is to "significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled." The State Legislature established its policy direction in the statute as follows: "It is the policy of the state that this section should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing."

The City of Salinas has recognized the need for additional housing supply for its citizens for many decades. The project will provide much-needed housing in an area of the City that has been recognized and planned for future growth.

C. Conclusion

As explained above, the City Council has balanced these benefits and considerations against the significant unavoidable environmental effects of the project and has concluded that the impacts are outweighed by these benefits, among others. After balancing environmental costs against project benefits, the City Council has concluded that the benefits the City of Salinas community and economy will derive from the project outweigh the risks. The City Council believes the project benefits outlined above override the significant and unavoidable environmental costs associated with the project.

Attachment

Impacts, Mitigation Measures and CEQA Findings Summary Table

Exhibit I

WEST AREA SPECIFIC PLAN

CITY OF SALINAS, CALIFORNIA

TABLE OF IMPACTS, MITIGATION MEASURES, AND CEQA FINDINGS

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
AIR QUALITY			
Impact 3.1-1: The project has the potential to conflict with or obstruct implementation of the applicable air quality plan (Less than Significant) AMBAG, in consultation with the City of Salinas, included the North of Boronda Future Growth Area (inclusive of the West Area Specific Plan) within the AMBAG 2018 Regional Growth Forecast. The 2018 Regional Growth Forecast provides the region's population, housing, and employment forecasts for inclusion for AMBAG's 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) as well as for the future version of the AQMP. The City of Salinas has worked closely with AMBAG to ensure that City population estimates are included within AMBAG's 2018 Regional Growth Forecast, which will feed into the next AQMP. The population estimates for the West Area Specific Plan are included in these growth forecasts. As such, the City has met the action recommended by MBARD in the *CEQA Air Quality Guidelines* (MBARD, 2008a) to ensure consistency with the applicable air quality plan (i.e. "*Ensure that the jurisdiction's population forecasts are updated in the next AQMP by working with AMBAG or the appropriate local agency*."). The proposed project would not conflict with or obstruct the latest air quality plan. (DEIR, pp. 3.1-18 through 3.1-19)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.1-2: Project operation has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation (Potentially Significant) Buildout of the Plan Area is expected to exceed some of the MBARD operational criteria pollutant emissions thresholds, as modelled. Mitigation measures are provided below to reduce emissions to the maximum extent feasible. Upon full buildout, the Specific Plan would exceed the MBARD thresholds of significance for operations	**Mitigation Measure 3.1-1:** Prior to approval of development review permits including tentative maps, the project applicant(s) shall incorporate the following features into project plans and specifications, as directed by the City of Salinas: • Provide traffic calming measures wherever feasible, within the Specific Plan Area; • Provide preferential carpool/vanpool parking spaces;	SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. Even with implementation of Mitigation Measures 3.1-1 through 3.1-8, the Specific Plan would exceed the MBARD thresholds of significance for operations for ROG, NO_x, and PM_{10}. Therefore, the impact is significant and unavoidable. The City Council concludes, however, that the Project's benefits

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
for ROG, NO_x, and PM_{10}, even after mitigation. (DEIR, pp. 3.1-19 through 3.1-23)	• Provide electric-vehicle parking spaces; • Require the use of low-VOC paint for all new building architectural coatings within the Specific Plan Area, consistent with or better than, what is required by the City's Municipal Code. **Mitigation Measure 3.1-2:** Prior to approval of development review permit(s), the project applicant(s) shall incorporate effective methods to encourage the use of cleaner alternative fuel vehicles and carpooling within the Specific Plan Area. Effective methods may include the installation of alternative fuel (e.g. electric) charging stations at locations spaced throughout the Specific Plan Area, consistent with or better than what is required by the City's Municipal Code and Specific Plan. Additionally, this can be achieved by providing preferential parking for alternatively-powered vehicles, including electric cars, and/or by providing carpool/vanpool parking spaces. **Mitigation Measure 3.1-3:** Prior to approval of development review permit(s), the project applicant(s) shall incorporate the use of alternative energy for the residential and mixed-use/commercial developments, including by implementing alternative energy (e.g. PV solar) building requirements, consistent with or better than, what is required by the City's Municipal Code. Project applicant(s) shall also ensure that pre-installed electrical hookups and/or charging stations, as applicable, are incorporated into all project plans and specifications. **Mitigation Measure 3.1-4:** Prior to the issuance of building permits, the project applicant(s) shall provide plans that demonstrate that low-flow (high-efficiency) indoor water fixtures will be installed throughout the Specific Plan Area, including for bathroom and kitchen faucets, toilet fixtures, and showers, in both residential and non-residential buildings, in compliance with or better than the standards required within the most recent version of the California Green Building Standards Code. **Mitigation Measure 3.1-5:** Prior to the issuance of building permits, the project applicant(s) shall provide plans that demonstrate that water-		outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	efficient irrigation systems will be installed throughout the Specific Plan Area, consistent with or better than the requirements contained within the State's Model Water Efficient Landscape Ordinance, the City's Water Conservation Ordinance and the Salinas Zoning Code Landscaping and Irrigation requirements. **Mitigation Measure 3.1-6:** Prior to approval of improvement plans or development review permits, as applicable, the project applicant(s) shall ensure that pedestrian/bicycle facilities (e.g. pedestrian paths, outdoor bike racks, etc.) are provided within the Specific Plan Area, in coordination with and subject to approval by the City of Salinas. The project proponent shall also provide bicycling parking near the entrance to commercial establishments within the Specific Plan Area, consistent with or better than the requirements contained within the City's Municipal Code. **Mitigation Measure 3.1-7:** Prior to the issuance of development review permit(s), the project applicant(s) shall incorporate of one or more of the following additional Specific Plan Area requirements, as determined by the City of Salinas: • Install secured bicycle storage facilities (bike lockers, cages, interior space, or similar as approved by the City Engineer) at all commercial and public facilities with 50 employees or more; • Incorporate a park-and-ride lot; • Install Level 2 electric vehicle (EV) charge stations at workplace sites with 50 or more employees (10% of total available parking spaces); and • Install publicly-available dual post Level 2 charge within commercial zones, and/or other zones as deemed acceptable by the City of Salinas. (Note: The 'level' of the charging station refers to the voltage that the electric vehicle charger uses. Level 1 charging is your typical traditional home outlet, while level 2 is a 240 Volt Portable Cordset or Wall-		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	mounted Charging Station (2-10 hours charging). **Mitigation Measure 3.1-8**: Prior to the approval of individual phases (i.e. tentative maps, commercial design review, etc.), the project applicant(s) shall develop an offsite mitigation program that provides funding to offset the project-generated air emissions that are still above the Air District's operational criteria pollutant thresholds after the adoption of other applicable air quality mitigation measures. The offsite mitigation program is subject to the review and approval of the Air District and the City of Salinas on a project-by-project basis (of phase-by-phase), and is intended to be in addition to offsets that are obtained through any on-site mitigation measures. Example projects that could be included in the offsite mitigation program may include, but are not limited to, the following: • Replace existing agricultural combustion-based generators/pumps with electric agricultural water pumps (in place of generators/pumps; • Replace combustion school buses with electric school buses within the local community; • Install adaptive traffic control systems; • Install solar photovoltaic (PV) systems.		
Impact 3.1-3: Project construction has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation (Potentially Significant) The Specific Plan maximum daily unmitigated emissions during construction of the Plan Area buildout in a single year is not expected to exceed the MBARD threshold of significance (82 pounds per day) for construction-generated PM_{10}. Nevertheless, since it is possible that future development proposed within the Plan Area could involve grading that exceeds 2.2 acres per day, MBARD recommends the implementation Mitigation Measure 3.1-9. (DEIR, pp. 3.1-23 through 3.1-25)	**Mitigation Measure 3.1-9**: Prior to the issuance of grading permits, the project applicant shall prepare a grading plan subject to review and approval by the City. In the event that ground-disturbance exceeds 2.2 acres per day for initial site preparation activities that involve extensive earth-moving activities (e.g., grubbing, excavation, rough grading), and 8.1 acres per day for activities that involve minimal earth-moving (e.g., finish grading), the required grading plans shall include the following measures to be implemented as needed to prevent visible dust emissions: • Water all active construction sites to prevent visible dust emissions. Frequency should be based on the type of operation, soil, and wind exposure; • Prohibit grading and earthmoving	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.1-9 be adopted. Mitigation Measure 3.1-9 requires preparation of a grading plan with measures to prevent visible dust emissions. Implementation of Mitigation Measure 3.1-9 would reduce this impact to a less-than-significant level.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	activities, and cover stock piles, during periods of high wind (over 15 mph); • Limit vehicle speed on construction sites to 15 mph. • Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days); • Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area; • Maintain at least 1-foot of freeboard in each haul truck; • Provide windbreaks on the windward perimeter of construction projects where adjacent to open land; • Cover inactive storage piles; • Sweep streets if visible soil material is carried out from the construction site; and/or • Post a publicly visible sign written in English and Spanish which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District (MBARD) shall be visible to ensure compliance with Rule 402 (Nuisance). The sign shall be in accordance with MBARD and/or City requirements, as applicable; • Use cleaner construction equipment that conforms to EPA's Tier 3 or Tier 4 emission standards; and/or • Further, where feasible construction should include the use of alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.		
Impact 3.1-4: The proposed project has the potential to have carbon monoxide hotspot impacts (Less Than Significant) This project is located in an area that is designated	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
attainment-unclassified for carbon monoxide. Therefore, no project-level conformity analysis is necessary for CO. Substantial concentrations of carbon monoxide are not expected at or along any streets or intersections affected by the development of the Plan Area. (DEIR, pp. 3.1-25 and 3.1-26)			
Impact 3.1-5: The proposed project has the potential for public exposure to toxic air contaminants (Potentially Significant) While implementation of the West Area Specific Plan, in and of itself, would not result in an increased exposure of sensitive receptors to localized concentrations of TACs, there is a potential for future commercial business activity, as permitted under the West Area Specific Plan, to result in increased exposure of sensitive receptors to localized concentrations of TACs. The emission sources could be stationary sources and/or mobile source (i.e. diesel truck traffic). Because, at the Specific Plan level of land use planning, the City does not yet know the precise locations, configurations, and sizes of any future land uses within the Specific Plan that uses may generate sufficient levels of TACs to create the possibility of adverse health effects, it is premature, at the Specific Plan stage, to undertake an overall health risk assessment for the Specific Plan. Future health risk assessments will be performed where warranted, as required by Mitigation Measure 3.1-10. (DEIR, pp. 3.1-26 through 3.1-30)	**Mitigation Measure 3.1-10:** Prior to issuance of building permits or commencing operation of any commercial building/use that would emit toxic air contaminants (such as gas stations or dry cleaning operations), the project applicant shall, at a minimum, perform prioritization screening in accordance with the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act. The prioritization screening shall be performed in accordance with the California Air Pollution Control Officers Association Air Toxic "Hot Spots" Program guidance. The prioritization screening shall also be conducted consistent with the guidance provided by the Monterey Bay Air Resources District, which will be responsible for determining which facilities based on their prioritization screening score, must perform a health risk assessment. In determining the need to prepare a health risk assessment, the Monterey Bay Air Resources District considers the potency, toxicity, quantity, and volume of hazardous materials released from the facility, the proximity of the facility to potential receptors, and any other factors specific to the facility that indicate that it may pose a significant health risk. If a health risk assessment is warranted for a facility based on its prioritization score, the project applicant shall assess the facilities for the potential to expose the public to toxic air contaminants in excess of the applicable thresholds (utilizing an air dispersion modelling program such as AERMOD). As of the time of this writing, the commonly accepted threshold for cancer risk is 10 in a million for carcinogens, and the reference exposure level for non-carcinogens (HI = 1). Facilities that exceed the applicable threshold(s) have the potential to expose the public to toxic air contaminants levels that would be considered significant. Facilities that exceed the applicable threshold(s) must incorporate mitigation to reduce the risks from emission of toxic air contaminants to an acceptable level (i.e.,	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.1-10 be adopted. Mitigation Measure 3.1-10 requires performance of a prioritization screening in accordance with the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act. Implementation of Mitigation Measure 3.1-10 would reduce this impact to a less-than-significant level.

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	to a level that does not exceed the applicable threshold[s]). Potential mitigation includes: reducing the size of the facility area; rearranging the site to reduce the potential for impacts on the nearest sensitive receptors; and utilizing products that reduce the level of toxic air contaminants, or removal of such products from the operational phase of the project.		
Impact 3.1-6: The proposed project has the potential for exposure to odors (Less than Significant) The Specific Plan does not propose sensitive receptors that could be exposed to odors in the vicinity; nor does it propose uses that would create odors that could expose receptors in the area. Therefore, operation of the proposed project would not result in significant objectionable odors. (DEIR, pp. 3.1-30 and 3.1-31)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.1-7: Cumulative impact on the region's air quality (Potentially Significant) As discussed under Impact 3.1-2, implementation of the Specific Plan would result in increased emissions primarily from vehicle miles travelled associated with project implementation and area sources. The MBARD has established operations-related emissions thresholds of significance and it was determined that the Specific Plan annual emissions of ROG, NOx, and PM_{10} at full buildout would exceed the MBARD's thresholds of significance for these pollutants, even with mitigation. As is currently proposed, the Specific Plan is expected to be built out under a staged approach, and all mitigation would be applicable to each stage. However, even with the application of mitigation measures, operational emissions levels would remain above the defined thresholds of significance. Exceedance of the threshold within an area designated as nonattainment would be a cumulatively considerable impact. (DEIR, pp. 3.1-31 and 3.1-32)	Implement Mitigation Measures 3.1-1 through 3.1-9.	CS and SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. The City Council has directed that Mitigation Measures 3.1-1 through 3.1-9 be adopted. Implementation of Mitigation Measures 3.1-1 through 3.1-9, which have been required or incorporated into the Project, will substantially lessen the severity of the significant effect, but will not reduce this impact to a less-than-significant level. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
BIOLOGICAL RESOURCES			
Impact 3.2-1: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Invertebrates (Less Than Significant) Based on field surveys, habitat conditions, and records searches, there are no special status invertebrate species that have the potential to be present within the Specific Plan Area. The proposed project would not, directly or indirectly, have a substantial adverse effect on invertebrate species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. (DEIR, pp. 3.2-30)			
Impact 3.2-2: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Reptile and Amphibian (Potentially Significant) There are numerous locations for refugia (debris, burrows, crevices, barns, sheds, etc.) within the Plan Area that could be used by migrating California tiger salamander (CTS). Higher quality upland habitat is found to the east; however, the Specific Plan Area cannot be completely discounted as having potential refuge sites. It is noted that there is not any known CTS taking refuge in the Specific Plan Area during their estivation period. It is also theoretically possible that a breeding CTS would emerge from the breeding basin and migrate west of Natividad Road to find refugia in the Specific Plan Area. The areas with potential upland habitat in the Specific Plan Area include the farmland fringe, irrigation ditch, roadside ditch, and farmland residence. The paved roads, dirt roads, and tilled farmland provide	**Mitigation Measure 3.2-1:** Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CTS. This is may, or may not, include the need to submit an application for incidental take to both the USFWS (Section 7 Consultation) and CDFW (2081 incidental take permit). If either USFWS, CDFW, or the City's Community Development Director determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CTS habitat. **Mitigation Measure 3.2-2:** Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to California tiger salamander, the proposed project activities shall be compliant with all Avoidance and Minimization Measures imposed by the USFWS and/or CDFW during Construction Activities. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CTS to be	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.2-1 through 3.2-4 be adopted. Mitigation Measure 3.2-1 would ensure a final concurrence is obtained from the regulatory agencies to ensure that there is no illegal take for CTS even though they are well documented as a hybrid population. Mitigation Measure 3.2-2 would require activities to avoid and minimize impacts to CTS to the extent feasible. Mitigation Measure 3.2-3 would ensure a final concurrence is obtained from the regulatory agencies to ensure that there is no illegal take for CRLF. Mitigation Measure 3.2-4 would require activities to avoid and minimize impacts to CRLF to the extent feasible. Therefore, this impact is less than significant with mitigation incorporated.

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limited habitat because of the frequency of disturbance in these areas. Given that the entire Specific Plan Area is within the 1.3-mile migration radius, and there is potential aquatic breeding and upland habitat, the proposed project will affect this breeding population of CTS. There are numerous documented occurrences of California red-legged frog (CRLF) in the vicinity of the Specific Plan Area. Higher quality upland and aquatic habitat is found to the east; however, the Specific Plan Area cannot be completely discounted as having potential habitat within the drainage features (i.e. ditches). It is noted that there is not any known CRLF within the Specific Plan Area. The foothill yellow-legged frog (FYLF) is not documented in the vicinity of the Specific Plan Area. The ditches within the Specific Plan Area provide some limited habitat for FYLF. This species is known to occur in aquatic habitats, such as creeks or rivers in woodland, forest, mixed chaparral, and wet meadow habitats with rock and gravel substrate and low overhanging vegetation along the edge. They are usually found near riffles with rocks and sunny banks nearby. The conditions of the Plan Area, including the drainages, are not ideal for this species and they are presumed absent. (DEIR, pp. 3.2-30 through 3.2-38)	responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CTS migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CTS found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report. **Mitigation Measure 3.2-3:** Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CRLF. This may, or may not, include the need to submit an application for incidental take to both the USFWS (Section 7 Consultation) and CDFW (2081 incidental take permit). If either USFWS, CDFW, or the City's Community Development Director determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CRLF habitat. **Mitigation Measure 3.2-4:** Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to CRLF, the proposed project activities shall be compliant with all Avoidance and Minimization Measures imposed by the USFWS and CDFW during Construction Activities. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CRLF to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	traps to capture CRLF migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CRLF found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report.		
Impact 3.2-3: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Birds (Potentially Significant) Construction activities in the Specific Plan Area would create temporary sources of noise and light that could affect nesting songbirds if they are located adjacent to the Specific Plan Area in the future. The ongoing activities associated with the operational phase (i.e., human and/or domesticated animal presence, light, noise, etc.) could disrupt nesting birds if they are located adjacent to the Specific Plan Area in the future. (DEIR, pp. 3.2-38 through 3.2-40)	**Mitigation Measure 3.2-5:** Building and grading permits and plans issued for development in the Specific Plan Area shall note the following: If construction activities occur during the avian breeding season (February 1 – September 15) then the project proponent shall conduct pre-construction surveys to prevent impacts to nesting birds. No more than 15 days prior to the start of construction a bird survey shall be conducted by a qualified biologist to identify any active nests within 300 feet of the construction zone, and shall be submitted to the City. If construction stops for a period of 15 days or more during the avian breeding season than an additional bird survey shall be conducted. The biologist will conduct a survey within 300 feet of the construction zone for all special-status birds protected by the federal and state ESA, MBTA and CFGC. The biologist shall map all nests that are within, and visible from, 300 feet of the construction zone. If nests are identified, the biologist shall map the location and establish a minimum 300-foot buffer zone around active nests. Construction activity shall be prohibited within the buffer zones until the young have fledged. Nests shall be monitored at least twice per week during the nesting season and a report submitted to the City and CDFW monthly.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.2-1 through 3.2-5 be adopted. Mitigation Measure 3.2-5 would ensure a final concurrence is obtained from the regulatory agencies to ensure that there is no illegal take for CRLF. Mitigation Measure 3.2-4 requires a preconstruction survey of the Plan Area and immediate vicinity for all special-status birds protected by the federal and state ESA, MBTA and CFGC prior to construction. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.2-4: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Fish (Less Than Significant) field surveys, habitat conditions, and records searches, there are no fish species that have the potential to be present within the Specific Plan Area. The proposed project would not, directly or indirectly, have a substantial adverse effect on fish	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. (DEIR, pp. 3.2-41)			
Impact 3.2-5: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Mammals (Potentially Significant) The Specific Plan Area provides potential habitat for several special-status bats, including: Mexican free-tailed bat (*Tadarida brasiliensis),* California mastiff bat (*Eumops perotis californicus*), big brown bat (*Eptesicus fuscus),* Hoary bat (*Lasiurus cinereus),* spotted bat (*Euderma maculatum),* Townsend's big-eared bat (*Corynorhinus townsendii),* pallid bat (*Antrozous pallidus*), western pipistrelle (*Pipistrellus Hesperus),* small-footed myotis/bat (*Myotis ciliolabrum*), long-eared myotis/bat (*Myotis evotis*), California myotis (*Myotis californicus),* long-legged myotis/bat (*Myotis volans*), Yuma myotis/bat (*Myotis yumanensis*), and little brown bat *(Myotis lucifugus).* These species are not federal or State listed; however, most of them are considered California Species of Special Concern and/or are tracked by the CNDDB. Bats are found in a variety of habitats in the region, including buildings, bridges, mines, caves, tree cavities, under bark or rocks, etc. There is the potential for bats to roost in the two on-site farmland residence complexes along San Juan Grade Road, and/or the complexes located along Natividad Road. There is no evidence that bats are present in these locations at this time; however, they can become occupied at some future date. (DEIR, pp. 3.2-41 through 3.2-43)	**Mitigation Measure 3.2-6:** Grading and/or building permits and plans issued for development in the Specific Plan Area shall note the following: Fifteen days prior to construction activities within 200 feet of the residential complexes located along Natividad Road and San Juan Grade Road, the project applicant shall retain a qualified biologist familiar with bat biology to perform a preconstruction survey for roosting special-status bats; and shall be submitted to the City. The survey shall include a minimum of one daytime and one evening survey. The survey shall cover the trees, structures, and debris located within these complexes. If active roosting is observed, removal of the tree or building shall be avoided until the bats can be excluded. All active non-maternity roosting sites shall be fitted with passive exclusion devices, such as one-way flaps or doors, and all bats shall be allowed to leave voluntarily. Once it is confirmed that all bats have left the roost (minimum of five days), crews shall be allowed to continue work in the area. If a maternity roosting site is discovered, a minimum 50-foot buffer shall be established around the roost. The project applicant shall consult with the qualified biologist in order to determine if a greater buffer is warranted based on the bat species, roost location, and specific construction activities to be performed in the vicinity. The buffer shall stay in effect until all young are determined to be volant (i.e., able to fly and feed independently) by a qualified biologist. Once it is determined that all young are volant (generally by August 1st), passive exclusion devices shall be installed and all bats shall be allowed to leave voluntarily. Once it is determined by a qualified biologist that all bats have left the roost (minimum of five days), crews shall be allowed to work within the buffer zone. Project Improvement Plans will include this measure as a note in the plans.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.2-6 be adopted. Mitigation Measure 3.2-6 requires avoidance and minimization measures to avoid impacts to bat species. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.2-6: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS – Plants (Less Than Significant) The records search identified numerous special-status plants located within the region. Field surveys and habitat evaluations were performed in 2004 by Biotic Resources Group: March (26th and 31st), April (14th and 30th), May (17th), June (17th), July (26th). Additional field surveys were performed by De Novo Planning Group in 2015 September (11th) and in 2016 (April 18th). The collection of field surveys included surveys that coincided with the blooming period for special many status plants known to occur within the region. The conditions of the Specific Plan Area are highly disturbed due to the active agricultural operations. No special-status plants were observed within the Specific Plan Area during field surveys. The proposed project would not, directly or indirectly, have a substantial adverse effect on plant species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. (DEIR, pp. 3.2-43)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-7: The proposed project has the potential to have substantial adverse effect on federally - or state-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (Potentially Significant) The Specific Plan Area contains a roadside ditch located along the north side of East Boronda Road. The ditch was constructed to support agricultural operations, and drains agricultural runoff from most of the Specific Plan Area into the existing City storm water drainage system	**Mitigation Measure 3.2-7**: Prior to grading/building permit issuance in an area that would disturb the irrigation ditches and/or roadside ditches, the project applicant shall obtain a jurisdictional determination from the USACE and CDFW for the ditches that are proposed to be disturbed. If these regulatory agencies concur that these facilities are exempt, then no further mitigation is necessary. If it is determined that these facilities are not exempt, authorization for fill from the regulatory agencies (USACE-404 permit, RWQCB-401 certification, 1600 Streambed Alteration Agreement) will be	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.2-7 be adopted. Mitigation Measure 3.2-7 requires a 1:1 replacement of acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation or operations. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
The USACE has regulatory responsibility for navigable waters as well as "all other waters such as...streams ...wetlands...and natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce" (33 CFR 323.2) under Section 404 of the CWA. A formal jurisdictional determination must be made by the USACE relative to the protected wetlands and jurisdictional waters within the Specific Plan Area. The agricultural irrigation ditches are manmade and believed to solely function to drain upland agricultural runoff. As such, they are expected to be exempted from the USACE jurisdiction under the Irrigation Ditch Exemption pursuant to Federal Regulations (33 CFR 323.4(a)(3)). However, a final determination must be made by the USACE prior to any filling of these ditches for urban use. (DEIR, pp. 3.2-43 through 3.2-45)	necessary and a permit shall be adhered to throughout the construction phase. At a minimum, the project applicant shall replace on a "no net loss" basis (minimum 1:1 ratio) the acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation or operations, although a higher mitigation measure may be required by the USACE, RWQCB, and CDFW through their permitting processes. Wetland habitat shall be replaced at acreage and location agreeable to the USACE, RWQCB, and CDFW and as determined during the Section 401, 404, and 1600 permitting processes.		
Impact 3.2-8: The proposed project has the potential to have substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Less Than Significant) The records search and field surveys did not reveal the presence of any riparian habitat or sensitive natural communities within the Specific Plan Area. The conditions of the Specific Plan Area are highly disturbed due to the active agricultural operations. The proposed project would not result in a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or UFWSF. (DEIR, pp. 3.2-45 and 3.2-46)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-9: The proposed project has the potential to interfere substantially with the movement of native fish or wildlife species or with established wildlife corridors, or impede the use of native wildlife nursery sites (Potentially Significant) The proposed project has the potential to interfere substantially with the movement of native fish or wildlife species or with established wildlife corridors, or impede the use of native wildlife nursery sites. Development of the proposed project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. (DEIR, pp.	No mitigation measures are feasible.	CS and SU	The EIR identified no mitigation measures to address this particular significant effect on the environment. Thus, the effect remains significant and unavoidable, and no mitigation is available to substantially lessen or avoid the effect. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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3.2-46 through 3.2-47)			
Impact 3.2-10: The proposed project has the potential to conflict with an adopted Habitat Conservation Plan or Natural Community Conservation Plan (Less Than Significant) The proposed project is not subject to a Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, the proposed project would not conflict with an adopted Habitat Conservation Plan or Natural Community Conservation Plan. (DEIR, pp. 3.2-47)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-11: The proposed project has the potential to conflict with local policies or ordinances protecting biological resources (Less Than Significant) The proposed project would not conflict with local policies or ordinances protecting biological resources. The project proponent is required to comply with the provisions of the City's General Plan and Municipal Code. The proposed project is generally consistent with the above relevant open space and conservation policies of the General Plan, as well as the City's Municipal Code. (DEIR, pp. 3.2-47 through 3.2-52)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-12: Cumulative loss of biological resources including habitats and special status species (Potentially Significant) The project would result in impacts to biological resources including habitats and special status species. Development of the proposed project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. Given the rareness of CTS and CRLF in the Bioregion, the incremental loss of movement habitat from the proposed project, when considered alongside all past, present, and probable future projects (inclusive of all communities within the Bioregion), is a significant and unavoidable cumulative impact, and the Specific Plan's incremental contribution to this impact is itself cumulatively considerable**.** (DEIR, pp. 3.2-52 and 3.2-53)	No mitigation measures are feasible.	CS and SU	The EIR identified no mitigation measures to address this particular significant effect on the environment. Thus, the effect remains significant and unavoidable, and no mitigation is available to substantially lessen or avoid the effect. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
CULTURAL AND TRIBAL RESOURCES			
Impact 3.3-1: Project implementation may cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines	**Mitigation Measure 3.3-1:** In the event that evidence of archaeological or historical features or deposits (e.g., ceramic shard, trash scatters,	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment.

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§15064.5 (Potentially Significant) No historical resources were found during field surveys for the proposed project. Additionally, there are no historical resources that have been identified in the Specific Plan Area on maps and files maintained by the Northwest Information Center (NWIC). There have been three previous cultural resource studies that examined approximately three-quarters of the Specific Plan Area and no historical resources were documented. The Monterey County Historic Property Data File Directory and National Register of Historic Resources do not list any historical resources in the Specific Plan Area. It is not anticipated that ground disturbing activities would result in impacts to historical resources given that none are believed to be present. However, as with most projects in California that involve ground disturbing activities, there is the potential for discovery of a previously unknown historical resource. Project implementation may cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5. (DEIR, pp. 3.3-12 and 3.3-13)	lithic scatters) are uncovered (discovered) during excavation and/or grading, all work shall stop in the area of the subject property until an appropriate data recovery program can be developed and implemented by a qualified archaeologist. This archaeologist shall determine whether the uncovered deposits or features qualify as either "historical resources" within the meaning of CEQA Guidelines section 15064.5, subdivision (a), "unique archaeological resources" as defined in Public Resources Code section 21083.2, subdivision (g), or "tribal cultural resources," as defined in Public Resources Code section 21074. If historical resources, unique archaeological resources, or tribal cultural resources are present, the project proponent shall preserve any such resources or implement any feasible mitigation measures identified by the archaeologist and imposed by the City. Recommended mitigation measures shall be reviewed by the City Planner and shall be approved if feasible in light of project design, logistics, and cost considerations and, if approved, shall be implemented and completed prior to commencing further work for which grading or building permits were issued, unless otherwise directed by the City Planner. Data recovery shall be an option if preservation in place is infeasible. Where resources have been determined to be "unique archaeological resources" but not "historical resources" or "tribal cultural resources," the project proponent's obligations shall be limited as set forth in Public Resources Code section 21083.2, subdivisions (d), (e), and (f). Grading/building permits and plans shall note this measure.		The City Council hereby directs that Mitigation Measure 3.3-1 be adopted. Implementation of Mitigation Measure 3.3-1 requires work to stop if an archaeological or historical feature or deposit is found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.3-2: Project implementation may cause a substantial adverse change in the significance of archaeological resource pursuant to CEQA Guidelines §15064.5 (Potentially Significant) No archaeological resources were found during field surveys for the proposed project. Additionally, no archaeological resources have been identified in the Plan Area on maps and files maintained by the NWIC. There have been three previous cultural resource studies that examined approximately three-quarters of the Specific Plan Area and no archaeological resources were documented. The Monterey County Historic Property Data File Directory and National Register of Historic	Implement Mitigation Measure 3.3-1	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.3-1 be adopted. Implementation of Mitigation Measure 3.3-1 requires work to stop if an archaeological or historical feature or deposit is found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Resources do not list any archaeological resources in the Specific Plan Area. It is not anticipated that ground disturbing activities would result in impacts to archaeological resources given that none are believed to be present. However, as with most projects in California that involve ground disturbing activities, there is the potential for discovery of a previously unknown archaeological resource. Project implementation may cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5. (DEIR, pp. 3.3-13)			
Impact 3.3-3: Project implementation may directly or indirectly destroy a unique paleontological resource (Potentially Significant) A search of the University of California, Berkeley Museum of Paleontology collections database of Paleontology Localities did not identify any paleontological resources (fossils or fossil formations) within the Specific Plan Area. The Monterey County General Plan Draft EIR (2007) included a review of known fossil localities conducted by paleontologists in 2001. Twelve fossil sites were identified as having outstanding scientific value. For the most part, the fossils at these 12 sites reflect the type of assemblages found throughout the county (microorganisms or invertebrates); however, each has special characteristics that make it unique or rare, or in some way provide important stratigraphic or historic information. None of the 12 identified high value sites are located on or near the Specific Plan Area. Additionally, the Salinas General Plan Final EIR (2002) does not identify any high value sites in the Specific Plan area or in the City as a whole. However, unknown important paleontological resources have the potential to occur within the planning area including the undeveloped future growth areas, which include the Specific Plan Area. The construction of new development would involve grading and other earthwork that can disturb important fossils. Therefore, project implementation may directly or indirectly destroy a unique paleontological resource. (DEIR, pp. 3.3-13 and 3.3-14)	**Mitigation Measure 3.3-2**: If paleontological resources are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the City of Salinas shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where the resource could be curated and displayed for public education purposes. Grading/ building permits and plans shall note this measure.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.3-2 be adopted. Implementation of Mitigation Measure 3.3-2 requires work to stop if a paleontological resource is found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.3-4: Project implementation may disturb human remains, including those interred outside of	**Mitigation Measure 3.3-3:** If human remains are found during construction within the Specific	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
formal cemeteries (Potentially Significant) No human remains or known burial sites were found during field surveys for the proposed project. Additionally, there are no human remains or known burial sites that have been identified in the Plan Area on maps and files maintained by the NWIC. It is not anticipated that ground disturbing activities would result in impacts to human remains or known burial sites given that none are believed to be present. However, as with most projects in California that involve ground disturbing activities, there is the potential for discovery of previously unknown human remains or known burial sites. Project implementation may disturb human remains, including those interred outside of formal cemeteries. (DEIR, pp. 3.3-14 and 3.3-15)	Plan Area, or at off-site infrastructure improvement locations, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until a qualified archeological monitor and the coroner of Monterey County are contacted. If it is determined that the remains are Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. Grading permit/building permits and plans shall note this measure.		environment. The City Council hereby directs that Mitigation Measure 3.3-3 be adopted. Implementation of Mitigation Measure 3.3-3 requires work to stop if human remains are found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.3-5: The project may contribute to cumulative impacts on known and undiscovered cultural resources (Less Than Significant) While there are extensive documented cultural resources in Salinas and unincorporated Monterey County, there are no cultural resources that were found during field surveys of the proposed project. Additionally, there are no cultural resources that have been identified in the Plan Area on maps and	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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files maintained by the NWIC. The Monterey County Historic Property Data File Directory and National Register of Historic Resources do not list any cultural resources in the Plan Area. Any significant discoveries during construction would be required to be preserved in place or mitigated through relocation or documentation; and the project is not anticipated to considerably contribute to a significant reduction in cultural resources. The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts. The proposed project would not have cumulatively considerable impacts associated with cultural resources. (DEIR, pp. 3.3-15 and 3.3-16)			
GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY			
Impact 3.4-1: Potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (Potentially Significant) Short-term construction GHG emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate change over the lifetime of the Specific Plan. Even after incorporation of the mitigation measures provided in Section 3.1: Air Quality, overall GHGs generated by the proposed project are expected to be greater than the applicable thresholds of 1,150 MT of CO_2e per year for construction emissions, 1.94 MT CO_2e/service population/year for operational emissions during Year 2035, and 0.80 MT CO_2e/service population/year for operational emissions during Year 2050. The project would generate GHG emissions, directly and indirectly, that may have a significant impact on the environment. (DEIR, pp. 3.4-31 through 3.4-38)	**Mitigation Measure 3.4-1**: Prior to the approval of the tentative maps and development review permits, as applicable, pursuant to CEQA Guidelines section 15183.5(b), Plans for the Reduction of Greenhouse Gas Emissions, the project applicant shall prepare a Greenhouse Gas Reduction Plan (GGRP) aimed at achieving specific performance standards. The GGRP shall include the following: 1) The GGRP shall achieve a per capita operational emissions level of 1.94 MT CO_2e/service population/year by year 2035, and 0.80 MT CO_2e/service population/year by year 2050. 2) Calculation of GHG emissions projection using an acceptable modeling tool such as the most recent version of CalEEMod. GHG reduction measures may include building and site energy reduction measures, measures to reduce project-generated vehicle miles traveled, or other measures. Off-site measures such as participation in a community-wide GHG reduction program(s), if any are adopted, or payment of GHG reduction fees (carbon offsets) into a qualified existing program, if one is in place, may be considered after all feasible on-site reduction measures are considered. The effectiveness of the GHG reduction measures included in the GGRP must be verifiable based	SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. Even with implementation of Mitigation Measure 3.4-1, it is possible that individual projects within the Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant. Therefore, the impact is significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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	on evidence presented in the GGRP. Representative GHG reduction measures which may be considered may include, but are not limited to: • Measures identified by the California Air Pollution Control Officers' Association in Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures or updates to this document as may occur from time to time. • Applicable measures identified in guidance from MBARD, if any, and/or in guidance provided by other regional air districts such as the Bay Area Air Quality Management District, Sacramento Metropolitan Air Quality Management District, San Luis Obispo County Air Pollution Control District, or other agencies with adopted GHG reduction guidance that is applicable on the date the project application is deemed complete by the City. If sufficient feasible GHG reduction measures are unavailable to reduce GHG emissions to below the threshold of significance, the project applicant shall include evidence in the GGRP to this effect. The GGRP shall be subject to review and approval of the City of Salinas Community Development Department prior to approval of the tentative map or development review application, as applicable. Implementation of this mitigation measure shall not be required if the City has a qualified GHG reduction plan in place on the date a future individual project application is deemed complete, the qualified GHG reduction plan reflects the most recent legislatively-adopted GHG reduction targets (e.g., the 2030 target set by SB 32), includes an inventory of projected GHG emissions from development within the Specific Plan Area, and includes GHG reduction measures applicable to development within the Specific Plan Area whose implementation is required as a condition of approval of such projects.		
Impact 3.4-2: Potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of	Implement Mitigation Measure 3.4-1.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

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reducing the emissions of greenhouse gases (Potentially Significant) The Specific Plan would generate GHG emissions that could conflict with the State's long-term GHG Reduction targets, even with implementation of Mitigation Measures 3.1-1 through 3.1-9 contained within Section 3.1: Air Quality. The Specific Plan would not interfere with the *2008 Monterey Bay Regional Energy Plan* objectives. (DEIR, pp. 3.4-38 through 3.4-42)			environment. The City Council hereby directs that Mitigation Measure 3.4-1 be adopted. Implementation of Mitigation Measure 3.4-1 would ensure that GHG reduction measures required pursuant to it are consistent with the intent of current and future statewide GHG reduction legislation and regulations, and with current and future expectations of local, regional, and State stakeholders regarding the City's effort to reduce GHG emissions from new development, including Executive Order B-30-15 and S-03-05. Therefore, with implementation of Mitigation Measure 3.4-1, new development of the Plan Area would consistent with Executive Orders B-30-15 (and SB 32) and S-03-05. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.4-3: Project implementation may result in the inefficient, wasteful, or unnecessary use of energy resources (Less Than Significant) The proposed project would use energy resources for the operation of project buildings (electricity and natural gas), for on-road vehicle trips (e.g. gasoline and diesel fuel) generated by the proposed project, and from off-road construction activities associated with the proposed project (e.g. diesel fuel). Each of these activities would require the use of energy resources. The proposed project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. Overall, the incorporation of mitigation measures would ensure that the proposed project would avoid and reduce inefficient, wasteful, and unnecessary consumption of energy. The proposed project would comply with all existing energy standards, including those established by the City of Salinas, the local air district (MBARD), and the State of California, and would not be expected to result in significant adverse impacts on energy resources. (DEIR, pp. 3.4-42 through 3.4-48)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.4-4: Cumulative impact on climate change from increased project-related greenhouse gas emission (Potentially Significant) Implementation of the proposed project will generate GHG emissions that would not otherwise exist without the proposed project. Given the length of construction activities for a project of this size, the construction emissions would be a long-term release of approximately 168,734.3 MT CO_2e. The operational emissions would be a long-term release totaling approximately 51,939.2 MT CO2e per year without mitigation, and 47,684.9MT CO_2e	Implement Mitigation Measure 3.4-1.	CS and SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. The City Council hereby directs that Mitigation Measure 3.4-1 be adopted. Implementation of Mitigation Measure 3.4-1 would ensure that GHG reduction measures required pursuant to it are consistent with the intent of current and future statewide GHG reduction legislation and regulations, and with current and future expectations of local, regional, and State stakeholders regarding the City's effort to reduce GHG emissions from new

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per year with mitigation. The City of Salinas's planning efforts included targeted growth that accommodates the economic and social needs of the community, while recognizing and seeking to mitigate environmental impacts when growth occurs. The State of California continues to implement measures that are intended to reduce emissions on a State-wide scale (i.e. vehicle fuel efficiency standards in fleets, low carbon fuels, etc.) that are consistent with AB 32 and SB 32. These types of statewide measures will benefit the proposed project (and city as a whole) in the long-term as they come into effect; however, the City does not have the jurisdiction to create far-reaching (i.e. statewide) measures to reduce GHG emissions. (DEIR, pp. 3.4-48 through 3.4-49)			development, including Executive Order B-30-15 and S-03-05. Therefore, with implementation of Mitigation Measure 3.4-1, new development of the Plan Area would consistent with Executive Orders B-30-15 (and SB 32) and S-03-05. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
HAZARDS AND HAZARDOUS MATERIALS			
Impact 3.5-1: Potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment (Potentially Significant) The hazards assessments included site reconnaissance, interviews, historical land use research, database research, and soils testing. The project has the potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment. (DEIR, pp. 3.5-24 through 3.5-26)	**Mitigation Measure 3.5-1**: Prior to issuance of grading permits or building permits, (including the issuance of demolition permits for agricultural support buildings) as applicable, the applicant shall hire a qualified consultant to: 1) Provide a final evaluation of the soils around the agricultural operations support buildings (residences, warehouses, barns, etc.) before they are demolished. If toxic levels of residual agrichemicals or surface staining are found, the contaminated soil shall be excavated and disposed of at an off-site disposal facility permitted to accept such waste. Any contaminated areas shall be remediated by the project applicant in accordance with recommendations made by the Monterey County Health Department Hazardous Materials Management Services, Regional Water Quality Control Board, Department of Toxic Substances Control, or other appropriate federal, State, or local regulatory agencies. 2) Investigate structures for asbestos-containing materials and lead. If asbestos-containing materials and/or lead are found in the buildings, a Cal-OSHA certified ACBM and lead based paint contractor shall be retained to remove the asbestos-containing materials and lead in accordance with U.S. EPA and California	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.5-1 through 3.5-3 be adopted. Implementation of the Mitigation Measures 3.5-1 requires a final evaluation of the soils around the agricultural operations support buildings and investigation of structures for asbestos-containing materials and lead. Implementation of the Mitigation Measures 3.5-2 requires destruction of existing water wells. Implementation of the Mitigation Measures 3.5-2 requires that water wells serving the proposed building be constructed and tested for water quality under permit from the Monterey County Health Department Therefore, this impact is less than significant with mitigation incorporated.

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	Occupational Safety and Health Administration (Cal/OSHA) standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards. Any ACBM and lead shall be disposed of properly at an appropriate offsite disposal facility. **Mitigation Measure 3.5-2**: Prior to the issuance of grading permits, existing water wells within the grading area shall be destroyed under permit from the City of Salinas and/or the Monterey County Health Department, as applicable. Any destruction of these facilities shall be in accordance with the Monterey County Well Standards for Abandonment/Destruction. The project applicant shall provide the City of Salinas with a copy of the permit and a report or other information documenting the appropriate destruction of these facilities. **Mitigation Measure 3.5-3:** Prior to the issuance of building permits, the water well or wells that will be providing water for the applicable portion of the Specific Plan Area, shall be constructed and tested for water quality under permit from the Monterey County Health Department. The project applicant shall provide the City of Salinas with a copy of the permit and a report or other information documenting the appropriate construction and operation of these facilities.		
Impact 3.5-2: Create a significant hazard to school sites due to siting or the placement of infrastructure (Potentially Significant) The proposed project does not pose significant hazards from existing natural gas transmission piping, and mitigation measures identified under Impact 3.5-1 would ensure water well construction and abandonment impacts would be less than significant. However, implementation of the project may create a significant hazard to school sites due to siting or the placement of infrastructure (i.e., the due to the citing of school sites near power lines). (DEIR, pp. 3.5-26 through 3.5-28)	**Mitigation Measure 3.5-4:** The property line of all school sites (even if it is a joint use agreement as described in subsection (o) of § 14010) shall be at least the following distance from the edge of respective power line easements as identified in the California Code of Regulations Title 5, Article 2. School Sites § 14010. Standards for School Site Selection (c). • 100 feet for power lines that are between 50 and 133 kV.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.5-4 be adopted. Implementation of Mitigation Measure 3.5-4 ensures all future electrical transmission alignments are required to comply with California Code of Regulations Title 5, Article 2 (School Sites) § 14010 (Standards for School Site Selection) setback requirements. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.5-3: Cumulative impact related to hazards and hazardous materials (Less Than Significant) The proposed project includes the approval and	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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subsequent implementation of an approximately 797-acre Specific Plan Area that includes residential, mixed use commercial, a community park, neighborhood parks, small parks, schools, and open space (with supplemental storm water detention/retention basins). These uses are not expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, these uses are not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed Specific Plan land uses are not expected to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Mitigation measures have been included to minimize the risk of on-site hazards. (DEIR, pp. 3.5-28 through 3.5-29)			
HYDROLOGY AND WATER QUALITY			
Impact 3.6-1: The proposed project has the potential to violate water quality standards or waste discharge requirements during construction (Potentially Significant) Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas. (DEIR, pp. 3.6-21 through 3.5-23)	**Mitigation Measure 3.6-1:** Prior to issuance of grading permits, the project proponent shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the City of Salinas prior to submitting to the RWQCB to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ). The SWPPP shall be designed with Best Management Practices (BMPs) that the RWQCB has deemed to be effective at reducing erosion, controlling sediment, and managing runoff. These include: covering disturbed areas with mulch, temporary seeding, soil stabilizers, binders, fiber rolls or blankets, temporary vegetation, and permanent seeding. Sediment control BMPs, installing silt fences or placing straw wattles below slopes, installing berms and other temporary run-on and runoff diversions. These BMPs are only examples of what should be considered and shall not preclude the use of equally or more effective new or innovative approaches currently available or being developed. Final selection of BMPs will be subject to approval by City of Salinas. The SWPPP will be kept on site during construction activity and will be made available upon request	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.6-1 be adopted. Mitigation Measure 3.6-1 requires the use of BMPs during construction activities in order to reduce erosion, control sediment, and manage runoff from the Plan Area. Therefore, this impact is less than significant with mitigation incorporated.

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	to representatives of the RWQCB.		
Impact 3.6-2: The proposed project has the potential to violate water quality standards or waste discharge requirements during operation (Potentially Significant) The long-term operations of the proposed project (all phases) could result in long-term impacts to surface water quality from urban stormwater runoff. The proposed Project would result in new impervious areas associated with roadways, driveways, parking lots, buildings, and landscape areas. Normal activities in these developed areas include the use of various automotive petroleum products (i.e. oil, grease, and fuel), common household hazardous materials, heavy metals, pesticides, herbicides, fertilizers, and sediment. Within urban areas, these pollutants are generally called nonpoint source pollutants. The pollutants pollutant levels vary based on factors such as time between storm events, volume of storm event, type of uses, and density of people. The proposed project has the potential to violate water quality standards or waste discharge requirements during operation. (DEIR, pp. 3.6-23 through 3.6-26)	**Mitigation Measure 3.6-2:** Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department a Stormwater Control Plan detailing plans and calculations for water quality best management practices (BMPs) and water quality detention/retention basins designed to meet the applicable regulatory requirements and to reduce contaminant loadings to receiving waters to the maximum extent practicable. The Improvement Plans shall be consistent with the City's NPDES permit requirements at the time of permitting. The NPDES permit granted to the City of Salinas by the Central Coast RWQCB (CCRWQCB, 2012) requires the following: I. Erosion and Sediment Control BMPs – Erosion control and sediment control BMPs shall be designed, installed, and maintained to reduce the discharge of pollutants from construction sites to the maximum extent practical (MEP) and protect water quality; II. Erosion and sediment from slopes and channels shall be controlled by implementing an effective combination of erosion control (source control) and other sediment control BMPs; and II. Soil Stabilization – Stabilization of disturbed areas shall, at a minimum, be initiated immediately whenever any clearing, grading, excavating, or other earth disturbing activities have permanently ceased. Additionally, the Improvement Plans shall be consistent with the requirements of the City's Stormwater Development Standards for New and Redevelopment Projects. The City of Salinas Stormwater Standards for New and Redevelopment Projects (City of Salinas, 2013) require the following practices: I. Limit disturbance of creeks and natural drainage features and provide setbacks according to the City's latest NPDES permit; II. Minimize compaction of highly permeable	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.6-2 through 3.6-4 be adopted. Mitigation Measure 3.6-2 requires submittal of a Stormwater Control Plan that includes calculations, BMPs and plan of sufficient detail to confirm that contaminant loadings to receiving waters will be reduced to the maximum extent practicable. Mitigation Measures 3.6-3 and 3.6-4 require submittal of detailed plans and calculations for the water quality BMPs, water quality detention basins, and supplemental retention and peak flow control. The BMPs will be designed to meet regulatory requirements and to reduce peak flows during storm events below peak flows under pre-project conditions. The various RWQCBs have evaluated the effectiveness of the types of BMPs required by Mitigation Measures 3.6-2 through 3.6-4 and have determined that BMPs are known to be effective in protecting receiving waters. Therefore, this impact is less than significant with mitigation incorporated.

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	soils; and II. Limit clearing and grading of native vegetation to the minimum needed to build the project and provide fire protection. **Mitigation Measure 3.6-3:** Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department a Stormwater Control Plan detailing plans and calculations for water quality best management practices (BMPs) and water quality detention basins designed to prevent to the maximum extent practicable the creation of new sources of polluted runoff. The detailed plans and calculations shall be subject to review and approval by the Salinas Public Works Department. **Mitigation Measure 3.6-4:** Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department detailed plans and calculations for supplemental retention and peak flow control. BMPs will be designed to meet regulatory requirements and to reduce peak flows during storm events below peak flows under pre-project conditions. The detailed plans and calculations shall be subject to review and approval by the Salinas Public Works Department.		
Impact 3.6-3: The proposed project has the potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge (Potentially Significant) The proposed project, without mitigating features, would reduce infiltration of rainwater and runoff into the local groundwater system due to the increase in impermeable area. This may deplete groundwater supplies or interfere substantially with groundwater recharge. The total annual rainfall depth in an average year is approximately 16 inches and the project surface area is approximately 797 acres, producing an annual rainfall volume of approximately 1,060 AF. Nearly all of this area is currently in agriculture, while the proposed project could convert as much as 60 percent of the area to impervious surfaces, resulting in a reduction in groundwater recharge in the range of 400 to 600 AF. (DEIR, pp. 3.6-26 through 3.6-29)	**Mitigation Measure 3.6-5:** Prior to the approval of site improvement plans, the project applicant shall site, and design and include an Operation and Maintenance Plan for stormwater retention/infiltration basins and infiltration promoting BMPs sufficient to assure that there is no reduction in groundwater recharge. In order to assure there is no reduction in recharge, the plan shall result in circumstances which maintain infiltration to support baseflow and interflow to wetlands and surface waters, and deep vertical infiltration to groundwater. The site, design, and installation shall be consistent with the requirements of the City's Stormwater Development Standards for New and Redevelopment Projects. The contents of the site, design, and installation shall be included in a stormwater control plan. The stormwater control plan shall be reflected on the Improvement Plans, subject to review and approval by the Salinas Public Works Department.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.6-5 and 3.6-6 be adopted. Implementation of Mitigation Measure 3.6-5 requires an Operation and Maintenance Plan for stormwater retention/infiltration basins and infiltration promoting BMPs sufficient to assure that there is no reduction in groundwater recharge. Implementation of Mitigation Measure 3.6-6 requires an Operation and Maintenance Plan for post-construction BMPs and supplemental stormwater detention basins in accordance with City of Salinas stormwater development standards. Therefore, this impact is less than significant with mitigation incorporated.

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	Mitigation Measure 3.6-6: Prior to the approval of site improvement plans, the project applicant shall site, design, and include an Operation and Maintenance Plan for post-construction BMPs and supplemental stormwater detention basins in accordance with City of Salinas stormwater development standards. Maintenance procedures (including frequency of procedure, cleaning schedules, applicant responsibility for each procedure, performance standards, or other means) and funding mechanisms shall be established for those facilities to assure adequate long-term performance and success in treating the water and controlling infiltration into the groundwater. The Improvement Plans and Operation and Maintenance Plan shall be subject to review and approval by the Salinas Public Works Department.		
Impact 3.6-4: The proposed project has the potential to alter the existing drainage pattern in a manner which would result in substantial erosion, siltation, flooding, or polluted runoff (Less than Significant) The proposed project will not alter drainage patterns in a manner which will cause flooding, erosion, or siltation. Surface runoff from the area will be managed via parcel-based LID measures, detention/retention basins, and flow reducing BMPs to prevent local flooding within the site. These features will also reduce peak flows from the Plan Area to receiving creeks and storm drains to amounts less than such flows under existing conditions. Sediment in the stormwater flows will be captured in detention ponds designed to prevent siltation. Flooding, erosion, or siltation is not anticipated by the proposed project given the storm drain design and best management practices that will be implemented. (DEIR, pp. 3.6-29 through 3.6-30)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-5: The proposed project has the potential to otherwise substantially degrade water quality (Potentially Significant) The proposed project would not otherwise substantially degrade water quality. The use of BMPs are intended to treat runoff close to the source during the construction and long term operational phase of the project to reduce stormwater quality impacts. (DEIR, pp. 3.6-30 through 3.6-31)	Implement **Mitigation Measure 3.6-1**.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.6-1 be adopted. Mitigation Measure 3.6-1 requires the use of BMPs during construction activities in order to reduce erosion, control sediment, and manage runoff from the Plan Area. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.6-6: Place housing or structures that would impede/redirect flows within a 100-year, or 200-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map (Less than Significant) The project would no place housing or structures that would impede/redirect flows within a 1-percent annual chance flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. Provided that the storm drain system and detention/retention facilities to be installed as part of the proposed development are adequately sized and properly installed and maintained, additional flooding and/or impedance or redirection of flows will not be induced by the proposed project. (DEIR, pp. 3.6-31)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-7: The proposed project has the potential to expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, seiche, tsunami, or mudflow (Less than Significant) The proposed project would not result in the exposure of people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, seiche, tsunami, or mudflow. (DEIR, pp. 3.6-31 through 3.6-32)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-8: Cumulative increases in peak stormwater runoff from the plan area (Less than Significant) With the design and construction of flood control improvements, the West Area Specific Plan would not increase peak stormwater runoff. The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures would control peak stormwater runoff. The proposed project would not have cumulatively considerable impacts associated with stormwater runoff. (DEIR, pp. 3.6-	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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32 through 3.6-33)			
Impact 3.6-9: Cumulative impacts related to degradation of water quality (Less than Significant) The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures would control storm water quality. The proposed project would not have cumulatively considerable impacts associated with water quality. (DEIR, pp. 3.6-33 through 3.6-35)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-10: Cumulative impacts related to degradation of groundwater supply or recharge (Less than Significant) The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures require maintaining water quality standards and preserving the infiltration of rainwater within the aquifer. The proposed project would not have cumulatively considerable impacts associated with groundwater supply/recharge. (DEIR, pp. 3.6-35 through 3.6-36)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-11: Cumulative impacts related to flooding (Less than Significant) Future development in the area must be sited and designed in accordance with the aforementioned City flood damage regulations (i.e., Article VI, Flood Damage Prevention, of the City's Code). The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures require designs that ensure structures are outside the base flood elevation and that storm water flows are maintained to prevent downstream flooding. The proposed project would not have cumulatively considerable impacts associated with flooding. (DEIR, pp. 3.6-36 through 3.6-38)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
NOISE			
Impact 3.7-1: The proposed project has the potential to increase traffic noise levels at existing receptors (Potentially Significant) As shown in Tables 3.7-8 through 3.7-11, some noise-sensitive receptors located along the Plan Area roadways are currently exposed to exterior traffic noise levels exceeding the City of Salinas 60 dB L_{dn} exterior noise level standard for residential uses. These receptors would continue to experience elevated exterior noise levels with implementation of the proposed project. As shown in Table 3.7-8, the segment of Natividad Road south of E. Boronda Road would experience unacceptable noise levels under Existing Plus Project conditions. The project would cause noise levels along this segment to increase by 1.6 dB. As shown in Table 3.7-9, the segment of Natividad Road south of E. Boronda Road would experience unacceptable noise levels under Existing Plus Project Plus CASP conditions. As shown in Table 3.7-10, the following roadway segments would experience unacceptable noise levels under Cumulative Plus Project conditions: • E. Boronda Road from San Juan Grade to McKinnon (2.4 dB increase); • E. Boronda Road from Independence to Hemmingway (1.8 dB increase); • E. Boronda Road from N. Sanborn to Williams (2.4 dB increase); • Natividad Road south of E. Boronda (3.7 dB increase); and • Natividad Road from E. Boronda to Future Russell Road (3.0 dB increase). As shown in Table 3.7-11, significant traffic noise increases are anticipated under the Cumulative Plus Project Plus CASP traffic condition include the following segments: • Constitution Blvd., South of E. Boronda – noise levels are predicted to increase by 3.5 dB from 62.2 dB to 65.7 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB,	Implement Mitigation Measures 3.7-1 and 3.7-8.	SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. Mitigation Measure 3.7-1 requires adherence to the requirements of the City of Salinas Municipal Code with respect to hours of operation during project construction. Mitigation Measure 3.7-2 requires all equipment to be fitted with factory equipped mufflers and in good working order. Mitigation Measure 3.7-3 requires sound walls for residents located along the primary Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. Mitigation Measure 3.7-4 requires 3-coat stucco and windows having a Sound Transmission Class (STC) 35, or higher, rating to be installed in second floor facades and rooms that have windows or doors that abut E. Boronda Road and/or Natividad Road. Mitigation Measure 3.7-5 requires mechanical ventilation for the first row of all residential dwellings that abut E. Boronda Road and/or Natividad Road. Mitigation Measure 3.7-6 requires the center of active play areas, such as football fields, soccer fields or other athletic fields, to be located at a minimum distance of 90-feet from the nearest residential property lines. Mitigation Measure 3.7-7 includes various project design requirements where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes abut residential areas. Mitigation Measure 3.7-8 includes various project design requirements fort the well and treatment plant facilities. Even with implementation of Mitigation Measures 3.7-1 through 3.7-8, there is the potential for noise levels to exceed the acceptable levels in some cases if encroachment into private property proves for the construction of sounds walls proves to be infeasible. Therefore, the impact is significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
as outlined in Table 3.7-7. • E. Boronda Road, Main to San Juan Grade – noise levels are predicted to increase by 1.5 dB from 66.5 dB to 68.1 dB L_{dn}. This would equal the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, San Juan Grade to McKinnon – noise levels are predicted to increase by 2.6 dB from 65.3 dB to 67.9 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, El Dorado to Natividad – noise levels are predicted to increase by 3.3 dB from 64.1 dB to 66.1 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Natividad to Independence – noise levels are predicted to increase by 2.6 dB from 66.6 dB to 69.3 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Independence to Hemmingway – noise levels are predicted to increase by 3.5 dB from 65.1 dB to 68.6 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Hemmingway to Constitution – noise levels are predicted to increase by 3.0 dB from 58.2 dB to 61.3 dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential receptors. • E. Boronda Road, N. Sanborn to Williams – noise levels are predicted to increase by 3.1 dB from 59.6 dB to 62.7dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a			

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential receptors. • Natividad Road., South of E. Boronda – noise levels are predicted to increase by 4.5 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • Natividad Road., E. Boronda to Future Russell Road – noise levels are predicted to increase by 3.8 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. However, it should be noted that this roadway segment is located between the West Area Specific Plan and Central Area Specific Plan projects and future sensitive receptors along this roadway would be constructed with noise control measures designed to achieve compliance with the City of Salinas exterior and interior noise level standards. • Russell Road, West of San Juan Grade – noise levels are predicted to increase by 1.9 dB from 67.5 dB to 69.4 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. (DEIR p. 3.7-14 through 3.7-23)			
Impact 3.7-2: The proposed project has the potential to increase noise levels associated with construction activities (Potentially Significant) Noise would also be generated during the construction phase by increased truck traffic on area roadways. The proposed project has the potential to increase noise levels associated with construction activities. (DEIR, pp. 3.7-23 and 3.7-24)	**Mitigation Measure 3.7-1:** Prior to the approval of site improvement plans and respective permits, plans shall note that construction activities shall adhere to the requirements of the City of Salinas Municipal Code with respect to hours of operation. **Mitigation Measure 3.7-2:** Prior to the approval of site improvement plans and respective permits, plans shall note that all equipment shall be fitted with factory equipped mufflers and in good working order. All stationary noise generating equipment (i.e. generators) shall be located at least 300 feet from a sensitive receptor. All construction staging areas shall be located at least 300 feet from a sensitive receptor.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.7-1 and 3.7-2 be adopted. Mitigation Measure 3.7-1 requires adherence to the requirements of the City of Salinas Municipal Code with respect to hours of operation during project construction. Mitigation Measure 3.7-2 requires all equipment to be fitted with factory equipped mufflers and in good working order. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.7-3: The proposed project has the potential to increase noise vibration association with construction activities (Less Than Significant) The proposed project would not increase noise vibration associated with construction activities. Therefore, construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors. (DEIR, pp. 3.7-24 and 3.7-25)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.7-4: The proposed project has the potential to expose new sensitive receptors to excessive transportation noise (Potentially Significant) Table 3.7-14 data indicate that noise barriers 6- to 8-feet in height would generally be sufficient to achieve compliance with the City of Salinas 60 dB L_{dn} exterior noise level standard for the proposed residential uses. However, for the residential uses located along E. Boronda Road and Natividad Road, sound walls of 6- to 8-feet in height would only reduce exterior noise levels to 62 to 65 dB L_{dn}. While these noise level do not meet the City's preferred 60 dB L_{dn} noise standards, they would comply with the City's conditionally acceptable standard of 60 to 70 dB L_{dn}. Predicted interior noise levels would exceed the City's 45 dB L_{dn} interior noise level standard at the first row of residential uses located closest to E. Boronda Road and Natividad Road. Therefore, additional interior noise control measures would be required for these residential uses along E. Boronda Road and Natividad Road. To reduce interior noise levels to 45 dB L_{dn}, or less, it is likely that second floor facades would require windows having a Sound Transmission Class (STC) 35 rating, or higher. Exterior walls would also likely require 3-coat stucco and RC-channels. This would specifically apply to the first row of homes along E. Boronda Road and Natividad Road and would not apply to facades facing away from the roadway. (DEIR, pp. 3.7-25 through 3.7-28)	**Mitigation Measure 3.7-3:** Prior to the approval of site improvement plans and respective permits, the plans shall note the location, design and constructions details of the eight-foot to nine-foot tall sound attenuation walls and/or landscaped berm/wall combinations, as applicable, that will be constructed along the primary Specific Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. At the City's discretion, wall heights which achieve the City's conditionally acceptable 60-70 dB L_{dn} noise standard may be allowed. See the Draft EIR Table 3.7-14 for specific noise barrier/wall heights along each roadway. Noise barrier walls shall be constructed of concrete panels, concrete masonry units, stucco or manufactured materials (with a density of four pounds per square foot or greater), earthen landscaped berms, or any combination of these materials as determined appropriate by the City of Salinas. The design/appearance of the wall is subject to the design approval by the City of Salinas based upon the standards contained in the West Area Specific Plan and the Salinas Zoning Code, as applicable to ensure that it is visually pleasing. Wood is not permitted due to eventual warping and degradation of acoustical performance. The walls shall not have gaps or penetrations which allow sound to flank through or around the walls. Small gaps which may occur using materials such as "keystone" blocks shall be avoided. Additionally, in accordance with Section 5-03.19 of the City's Municipal Code, best management practices shall be incorporated into the sound wall design in order to control graffiti and/or mitigate the potential impacts of graffiti. These graffiti prevention best management practices may include, without limitation: (1) The use or the installation and maintenance of ant-graffiti materials and	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.7-3 through 3.7-5 be adopted. Mitigation Measure 3.7-3 requires sound walls for residents located along the primary Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. Mitigation Measure 3.7-4 requires 3-coat stucco and windows having a Sound Transmission Class (STC) 35, or higher, rating to be installed in second floor facades and rooms that have windows or doors that abut E. Boronda Road and/or Natividad Road. Mitigation Measure 3.7-5 requires mechanical ventilation for the first row of all residential dwellings that abut E. Boronda Road and/or Natividad Road. Therefore, this impact is less than significant with mitigation incorporated.

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	surface treatments approved by the City on likely graffiti-attracting surfaces. (2) Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. (3) Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. (4) Immediate removal of graffiti by appropriate means within seventy-two hours. (5) Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). (6) Authorizing right of access by city employees or contract agents to remove graffiti if not removed within specified time periods. (7) Supplying the city at its request with paint (of the appropriate color and type), cleaning agents, and/or other materials acceptable to the city to abate or to deter graffiti. (8) Other requirements, as deemed reasonably feasible by the city planner, to deter, to protect or to reduce the potential for graffiti defacement. **Mitigation Measure 3.7-4:** Prior to the approval of building permits, the first row of residential dwellings located along E. Boronda Road and Natividad Road shall include windows having a Sound Transmission Class (STC) 35, or higher, rating installed in second floor facades and rooms that have windows or doors that abut E. Boronda Road and/or Natividad Road. Exterior walls shall also require 3-coat stucco and RC-channels, sheathing, or another acceptable construction application that effectively attenuates noise intrusion to the interior of the house. The exterior wall specifications would specifically apply to the first row of homes that abut E. Boronda Road and/or Natividad Road and only applies to the facades facing these roadways. These specifications do not apply to single story homes,		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	or the first floor of a two-story home, both of which are attenuated by the sound wall. These requirements shall be included in the building plans for the specific dwelling units and noted on the building permits. A detailed analysis of any additional interior mitigation measures shall be conducted when building plans are available and prior to building permit issuance to verify these requirements. These requirements shall also be noted in the site improvement plans prior to approval by the City. **Mitigation Measure 3.7-5:** Prior to the approval of building permits, mechanical ventilation shall be required in the first row of all residential dwellings that abut E. Boronda Road and/or Natividad Road, sufficient to allow residents, as desired for acoustical isolation, to keep their doors and windows closed and still maintain acceptable interior temperature and noise levels. This requirement shall be included in the building plans for the specific dwelling units and noted on the building permits. This requirement shall also be noted in the site improvement plans prior to approval by the City.		
Impact 3.7-5: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed park and school uses (Potentially Significant) Children playing at neighborhood parks or outdoor recreational fields (softball, soccer, basketball, tennis) are often considered potentially significant noise sources which could adversely affect adjacent noise-sensitive land uses. Typical noise levels associated with groups of approximately 50 children playing at 50 feet generally range from 55 to 60 dB L_{eq} and 70 to 75 dB L_{max}. It is expected that park activities would occur primarily during daytime hours. Therefore, noise levels from the playgrounds would need to comply with the City of Salinas exterior noise level standards of 60 dB L_{eq} and 70 dB L_{max} at the nearest residential uses. (DEIR, pp. 3.7-29 and 3.7-30)	**Mitigation Measure 3.7-6:** Prior to the approval of site improvement plans, as applicable, when parks or play areas are located near residential uses, the center of active play areas, such as football fields, soccer fields or other athletic fields, shall be located at a minimum distance of 90-feet from the nearest residential property lines. Large active play areas shall comply with the 60 dB L_{eq} and 70 dB L_{max} standards, and shall include these further noise level evaluations during the design phases of future park areas. Parks shall be designed such that residences front, or side in limited locations where approved by the City Planner, to the park. Minimum 6-foot tall sound walls and/or landscaped berms shall be constructed where school site directly abuts a residential property line in instances where site design (i.e., minimum distances, siting of activity areas, etc.) cannot achieve the 60 dB L_{eq} and 70 dB L_{max} noise standards. No wall shall be required where residential uses are fronted towards a park or school site and separated by a roadway or a walkway. Noise barrier walls shall be constructed of concrete panels, concrete masonry units, stucco	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.7-6 be adopted. Mitigation Measure 3.7-6 requires the center of active play areas, such as football fields, soccer fields or other athletic fields, to be located at a minimum distance of 90-feet from the nearest residential property lines. Therefore, this impact is less than significant with mitigation incorporated.

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	or manufactured materials (with a density of four pounds per square foot or greater), earthen landscaped berms, or any combination of these materials as determined appropriate by the City of Salinas. The design/appearance of walls is subject to the design approval by the City of Salinas based upon the standards contained in the West Area Specific Plan and the Salinas Zoning Code, as applicable to ensure that it is visually pleasing. Wood is not permitted due to eventual warping and degradation of acoustical performance. The walls shall not have gaps or penetrations which allow sound to flank through or around the walls. Small gaps which may occur using materials such as "keystone" blocks shall be avoided. Additionally, in accordance with Section 5-03.19 of the City's Municipal Code, best management practices shall be incorporated into the sound wall design in order to control graffiti and/or mitigate the potential impacts of graffiti (see mitigation 3.7.3 for further discussion of best management practices.)		
Impact 3.7-6: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed commercial mixed-uses (Potentially Significant) Mixed-use commercial land use activities can produce noise levels which affect adjacent sensitive land uses. The primary noise sources generally include truck deliveries, trash pickup, parking lot use, and heating, ventilation, and air conditioning (HVAC) equipment operation. These sources may result in noise levels exceeding the City's standards at nearby receptors. (DEIR, pp. 3.7-30 through 3.7-31)	**Mitigation Measure 3.7-7:** Prior to the approval of development review permits, the plans shall demonstrate: where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes abut residential areas, the following measures shall be included in the project design: • All HVAC equipment shall be located within mechanical rooms where possible or shielded from view with solid or grated barriers; • Emergency generators shall comply with the City's noise criteria at the nearest noise-sensitive receivers; • Delivery/loading activities shall comply with the Salinas Zoning Code standards and regulations; and • The applicant shall submit a noise study to verify that the appropriate noise control measures have been incorporated into the project design and will achieve compliance with the City's noise level standards.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.7-7 be adopted. Mitigation Measure 3.7-7 includes various project design requirements where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes abut residential areas. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.7-7: The proposed project has the potential to expose sensitive receptors to substantial noise from	**Mitigation Measure 3.7-8:** The potential well and treatment plant sites are shown in the	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
proposed well sites (Potentially Significant) Typical noise levels for well sites at 50 feet are expected to be 60 dB L_{eq}. If a backup generator is present and running, a noise level of 70 dB L_{eq} at 50 feet would be expected. It is expected that wells could operate during daytime or nighttime hours. Long-term operation of the backup generator would only occur under emergency conditions and would therefore not be subject to the City of Salinas exterior noise level standards for Class A noise. However, weekly exercising of the generator may be subject to the City's 60 dB L_{eq} daytime exterior noise level standard at the nearest noise-sensitive residential receptors. (DEIR, pp. 3.7-32)	Specific Plan. The actual well and treatment plant facilities are subject to the approval of a Conditional Use Permit (CUP) by the City pursuant to the requirements of the Salinas Zoning Code and the West Area Specific Plan. The potential well and treatment plant sites and the CUP requirement for said facilities shall be clearly noted on the site improvement plans. Prior to approval of the CUP and subsequent issuance of the building permits for the well and treatment plant facilities, the plans shall demonstrate that the following measures shall be included in the project design: • The well and treatment facilities have been designed and will be built to not exceed a noise level of 55 dB L_{eq} at the nearest residential or school property line during normal operation of the facilities; • The generators shall not be permitted to exceed the City's daytime noise standard of 60 dB L_{eq}; • The generators shall be tested only during daytime hours; and • Additionally, that the well and treatment facilities/sites have been designed (in accordance with the West Area Specific Plan) to incorporate decorative screen walls, landscaping and other features to ensure compatibility with surrounding land uses.		environment. The City Council hereby directs that Mitigation Measure 3.7-8 be adopted. Mitigation Measure 3.7-8 includes various project design requirements fort the well and treatment plant facilities. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.7-8: Cumulative exposure of existing and future noise-sensitive land uses to increased noise resulting from cumulative development (Potentially Significant) Significant traffic noise increases under the Cumulative Plus Project Plus CASP traffic condition include the following segments: • Constitution Blvd., South of E. Boronda – noise levels are predicted to increase by 3.5 dB from 62.2 dB to 65.7 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Main to San Juan Grade – noise levels are predicted to increase by 1.5	No mitigation measures are feasible.	CS and SU	The EIR identified no mitigation measures to address this particular significant effect on the environment. Thus, the effect remains significant and unavoidable, and no mitigation is available to substantially lessen or avoid the effect. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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dB from 66.5 dB to 68.1 dB L_{dn}. This would equal the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, San Juan Grade to McKinnon – noise levels are predicted to increase by 2.6 dB from 65.3 dB to 67.9 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, El Dorado to Natividad – noise levels are predicted to increase by 3.3 dB from 64.1 dB to 66.1 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Natividad to Independence – noise levels are predicted to increase by 2.6 dB from 66.6 dB to 69.3 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Independence to Hemmingway – noise levels are predicted to increase by 3.5 dB from 65.1 dB to 68.6 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Hemmingway to Constitution – noise levels are predicted to increase by 3.0 dB from 58.2 dB to 61.3 dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential receptors. • E. Boronda Road, N. Sanborn to Williams – noise levels are predicted to increase by 3.1 dB from 59.6 dB to 62.7dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential			

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
receptors. • Natividad Road., South of E. Boronda – noise levels are predicted to increase by 4.5 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • Natividad Road., E. Boronda to Future Russell Road – noise levels are predicted to increase by 3.8 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. However, it should be noted that this roadway segment is located between the West Area Specific Plan and Central Area Specific Plan projects and future sensitive receptors along this roadway would be constructed with noise control measures designed to achieve compliance with the City of Salinas exterior and interior noise level standards. • Russell Road, West of San Juan Grade – noise levels are predicted to increase by 1.9 dB from 67.5 dB to 69.4 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. (DEIR, pp. 3.7-33 through 3.7-37)			
POPULATION AND HOUSING			
Impact 3.8-1: The proposed Project has the potential to induce substantial population growth in an area (Less Than Significant) The West Area Specific Plan proposes development on the 797-acre Specific Plan Area including housing units that would result in direct population growth. The project includes a maximum of 4,340 total residential units. The addition of 4,340 housing units at full buildout has the potential to increase the population of the city by an estimated 16,101 persons (based on a U.S. Census Bureau estimate of 3.71 persons per household) (U.S. Census Bureau, 2017). The 2002 General Plan identifies areas for growth within the FGAs (which includes the Specific Plan Area). The Salinas General Plan Land Use Table LU-3 identifies the development capacity of the FGAs.	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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This includes 15,873 residential units, resulting in an additional population of 58,253 within the City's FGAs. The proposed West Area Specific Plan development proposes 4,340 units with the potential to increase the population of the city by an estimated 16,101 persons, which is within the projections identified in the Salinas General Plan. Implementation of the West Area Specific Plan would increase employment in the area through development of a maximum of 571,500 square feet of commercial space. The Salinas General Plan designates land uses to ensure a balance between new residential development and job-creating uses. Within the FGAs (including the Specific Plan Area) the General Plan assumes a development capacity that includes 178,000 square feet of retail space, 30,000 square feet of office space, 599,000 square feet of general commercial space, and 2,613,000 square feet of mixed use area (Salinas General Plan pg. LU 37: Land Use Element Table LU-3 Development Capacity). The proposed maximum 571,500 square feet developable by the proposed project is within the development capacities stated in the Salinas General Plan. (DEIR, pp. 3.8-14 through 3.8-19)			
Impact 3.8-2: Cumulative impact on the potential to induce substantial population growth in an area (Less Than Significant) Development of the North of Boronda FGA is a component of the City's planned long-term growth as identified in the City's General Plan. Infrastructure needed to support development of the site and the FGAs, and the subsequent population, housing and employment increases expected through implementation of the West Area Specific Plan, have already been planned and evaluated. The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts. The proposed project would not have cumulatively considerable impacts associated with population and housing. (DEIR, pp. 3.8-19 through 3.8-20)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
PUBLIC SERVICES			

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Impact 3.9-1: The proposed project may require the construction of fire department facilities which may cause substantial adverse physical environmental impacts (Potentially Significant) The site-specific environmental impact of constructing a new fire facility to serve the West Area Specific Plan will be reviewed under CEQA as part of the Central Area Specific Plan Draft EIR, which is expected to be circulated in 2019. The proposed project may require the construction of fire department facilities which may cause substantial adverse physical environmental impacts. (DEIR, pp. 3.9-16 through 3.9-18)	**Mitigation Measure 3.9-1:** Prior to the issuance of a Certificate of Occupancy for each dwelling unit (and prior to issuance of building permits for non-residential uses), the applicant shall pay all applicable project impact fees per the impact fee schedule.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.9-1 be adopted. Mitigation Measure 3.9-1 requires payment of the project impact fees for each dwelling unit. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.9-2: The proposed project may result in, or have the potential to require the construction of police department facilities which may cause substantial adverse physical environmental impacts (Less Than Significant) The proposed project would not result in, or have the potential to require the construction of police department facilities which may cause substantial adverse physical environmental impacts. Development of the Specific Plan Area did not directly trigger the need for a new facility; however, additional staffing and patrols are required to serve the proposed Specific Pan Area. The City collects impact fees from new development based upon projected impacts from the development. The City also reviews the adequacy of impact fees on an annual basis to ensure that the fee is commensurate with anticipated future facilities demands, assessed on a fair share basis for new development. (DEIR, pp. 3.9-18 through 3.9-19)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.9-3: Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts (Potentially Significant) Physical impacts from construction of the school sites within the Specific Plan Area would be related to relevant environmental topics included in this EIR, such as: air quality (Section 3.1), biological resources (Section 3.2), cultural resources (Section 3.3), greenhouse gas emissions and climate change (Section 3.4), hazards and hazardous materials (Section 3.5), hydrology and water quality (Section 3.6), noise (Section 3.7) population (Section 3.8), public services (Section 3.9), transportation (Section 3.10), and utilities (Section 3.11). A	**Mitigation Measure 3.9-2:** Prior to the issuance of building permits for each dwelling unit, the applicant shall pay applicable school fees mandated by SB 50 to the Salinas Union High School District (SUHSD), and Santa Rita Union School District (SRUSD) and provide documentation of said payment to the City. Implement Mitigation Measures 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.9-2, 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34 be adopted. Mitigation Measure 3.9-2 requires payment of the applicable school fees. Under state law, the payment of school impact fees is deemed to be adequate mitigation for the need for new school facilities. Therefore, this impact is less than significant with mitigation incorporated.

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detailed discussion of relevant operational and construction impacts can be found in each respective section of this EIR. Furthermore, site-specific environmental review would be required for each school by the responsible school district prior to approval of a design for the facility and would consider any site-specific impacts unknown at this time. Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts. Potential environmental impacts associated with the future construction of each school within the Plan Area are addressed throughout this EIR. This EIR analyzes the physical environmental effects that may occur as a result of development and introduction of new urban land uses within the Plan Area. Each future school, if constructed, would fall within the range of environmental impacts disclosed in this EIR, and would be subject to relevant mitigation measures included in this EIR. It is noted, however, that development of a school within the proposed Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2, and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1, and 3.7-8), and transportation and circulation (Impacts 3.10-3, and 3.10-4). (DEIR, pp. 3.9-19 through 3.9-21)			
Impact 3.9-4: Project implementation may result in effects on parks, or has the potential to require the construction of park facilities which may cause substantial adverse physical environmental impacts (Potentially Significant) Physical impacts from construction of the park sites within the Specific Plan Area would be related to relevant environmental topics included in this EIR, such as: air quality (Section 3.1), biological resources (Section 3.2), cultural resources (Section 3.3), greenhouse gas emissions and climate change (Section 3.4), hazards and hazardous materials (Section 3.5), hydrology and water quality (Section 3.6), noise (Section 3.7) population (Section 3.8), public services (Section 3.9), transportation (Section 3.10), and utilities (Section 3.11). A detailed discussion of relevant operational and construction impacts can be found in each	Implement Mitigation Measures 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34.	SU	Changes or alterations have been required in, or incorporated into the project, which mitigate the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
respective section of this EIR. Project implementation may result in effects on parks, or has the potential to require the construction of park facilities which may cause substantial adverse physical environmental impact. Potential environmental impacts associated with the future construction of park and other recreational facilities within the Plan Area are addressed throughout this EIR. This EIR analyzes the physical environmental effects that may occur as a result of development and introduction of new urban land uses within the Plan Area. Each future park, if constructed, would fall within the range of environmental impacts disclosed in this EIR, and would be subject to relevant mitigation measures included in this EIR. It is noted, however, that development of 49.76 acres of park land within the Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2, and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1, and 3.7-8), and transportation and circulation (Impacts 3.10-3, and 3.10-4). (DEIR, pp. 3.9-22 through 3.9-23)			
Impact 3.9-5: Project implementation may result in effects on other public facilities (Less than Significant) Project implementation may result in effects on other public facilities. The West Area Specific Plan would result in new demand for public facilities, including library facilities and recreational facilities. The West Area Specific Plan does not propose a library or other public facility such as a community building within the Plan Area, therefore, it does not have a direct physical impact on the environment. The West Area Specific Plan would be responsible for paying the applicable impact fees, and ongoing revenues from the Specific Plan would be generated from property taxes, sales taxes, and other appropriate fees/payments. Such fees/payments would be the financial contribution for any new demand created by the West Area Specific Plan. (DEIR, pp. 3.9-23 through 3.9-24)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.9-6: Under cumulative conditions the proposed project may result in effects on public facilities (Potentially Significant) The construction and operation of future public	Implement Mitigation Measures 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34.	CS and SU	Changes or alterations have been required in, or incorporated into the project, which mitigate the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
facilities required to serve cumulative development (including the West Area Specific Plan Area) could potentially cause significant impacts. Cumulative development including additional parks, schools, library, and other public facilities within the city and service area would contribute to significant and unavoidable cumulative impacts that have been identified within this EIR related to: air quality (Impact 3.1-7), biological resources (Impact 3.2-12), greenhouse gases (Impact 3.4-4), noise (Impact 3.7-8), and transportation and circulation (Impacts 3.10-3, and 3.10-4). (DEIR, pp. 3.9-24 through 3.9-26)			avoid the effects. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
TRANSPORTATION AND CIRCULATION			
Impact 3.10-1: Under Existing Plus Project conditions, implementation of the proposed Specific Plan would conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Existing Plus Project conditions, implementation of the proposed Specific Plan would conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan, without mitigations, results in unacceptable operation at eight of the study intersections, and two of the U.S. 101 ramp junctions. All study segments of U.S. 101 performed within the County CMP standards. (DEIR, pp. 3.10-42 through 3.10-46)	**Mitigation Measure 3.10-1**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal at San Juan Grade Road/Van Buren Avenue, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans for each stage of project development shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-2**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of the existing signal timing at San Juan Grade Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.10-1 through 3.10-9 be adopted. Mitigation Measures 3.10-1 through 3.10-9 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and ramps. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-3**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the signalization of the intersection at Hemingway Drive/East Boronda Road or equivalent traffic control (such as a roundabout), in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of roundabouts), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-4**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings at North Main Street/Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-5**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the widening of the intersection at Natividad Road/East Laurel Drive to add additional northbound and southbound through lanes, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of a roundabout), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-6**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal or equivalent traffic control (such as a roundabout) at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of a roundabout), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-7**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings and to add an eastbound left turn pocket at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. This mitigation includes the addition of an eastbound left turn pocket and optimization of the existing signal timing to better accommodate the expected changes in traffic distribution and volume with implementation of the proposed project. The final improvement plans shall note		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-8**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the addition a southbound left turn lane and optimization of the traffic signal's timing at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share requirement. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-9**: Each project applicant for development within the Specific Plan Area shall contribute its fair-share funding to the Transportation Agency for Monterey County (TAMC) Regional Development Impact Fee (RDIF) Program and the City of Salinas' Traffic Impact Fee (TIF) Program, as determined by the TAMC and the City of Salinas, respectively, in proportion to the area planned for development by each project applicant. These programs include improvements to U.S. 101 that would improve mainline and ramp junction operations, which would mitigate the proposed project's impact to the U.S. 101 ramp junctions affected by the proposed project (i.e. the Northbound Road Off-Ramp and Northbound West Laurel Drive Off-Ramp). Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.		
Impact 3.10-2: Under Existing Plus Project and Central Area Specific Plan conditions, implementation	**Mitigation Measure 3.10-10**: Each project applicant for development within the Specific	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
of the proposed Specific Plan may conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Existing Plus Project and Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan would result in unacceptable operation at ten of the study intersections, and two of the U.S. 101 ramp junctions, under the Existing Plus Project and Central Area Specific Plan scenario. All study segments of U.S. 101 performed within the County CMP standards. (DEIR, pp. 3.10-53 through 3.10-56)	Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-11**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to convert the eastbound right turn lane to a shared through-right turn lane at Natividad Road/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-12**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for addition of an eastbound right turn pocket at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-13**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of a traffic signal at the intersection of Williams Road/East Boronda Road, in proportion to the area planned for		environment. The City Council hereby directs that Mitigation Measures 3.10-10 through 3.10-14 be adopted. Mitigation Measures 3.10-10 through 3.10-14 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and ramps. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-14**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at the South Sanborn/North Sanborn/John Street intersection, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.		
Impact 3.10-3: Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan under the cumulative Plus Project scenario would result in unacceptable operation at seventeen of the study intersections, and three of the freeway segments. All ramp junctions perform at or above the minimum standards set by the County CMP under this scenario. (DEIR, pp, 3.10-63 through 3.10-70)	**Mitigation Measure 3.10-15**: Each project applicant for development within the Specific Plan Area shall contribute its fair-share of funding to the TAMC Regional Development Impact Fee provides mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Southbound Ramps/Echo Valley Road/Crazy Horse Canyon Road. Regional fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-16**: Each project applicant for development within the Specific	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.10-15 through 3.10-27 be adopted. Mitigation Measures 3.10-15 through 3.10-27 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and segments. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	Plan Area shall contribute its fair-share of the TAMC Regional Development Impact Fee to provide mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Northbound Ramps/Crazy Horse Canyon Road. Total fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-17**: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Crazy Horse Canyon Road/San Juan Grade Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-18**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Rogge Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-19**: Each project		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Russell Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-20**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of southbound and westbound left turn lanes at the intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-21**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-22**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	for the installation of a traffic signal at the intersection of Old Stage Road/Williams Road/Private Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-23**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound through lane, the addition of a northbound right turn overlap phase, and the conversion of the westbound through lane to a westbound shared through-left turn lane at the intersection of North Main Street/East Bernal Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note these improvements and the fair-share funding requirement. **Mitigation Measure 3.10-24**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound and southbound through lanes at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	Mitigation Measure 3.10-25: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of South Davis Road/Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-26**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane and a southbound left turn lane at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-27**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound left turn lane at the intersection of South Main Street/West Blanco Road/East Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.		
Impact 3.10-4: Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by	**Mitigation Measure 3.10-28**: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.10-

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan would result in unacceptable operation at twenty-two of the study intersections, and four of the freeway segments, under the cumulative Plus Project with Central Area Specific Plan scenario. All ramp junctions perform at or above the minimum standards set by the County CMP under this scenario. (DEIR, pp, 3.10-76 through 3.10-81)	installation of a traffic signal at intersection of Old Stage Road/Hebert Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-29**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of northbound and southbound through lanes on Natividad Road and for the conversion of the existing eastbound right turn lane on East Laurel Drive to a shared through-right turn lane, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-30**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of eastbound and southbound left turn lanes at Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-31**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of North Sanborn Road/Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to		28 through 3.10-33 be adopted. Mitigation Measures 3.10-28 through 3.10-33 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and segments. Therefore, this impact is less than significant with mitigation incorporated.

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	issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-32**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane at Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-33**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of East Front Street/Sherwood Drive/Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.		
Impact 3.10-5: Implementation of the proposed Specific Plan would not result in changes to air traffic patterns (Less than Significant) The nearest air facility to the Specific Plan boundaries is Salinas Municipal Airport, located approximately four miles to the southeast. Additionally, Marina Municipal Airport is located approximately six miles to the southwest. The Specific Plan Area contains no existing or planned airport facilities. The proposed land use changes to and development of the Specific Plan Area are expected to have no effect on the Salinas Municipal Airport or Marina Municipal Airport approach or departure zones, or any other airport approach or	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
departure zones. Implementation of the proposed Specific Plan would not result in changes to air traffic patterns. (DEIR, pp, 3.10-81 through 3.10-82)			
Impact 3.10-6: Implementation of the proposed Specific Plan would not substantially increase hazards due to a design feature (Less than Significant) Implementation of the proposed Specific Plan would not substantially increase hazards due to a design feature. Development within the Specific Plan Area would include new streets, access points, paths, and other circulation improvements that would be reviewed and checked for compliance with design and safety standards as part of the entitlement process conducted by the City of Salinas. (DEIR, pp, 3.10-82)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.10-7: Implementation of the proposed Specific Plan would not result in impacts related to emergency access (Less than Significant) Buildout of the proposed Specific Plan would result in increased development densities and land use intensities within the Specific Plan Area. As a result of buildout of the West Area Specific Plan, which includes the development of an internal transportation network within the Plan Area, the volume of users travelling within the Specific Plan Area is expected to increase. Emergency access along proposed and existing roadways must be accommodated in conjunction within the expected population and employment growth. Plans submitted for individual developments to be constructed in the Specific Plan Area would be reviewed for compliance with emergency access requirements by public safety officials during the City's entitlement process. Implementation of the proposed Specific Plan would not result in impacts related to emergency access. (DEIR, pp, 3.10-82)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.10-8: Implementation of the proposed Specific Plan would not conflict with adopted multi-modal circulation policies, plans, or programs, and would not decrease the performance or safety of public transit, bicycle, or pedestrian facilities (Less than Significant) Implementation of the Specific Plan would be consistent with, and would expand upon, the pedestrian and bicycle network identified in the 2002 *Salinas Bikeways Plan*. The Specific Plan	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
would improve the existing bicycle and pedestrian circulation infrastructure within the Specific Plan Area, as well as adjacent areas in the City of Salinas. The West Area Specific Plan is estimated to generate approximately 1,000 new transit trips on a daily basis, as well as 140 trips in the morning peak hour and 150 trips in the evening peak hour (Fehr & Peers, 2018). These new transit trips alone are not expected to overburden existing transit service in the area. Implementation of the proposed Specific Plan would not conflict with adopted multi-modal circulation policies, plans, or programs, and would not decrease the performance or safety of public transit, bicycle, or pedestrian facilities. (DEIR, pp, 3.10-83 through 3.10-84)			

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
UTILITIES			
Impact 3.11-1: The proposed project has the potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (Less than Significant) Wastewater generated within the Plan Area would be conveyed by the City of Salinas wastewater conveyance system to M1W Regional Treatment Plant. M1W, a regional agency, owns and operates M1W Treatment Plant. The wastewater treatment system treats domestic wastewater from residential and commercial sources. Waste Discharge Requirements (WDRs) Order No. R3-2018-0017 provides waste discharge requirements for M1W Treatment Plant, and a supply capacity of up to 29.6 MGD. Implementation of West Area Specific Plan would be covered under the existing capacity and would not exceed the wastewater discharge requirements in this Order. (DEIR, pp. 3.11-9)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-2: The proposed project has the potential to result in a determination by the wastewater treatment and/or collection provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (Less than Significant) The City of Salinas Sanitary Sewer Master Plan projects new development would increase the total wastewater discharge to an average dry weather flow to a maximum of approximately 22.1 MGD at full build-out of the entire City Sphere of Influence. The estimated wastewater discharge for full buildout of the proposed project would be approximately 1.0 MGD. The West Area Specific Plan would increase the amount of wastewater requiring treatment. The wastewater would be treated at M1W Treatment Plant. The (WDRs Order No. R3-2018-0017 allows M1W Treatment Plant to accept up to 29.6 MGD. Given a current demand of approximately 16 MGD (as provided by M1W Treatment Plant Engineer Jennifer Gonzalez), the M1W Treatment Plant currently has an additional capacity of approximately 11 MGD; given 1.0 MGD generated by the project, there is sufficient plant capacity. (DEIR, pp. 3.11-10 through 3.11-11)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.11-3: The proposed project has the potential to require or result in the construction of new wastewater treatment or collection facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant) The West Area Specific Plan project does not trigger a need to expand the M1W Treatment Plant. There would be a network of sewer collection infrastructure installed throughout the Plan Area to serve the West Area Specific Plan. The potential for environmental impacts associated with the installation of the wastewater collection system, and all construction activities within the Plan Area, are addressed throughout this EIR. (DEIR, pp. 3.11-11 through 3.11-12)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-4: Cumulative impact on wastewater utilities (Less than Significant) The M1W plant is designed and constructed to handle 29.6 MGD; which is more than 4 MGD than the project 2055 demand, under the worst case scenario modelled. The 1.0 MGD expected to be generated by full buildout of the proposed project would thereby leave approximately 3.6 MGD available in 2055, under the worst case scenario modelled. Moreover, it is more than likely that this represents an overestimate of cumulative wastewater demand, given that this estimate utilizes the higher end of the range of projected wastewater at the M1W Regional Treatment Plant in the future. Additionally, buildout of the Specific Plan is expected to occur over an approximately 20 to 30 year timeframe; therefore buildout is expected to occur no later than approximately 2048 (at latest). Therefore, using the year 2055 as the analysis year serves as a conservative date for buildout of the proposed project. (DEIR, pp. 3.11-12 through 3.11-13)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-5: The proposed project has the potential to require construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant) The proposed project would not require construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. The water infrastructure is sized to meet the	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
demand within the Plan Area. All offsite improvements are to be placed in or adjacent to existing streets to minimize potential impacts. Although the West Area Specific Plan would not require the expansion of existing water treatment facilities, the West Area Specific Plan may require the construction of a new centralized treatment facility within the Plan Area. This treatment facility would be specifically sized to serve the West Area Specific Plan and would not be upsized to ensure that it does not induce growth beyond what is anticipated by the West Area Specific Plan. (DEIR, pp. 3.11-37 through 3.11-38)			
Impact 3.11-6: The proposed project has the potential to have insufficient water supplies available to serve the project from existing entitlements and resources (Less than Significant) Water supplies are sufficient to meet the City's existing and projected future potable water demands, including those future water demands associated with the West Area Specific Plan, to the year 2035 under all hydrologic conditions. The three new groundwater wells would provide adequate groundwater for the proposed project. Additionally, the Cal Water Salinas District has sufficient water supply throughout its service area to serve the proposed project, even during the third year of a multi-year drought, and even if the proposed project's groundwater wells proved to not be sufficient to serve the entire Plan Area. Moreover, the development of the West Area Specific Plan would reduce consumption of groundwater (equivalent to increasing groundwater storage), when compared to the existing agricultural uses; this would also have the effect of reducing the potential for seawater intrusion into the groundwater basin, when compared to the existing agricultural uses. (DEIR, pp. 3.11-38 through 3.11-41)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-7: Cumulative Impact on Water Utilities (Less than Significant) There would be sufficient water resources available to provide supply for buildout of the cumulative scenario, so that no significant cumulative effect on the overall water supply would result. (DEIR, pp. 3.11-41 through 3.11-43)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.11-8: The proposed project has the potential to require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant) No new or expanded existing off-site infrastructure is proposed or would be required. Proposed project storm water infrastructure would be developed on-site, with connections made to off-site existing storm drain pipes along existing rights-of-way (such as along McKinnon Street). Installation of storm drainage infrastructure would occur during the construction phase of the proposed project. The construction of the new on-site stormwater drainage facilities, which are associated with the proposed project, has the potential to cause environmental impacts. The potential for environmental impacts associated with the installation of the stormwater system, and all construction activities within the Plan Area, are addressed throughout this EIR. (DEIR, pp. 3.11-63)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-9: Cumulative Impact on Stormwater Facilities (Less than Significant) The West Area Specific Plan includes an extensive system of on-site stormwater collection, treatment and retention facilities to accommodate the increased stormwater flows that would originate in the Specific Plan Area. Surface runoff from the area will be managed via detention/retention basins and flow reducing Best Management Practices (BMPs) to prevent local flooding within the Specific Plan Area. These features will also reduce peak flows from the Specific Plan Area to receiving creeks and storm drains to amounts less than such flows under existing conditions. The construction, maintenance, and operation of all stormwater facilities are not anticipated to cause substantial adverse impacts. The proposed project would not have cumulatively considerable impacts associated with stormwater facilities. (DEIR, pp. 3.11-63 through 3.11-65)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-10: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, State, and local statutes and regulations related to solid waste (Less than	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Significant) The West Area Specific Plan would be required to comply with applicable State and local requirements including those pertaining to solid waste, construction waste diversion, and recycling. The addition of the volume of solid waste associated with the West Area Specific Plan, approximately 24.5 tons per day at total buildout, would increase the total to the Johnson Canyon Landfill; however, this increase would not cause an exceedance of the landfill's remaining capacity. (DEIR, pp. 3.11-72)			
Impact 3.11-11: Cumulative Impact on Solid Waste Facilities (Less than Significant) The Salinas Valley Solid Waste Authority service area is expected to add numerous developments through 2055. The Central Area Specific Plan, East Area Specific Plan, and the Economic Development Element (EDE) are three such areas, located within the City of Salinas. These new areas would generate an estimated 75 to 100 tons per day at total buildout. Buildout of other communities within the Salinas Valley Solid Waste Authority' service area would also affect Johnson County Landfill. These jurisdictions within the region are likely to generate new sources of solid waste that would need to be processed at the landfill. The Johnson Canyon Landfill has the capacity to serve nearly three times as much waste per day as it does currently and will have sufficient capacity to serve communities within the Salinas Valley Solid Waste Authority service area. Implementation of the proposed project would have a less than significant cumulative impact relative to this environmental topic. (DEIR, pp. 3.11-72 through 3.11-73)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
OTHER ISSUES			
Aesthetics The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would allow development to occur in the City in both vacant and underdeveloped portions of the community, and that the introduction/expansion of urban uses into these areas has the potential to interrupt views of natural features, open space, the hillsides, and agricultural resources, reducing the aesthetic value of these resources. Additionally, new development	To minimize and mitigate the impacts on aesthetics, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented the following five mitigation measures: Mitigation Measure A1 requires the City to implement the City's Gateway Guidelines; Mitigation Measure A2 requires the City to strengthen and require compliance with the City's Design Guidelines; Mitigation Measure A3 requires the City to improve the Lighting Ordinance; Mitigation Measure A4 requires the	LTS	Three of the five mitigation measures included in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), including Mitigation Measures A1, A2, and A3, are requirements for the City of Salinas to implement. These measures do not apply to the proposed project. Mitigation Measures A4 and A5 are requirements for both the City and for proposed projects or discretionary projects. The proposed project would be subject to Mitigation Measure A4, which requires consistency with the landscaping requirements. All landscaping in the Specific Plan Area would be subject to the City's landscaping requirements. The proposed project would also be

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
in the City was found to increase the amount of light and glare in the community, particularly in areas planned for nonresidential development, such as retail and general commercial. It was also found that future development under the General Plan has the potential to change the visual character of the City. Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that aesthetic impacts associated with the FGAs, which includes the West Area Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). Any future development under the approved General Plan, which includes all development under the proposed project, would be required to comply with the above referenced regulations, policies, and standards. Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed in the in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). (See the Initial Study)	City to implement landscaping requirements for all proposed projects; and Mitigation Measure A5 requires the City to review all discretionary projects for aesthetics impacts.		subject to Mitigation Measure A5, which requires the City of review the proposed project for aesthetics impacts. Impacts to aesthetics are analyzed in the Initial Study for the project. See Appendix A of the Draft EIR for the West Area Specific Plan Initial Study. Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Agriculture and Forest Resources The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would result in the conversion of 3,525 acres of agriculture lands to urban uses. The *Final Environmental Impact Report,* also indicates that General Plan buildout would result in agricultural activity in proximity to residential and other urban uses, which may result in conflicts between the uses. It is noted that agricultural activity can cause nuisances related to air quality and noise that may disturb surrounding development. Urban activities may also negatively affect nearby agricultural uses, as increased vandalism often occurs and the introduction of domestic animals may disturb certain agricultural activities. The City of Salinas certified the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), adopted a statement of overriding considerations relative to this significant and unavoidable impact, and approved the Salinas	The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of Mitigation Measures AG1 through AG4, the impacts on potential compatibility issues would be reduced to a less than significant level; however, while the impacts on agricultural conversion would be reduced to the extent feasible, a significant and unavoidable impact would remain related to the loss of important farmland. Mitigation AG5 specifically addressed Agricultural Land Conservation Easement Program, which states that the City will work with the County of Monterey and other local jurisdictions to create and implement an agricultural land conservation easement program, including such measures as securing the dedication of easements or by paying a mitigation fee that could be used to purchase easements through a mitigation bank. Additionally, in 2006, the City Council adopted Resolution No. 19422, approving the Agricultural Land Preservation Program. The resolution adopted a $750.00 per acre mitigation fee for agricultural lands currently	LTS	All of the five mitigation measures included in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), including Mitigation Measures AG1 through AG5, are requirements for the City of Salinas to implement. These measures do not apply to the proposed project. Additionally, in 2006, the City Council adopted Resolution No. 19422, approving the Agricultural Land Preservation Program. The resolution adopted a per acre mitigation fee for agricultural lands currently designated by the California Department of Conservation's Farmland Mapping Program as "Prime" or "of Statewide Importance." The project would be subject to this fee. Impacts to agricultural resources are analyzed in the Initial Study for the project. See Appendix A of the Draft EIR for the West Area Specific Plan Initial Study. Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
General Plan. Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that agricultural impacts associated with the FGAs, which includes the Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). Any future development under the approved General Plan, which includes all development under the proposed project, would be required to comply with the above-referenced regulations, policies, and standards. Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). (See the Initial Study)	designated by the California Department of Conservation's Farmland Mapping Program as "Prime" or "of Statewide Importance."		
Geology and Soils Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). (See the Initial Study)	No additional mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Hazards and Hazardous Materials While the Draft EIR analyzes Hazards and Hazardous Materials, several topics were determined to not warrant additional analysis within the Chapter. The land uses proposed within the Specific Plan Area would not be expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, these uses are not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Furthermore, the proposed project is not located in the vicinity of an airport or private airstrip; therefore, it would not result in a safety hazard related to air traffic for people residing or working in the Specific Plan Area. These topics do not	No additional mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
warrant additional analysis and will not be addressed further in the EIR. Separately, the City has adopted a Multi-hazard Emergency Plan, which serves as extensions of the California Emergency Plan and the Emergency Resource Management Plan. The purpose of the Multi-hazard Emergency Plan is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The Emergency Operations Center (EOC) in City Hall serves as the center of the City's emergency operations. The Plan also addresses evacuation and movement of people in the event of an emergency. The proposed project does not impair implementation of or physically interfere with the Multi-hazard Emergency Plan. Implementation of the proposed project would have a less than significant impact relative to this environmental topic and will not be further analyzed or addressed further in the EIR. Lastly, the proposed project is not located in an area that is considered a high risk for wildfires. The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. (See the Initial Study)			
Land Use and Planning The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the impacts would be reduced to a **less than significant** level with mitigation. Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan Area, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). The City certified the Final Supplemental EIR and approved annexation of the North of Boronda FGA, which includes the West Area Specific Plan. The project, as proposed, is consistent with the Greater Salinas Area Memorandum of Understanding (GSA-MOU). All development under the proposed project would be required to comply with the regulations, policies, and standards identifies in the *Final Environmental*	No additional mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact Report, Salinas General Plan (Cotton Bridges Associates 2002), and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed within these supporting documents. (See the Initial Study)			
Mineral Resources It was determined in the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) that development of the FGA, including the Specific Plan Area, would not have a significant impact on mineral resources or mining activities. As such, implementation of the proposed project would have no impact on mineral resources. (See the Initial Study)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

EXHIBIT J

PROJECT FINDINGS FOR CONSIDERATION OF THE WEST AREA SPECIFIC PLAN (SPEC 2013-002), REZONING (RZ 2019-001), AND DEVELOPMENT AGREEMENT (DA 2019-001)

I. PROJECT DESCRIPTION AND APPROVALS

A. Project Location

The applicant, Brian Finegan, Esq. (representing multiple property owners and developers), is requesting a series of approvals that would enable the development of a 797-acre Specific Plan area ("project site") within the North of Boronda Future Growth Area (FGA) of the City . The project site is bounded by Boronda Road to the south, San Juan Grade Road to the west, Natividad Road to the east and Russell Road and Rogge Road to the north. Attachment 7 of the staff report, Project Site Location Map, shows the project site vicinity and the North of Boronda FGA.

The project site is bordered on the north primarily by existing residential development (the Bolsa Knolls area) and scattered residential and agricultural-related uses located in unincorporated Monterey County, on the east by agricultural uses in unincorporated Monterey County and the proposed Central Area Specific Plan area, on the south by existing residential and commercial development (Harden Ranch Specific Plan area), and on the west by existing residential development and commercial development (the Gateway Shopping Center Specific Plan). Attachment 8 of the staff report, Property Ownership/Existing Conditions Map, shows the project boundaries, owners and existing uses.

B. Project Description

The applicant is seeking the following approvals from the City Council: 1) Specific Plan (SPEC 2013-002); 2) Rezoning (RZ 2019-001); and 3) Development Agreement (2019-001), collectively referred to as the "Project". At build-out (estimated to occur over the next 20 to 30 years), the project would establish: 4,340 dwelling units provided as a mix of low, medium and high densities, a Village Center with up to 571,500 square feet of mixed-use commercial floor area, eleven parks, five schools (one high school, one middle school and three elementary schools), and other associated uses supporting the development including but not limited to open space and well-sites.

Specific Plan. A specific plan is a development guidance tool that is required for all new development proposed within the FGA pursuant to the General Plan. The draft *West Area Specific Plan* ("Specific Plan") prepared by the applicant under the direction of the City provides direction for the land uses, development regulations, design standards, circulation, infrastructure, storm water and water quality management, public financing and implementation and administration of the Specific Plan. The Specific Plan includes modifications to development regulations found in the City of Salinas Zoning Code to facilitate the New Urbanism development mandated under the General

Plan for this area. The changes to development regulations would apply only to development within the Specific Plan boundary, which is coterminous with the project site boundary. Attachment 11 of the staff report contains the Specific Plan and herein incorporated by reference. Table 1, Summary Land Use Plan, provides an overview of the project.

Table 1 Summary Land Use Plan

Land use		**Framework Acres**	**Projected Dwelling Units or Square Feet**
Residential Planning Areas	NE (Low)	227.72	1,361 du
	NG-1 (Medium)	188.44	1,803 du
	NG-2 (High)	59.84	1,085 du
	VC (Village Center)	4.55	91 du
	Total	**480.55**	**4,340 du**
Mixed use Village Center (1)		20.13	571,500 sq. ft.
Total Residential and Village Center		**500.68**	
High School		38.97	
Middle School		20.78	
Elementary School #1		10.98	
Elementary School #2		10.00	
Elementary School #3		10.00	
Community Park		30.83	
Neighborhood Parks (four)		12.52	
Small Parks (six)		6.41	
Supplemental Detention/Retention Basin Open Space		35.03	
Water Wells/Water Treatment		1.50	
Total Public Facilities		**177.02**	
Circulation Roadways (2)		118.85	
Total		**796.55**	

Rezone. The applicant is requesting approval of a rezone to establish zoning district classifications for the project site, which are consistent with the Salinas Zoning Code (and Map) and implement the existing General Plan land use designations for the project site. The existing zoning for the project site is New Urbanism Interim (NI) with a Specific Plan Overlay District. The proposed zoning

districts for the project site are Neighborhood Edge (NE)/Low Density Residential, Neighborhood General-1 (NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, and Village Center (VC). The proposed districts align with New Urbanism (NU) zoning districts contained in Division 8 of the Salinas Zoning Code and correspond with the Residential Low Density, Residential Medium Density, Residential High Density and Mixed Use Land Use Designations, respectively contained in the General Plan. Additional zoning districts proposed for the project site include Parks (P), Open Space (OS), and Public/Semipublic (PS). The proposed districts are shown in Attachment 12 of the staff report, incorporated herein by reference. The above-referenced districts also include a Specific Plan Overlay District.

Development Agreement. A development agreement has been prepared pursuant to Government Code Section 65864. The development agreement allows the applicant to proceed with the project in accordance with existing policies, rules, and regulations, subject to the conditions of approval, thus vesting certain development rights in the property.

C. Project Objectives

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

1. Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly;

2. Provide a variety of land uses in east walking distance of housing including a mixed use village, parks, and schools to lower vehicle miles traveled;

3. Provide parks and other public green space in accordance with General Plan standards that are designed to be safe and easily accessible to residents;

4. Provide a balance of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages;

5. Provide public services and infrastructure improvements that achieve and maintain City service standards;

6. Provide an inviting tree-lined street system which incorporates traffic calming and other measures;

7. Establish an interconnected path and open space system throughout the development that links to the greater North of Boronda FGA and City as a whole;

8. Create a sense of place and unique identity through the use of entry treatments, landscaping, streetscapes, public art, decorative street lighting, pedestrian amenities and other elements;

9. Provide for a reasonable jobs/housing balance;

10. Provide opportunities for senior housing and/or affordable housing; and

11. Provide for a site/parcel-based post construction Stormwater Control Measures (SCMs)/LID to the maximum extent practicable.

II. FINDINGS

For purposes of the following discussion, the Project is considered to be development of the project site as would be permitted upon the City's approval of the proposed Specific Plan, Rezone, and Development Agreement.

A. Specific Plan Findings

1. **Finding:** The proposed location of development and proposed conditions under which it will be operated and maintained is consistent with the goals and policies embodied in the Salinas General Plan and other applicable plans and policies adopted by the City Council.

   Evidence: The project site is located within the Future Growth Area (FGA) located north of East Boronda Road (referred to as the North of Boronda FGA). This area is designated under the General Plan to accommodate the anticipated future growth in the City. In accordance with the General Plan, the FGA is subject to the adoption of Specific Plans by the City Council prior to any development in this area. The Specific Plans are intended to specify the ultimate distribution, location and intensity of land uses in these areas in accordance with the total development capacities provided under the General Plan. As such, development of the project site has been planned for and has been anticipated by the City as part of a coordinated long-term development process for this area.

   The General Plan land use designations shown for land located with the FGA are illustrative in nature and subject to adjustment and refinement as part of the Specific Plan approval process. Under the Specific Plan, (encompassing approximately 797 acres of land), approximately 227.72 acres of land will be designated "Residential Low Density"; 188.44 acres of land will be designated "Residential Medium Density"; 59.84 acres of land will be designated "Residential High Density"; 24.68 acres of land will be designated "Mixed Use"; 49.76 acres of land will be designated "Park"; 35.03 acres of land will be designated "Open Space"; and 92.23 acres of land will be designated "Public/Semipublic". These proposed land uses are consistent with the land uses envisioned under the General Plan for this area.

The maximum number of dwelling units (without density bonus, conversion of commercial floor area, or accessory dwelling units) provided in the Plan Area is 4,340, which meets the overall minimum average density of nine dwelling units per net residential acre required under the General Plan for residential development in the FGA. The Specific Plan has also been designed and planned to ensure that 15%-25% of the dwelling units fall in the density range of 16-24 dwelling units per net residential acre, and 35%-45% fall in the density range of 7-14 dwelling units per net residential acre. These percentages are required under the General Plan to ensure a variety of dwelling types, specific densities and affordability levels are provided in the Plan Area.

The maximum square footage of proposed retail/commercial uses permitted under the Specific Plan is 571,500 square feet. Parks, schools (comprised of two existing schools and three proposed school sites) and open space (supplemental stormwater basins) are also provided in the Plan Area. These land uses and development intensities are consistent with the types of uses and development capacity anticipated for the North of Boronda FGA under the General Plan.

The Specific Plan has incorporated New Urbanism Design Principles, Crime Prevention Through Environmental Design (CPTED) and other design principles in accordance with the requirements of the General Plan to guide development in the FGA. Emphasis on pedestrian-friendly development through traffic calming, narrow streets, pedestrian linkages and dwellings oriented to the street promote walkability and foster a sense of community as envisioned under the General Plan. On-street bicycle lanes and routes will also be provided along the southerly and northerly greenways, East Boronda Road, Russell Road , San Juan Grade Road, McKinnon Street, El Dorado Drive and Natividad Road to promote the use of alternative forms of transportation and provide off-site connections to surrounding facilities. The Project also includes provisions for electrical vehicle charging to promote energy conservation and to reduce fossil fuel consumption as encouraged by the General Plan.

Appendix C of the Specific Plan further substantiates the project's consistency with the General Plan and is herein incorporated by reference.

2. **Finding:** The development will not be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to such a development, nor detrimental to properties or improvements in the vicinity or the general welfare of the City.

Evidence: The potential environmental effects of the Project were fully evaluated in the Final Program Environment Impact Report (EIR) prepared for the project. The project includes significant and unavoidable impacts as well as impacts that can be mitigated to a less than significant level. The full explanation (of environmental impacts) is discussed in Attachment 20 of the staff report, CEQA Findings and Statement of Overriding

Considerations, incorporated herein by reference.
The Specific Plan proposes land uses and improvements, which are generally compatible with and complementary to surrounding development located to the north, south, east and west of the Plan Area. It also includes standards, which implement design principles such as CPTED to promote "eyes on the street" through the use or porches and other elements to discourage criminal activity and promote safer neighborhoods.

The Specific Plan incorporates Low Impact Development (LID) and other features to ensure the Project is in compliance with the requirements of the General Plan, City's Storm Water Management Program and the City's National Pollutant Discharge Elimination System Permit.

Local demand for housing is high, particularly for affordable housing. The project will contribute to public welfare by providing dwelling units across a variety of housing types, densities and affordability levels. Market rate and inclusionary housing will be provided. The Project will be subject to City's Inclusionary Housing Ordinance.

3. **Finding:** The Specific Plan and resulting development will be consistent with the provisions of Article 8 of Chapter 3 of California Government Code, commencing with Section 65450 as may be subsequently amendment by the State of California.

Evidence: The California Government Code sections referenced above include Sections 65450 through 65457. Of these, Sections 65451, 65454 and 65455 are directly applicable to the adequacy of the Specific Plan and to discretionary actions related to its implementation.

California Government Code Section 65451 addresses the content requirements of a specific plan. The West Area Specific Plan has been reviewed by City staff and the City Attorney and found to be consistent with the content requirements in Section 65451.

California Government Code Section 65454 requires that a specific plan may not be adopted or amended unless it is consistent with the City's General Plan. As described in Finding "A.1" herein, and the proposed Planning Commission resolution recommending approval and adoption of the Specific Plan, the West Area Specific Plan has been found to be consistent with the Salinas General Plan.

California Government Code Section 654455 provides that no public works project may be approved, no tentative or parcel map may be approved, and no zoning ordinance may be adopted or amended within the areas covered by a specific plan unless it is consistent with the adopted specific plan. The on-site infrastructure needed for the Project has been designed to support the proposed uses and development in the Specific Plan area. Any parcel or tentative map proposed for the Project site will be required to be consistent with the Specific Plan in order to be approved. Development within the Specific Plan area will be subject to the

requirements of the Salinas Zoning Code except as modified by the Specific Plan. Should any conflict arise between the two regulations, the Specific Plan regulations will prevail.

B. Rezoning Findings

1. **Finding:** The amendment (Rezone) is consistent with the Salinas General Plan, any applicable specific plan, and other plans and policies adopted by the Salinas City Council.

   Evidence: The proposed amendment (Rezone) will facilitate the development of the West Area Specific Plan within the North of Boronda FGA, which is consistent with the City's General Plan policy to plan for and manage future growth within designated future growth areas of the City. The Project incorporates New Urbanism and other design principles and provides a variety of dwelling types and densities in accordance with the land use and housing mix required by the General Plan. The proposed Rezone will not conflict with other plans and policies of the Salinas City Council.

   Appendix C of the Specific Plan further substantiates the project's consistency with the General Plan and is herein incorporated by reference.

2. **Finding:** The amendment (Rezone) will not have the effect of reversing the policies of the Salinas General Plan, any applicable specific plan, and other plans and policies adopted by the Salinas City Council.

   Evidence: The proposed amendment (Rezone) will facilitate the approval and development of the proposed West Area Specific Plan. The Specific Plan provides specific policies to implement the General Plan, Zoning and other plans and policies adopted by the Salinas City Council. There are no policies in the Salinas General Plan that will be reversed as a result of this amendment.

   Appendix C of the Specific Plan further substantiates the project's consistency with the General Plan and is herein incorporated by reference as additional evidence of the project's consistency.

3. **Finding:** The amendment (Rezone) would not create an isolated district unrelated to adjacent zoning districts.

   Evidence: The proposed Rezone will enable the project site to be developed as a New Urbanism Specific Plan as envisioned under the General Plan. Upon annexation of the project site in 2008, the site was zoned New Urbanism Interim (NI) with a Specific Plan Overlay to provide an interim holding zone until such time specific plans were approved by the City Council for the North of Boronda FGA and the ultimate zoning districts for the area were established. As such, upon the approval of the Specific Plan and Rezone, the project site will be rezoned from the New Urbanism Interim (NI) with a Specific Plan Overlay zoning district to

Neighborhood Edge (NE)/Low Density Residential, Neighborhood General-1(NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, and Village Center (VC) as well as the Park (P), Open Space (OS) and Public/Semipublic zoning districts. The Specific Plan Overlay district will continue to be applicable to each of the districts as well. These districts are compatible with and complementary to the existing residential (low, medium and high density), commercial, park and open space districts located across the major arterial roads, which form the project boundaries.

The proposed Rezone will facilitate the development of a variety of dwelling types and densities, neighborhood commercial retail and services, parks and supporting uses necessary to serve the proposed Specific Plan community and surrounding area. For example, the various residential districts (NE, NG-1 and NG-2) and the Village Center (VC) district will allow the development of 4,340 dwelling units in the Plan Area. Additionally, other types of dwellings such as density bonus units and accessory dwelling units will also be permitted. The Parks (P) district will facilitate the development of 11 parks, which will provide a variety of recreational opportunities for residents of the plan area and the surrounding area. The Open Space (OS) district will facilitate the development of the supplemental detention/retention basins located throughout the site. These basins create open space, passive recreation opportunities and are intended to serve the storm water surface run-off needs of the West Area. The Public/Semipublic district will provide sites for two new elementary schools and one middle school. Lastly, the Village Center (VC) district will facilitate the development of the Specific Plan's town center. This area (including the town square and mixed-use commercial and residential development) is intended to be a destination and focal point for both residents of the Plan Area and surrounding area.

4. **Finding:** The City has the capability to provide public utilities, roads, and services to serve the uses allowed by the proposed Rezoning.

Evidence: The EIR and Specific Plan thoroughly analyzed the infrastructure including public utilities, roads, and services necessary to serve the Project. Respectively, sections 3.11, 3.10, and 3.9 of the EIR address these topics. Through adoption of the Specific Plan, Development Agreement, West Area Specific Plan Final Program Environmental Impact Report (FEIR) and associated Mitigation Monitoring and Reporting Program, the City will ensure the provision of public utilities, roads and services necessary to serve the proposed development is provided.

According to the fiscal impact analysis prepared for the project (Attachment 14), the cost of City services would be offset by increased revenues generated by the Project. No unfunded City services costs have been identified. The West Area Specific Plan is projected to generate an annual surplus of between approximately $1,541,619 to $3,376,303.

C. Development Agreement Findings

1. Finding: The Development Agreement is consistent with the Salinas General Plan, any applicable specific plan, and other applicable plans and policies adopted by the Salinas City Council.

Evidence: The Development Agreement is proposed in conjunction with the West Area Specific Plan in accordance with the Salinas General Plan. The Specific Plan implements the goals and policies of the General Plan by providing a comprehensively planned and orderly development in the North of Boronda FGA, designed to incorporate and implement the tenets of New Urbanism, CPTED and other design principles. Additionally, it provides potential employment and recreational opportunities for future and nearby residents and increased tax revenue and expansion to support City services. In this regard, the *Fiscal Impact Analysis* prepared for the Project (included as Attachment 14 to the staff report), is projected to generate an annual revenue surplus of approximately $1,541,619 to $3,376,303 to the City's General Fund. Most importantly; the project will provide critically needed housing in a variety of dwelling types, densities and affordability levels to address the City's housing shortage and overcrowding issues.

Appendix C of the Specific Plan further substantiates the project's consistency with the General Plan and is herein incorporated by reference.

2. Finding: A development agreement that includes a subdivision shall not be approved unless the agreement provided that any tentative map prepared for the subdivision will comply with the provisions of Government Code Section 66473.7.

Evidence: Government Code Section 66473.7 addresses the provision of adequate water supply. A Water Supply Assessment was prepared for the project, and is included in the Appendices of the West Area Specific Plan Final Program EIR as Appendix G. California Water Services Company (Cal Water), the water purveyor to the project site, has provided a "Can and Will Serve" letter for the subject project.

Exhibit K Rezone Map – Rezone 2019-001

Attachment 5

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

AN ORDINANCE APPROVING THE DEVELOPMENT AGREEMENT FOR THE WEST AREA SPECIFIC PLAN PROJECT (DA 2019-001)
(RELATED TO EIR 2018-003, SPEC 2019-002, RZ 2019-001)

WHEREAS, Brian Finegan, Esq. (representing multiple property owners and developers) submitted applications for the West Area Specific Plan project (Project), including requests for Specific Plan, Rezone, and Development Agreement approvals that would permit development of the 797-acre project site shown in Exhibit A, herein incorporated by reference; and

WHEREAS, the City of Salinas (hereinafter "City"), as lead agency under the California Environmental Quality Act (Pub. Res. Act Section 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.) (collectively "CEQA") has completed the Final Program Environmental Impact Report ("Final EIR") State Clearinghouse No. 2006021072 for the West Area Specific Plan in compliance with CEQA along with all supporting documentation and notices which are herein incorporated by reference as Exhibits C through I; and

WHEREAS, on December 4, 2019 the Salinas Planning Commission held a duly noticed and agendized public hearing to consider the Final EIR (ER 2018-003); the proposed West Area Specific Plan (SPEC 2013-002); Rezone (RZ 2019-001); and the proposed Development Agreement (DA 2019-001); and

WHEREAS, the Salinas Planning Commission weighed the evidence presented at said public hearing, including the staff report (and the project findings) which is on file at the Community Development Department, together with the record of environmental review including the Draft EIR, project findings, public comments on said document and responses thereto, the Final EIR (all of which were made publicly available consistent with state law prior to its public hearing and consideration of recommendations on the Project to the City Council), and evidence and public testimony presented at the public hearing; and

WHEREAS, by Resolution No. 2019-18, the Salinas Planning Commission recommended that the City Council certify the Final EIR, adopt the CEQA findings, adopt the Statement of Overriding Considerations, and adopt the Mitigation Monitoring Reporting Program for the Project; and

WHEREAS, by Resolution No. 2019-19, the Salinas Planning Commission recommended that the City Council approve the West Area Specific Plan (SPEC 2013-002), herein incorporated by reference as Exhibit B, and by so doing, recommends that the West Area Specific Plan be utilized as the land use and zoning implementation document for the Project; and

WHEREAS, by Resolution No. 2019-20, the Salinas Planning Commission recommended that the City Council adopt an Ordinance to rezone (RZ 2019-001) the subject site from New Urbanism Interim (NI) with a Specific Plan Overlay to**:** Neighborhood Edge

(NE)/Low Density Residential, Neighborhood General-1(NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, and Village Center (VC) as well as the Park (P), Open Space (OS) and Public/Semipublic Districts with Specific Plan Overlay, applied across the Specific Plan area as shown in Exhibit K, incorporated herein by reference; and

WHEREAS, by Resolution 2019-21, the Salinas Planning Commission recommended that the City Council adopt a Development Agreement (DA 2019-001), herein incorporated by reference: and

WHEREAS, on December 17, 2019 the Salinas City Council held a duly noticed and agendized public hearing to consider the Final EIR (ER 2018-003); the proposed West Area Specific Plan (SPEC 2013-002); Rezone (RZ 2019-001); and the proposed Development Agreement (DA 2019-001); and

WHEREAS, the Salinas City Council weighed the evidence presented at said public hearing, including the staff report which is on file at the City of Salinas Community Development Department, the project findings herein incorporated as Exhibit J, together with the record of environmental review including the Draft EIR, public comments on said document and responses thereto, the Final EIR (all of which were made publicly available consistent with state law prior to its public hearing and consideration of the Project), and evidence and public testimony presented at the public hearing; and

WHEREAS, notice of time and place of hearing for recommending certification of the Final EIR and recommending approval of the Project, DA 2019-001, was given in the manner prescribed by the City; and

WHEREAS, by Resolution adopted December 17, 2019, herein incorporated by reference, the City Council certified the Final EIR, adopted the CEQA findings, adopted the Statement of Overriding Considerations, and adopted the Mitigation Monitoring Reporting Program for the Project (which includes DA 2019-001); and

WHEREAS, the Salinas City Council has reviewed the proposed Development Agreement as shown in Exhibit L to determine its consistency with the following: California law; the goals, policies, and programs of the City of Salinas General Plan; the Salinas Municipal Code and all other applicable plans and policies adopted by the Salinas City Council; and the proposed West Area Specific Plan; and

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

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

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF SALINAS, as follows:

SECTION 1. The Salinas City Council finds and declares that the foregoing recitals are true and correct.

SECTION 2. The Salinas City Council has been provided with, and has reviewed, the Final EIR for the project, the staff report for the Project, written and oral testimony regarding the Project, and other relevant evidence in the administrative record (collectively, the "Record of Proceedings"), and hereby provides notification that the Record of Proceedings is on file with the City Clerk of the City of Salinas, 200 Lincoln Avenue, Salinas, CA 93901

SECTION 3. The Salinas City Council declares that it has been provided with and had reviewed the information contained in the Final Program Environmental Impact Report, the evidence in the record, the staff report and recommendations.

SECTION 4. The Salinas City Council has been provided with, and has reviewed, the Project Findings, attached hereto as Exhibit J and incorporated herein by this reference, and other relevant evidence in the Record of Proceedings.

SECTION 5. The Development Agreement between the City of Salinas and the applicable property owners/developers attached hereto as Exhibit L, and all of its terms and conditions, is herein incorporated by reference, and is herby approved.

SECTION 6. This ordinance shall take effect and be in force thirty days from and after its adoption.

SECTION 7. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The Salinas City Council hereby declares that it would have passed this ordinance, and each and every section, subsection, clause and phrase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 8. The City Clerk is hereby directed to cause the following summary of this ordinance to be published by one (1) insertion in a newspaper of general circulation published and circulated in the City of Salinas and hereby designated for that purpose by the Salinas City Council:

> "The Salinas City Council has approved a Development Agreement between the City and multiple property owners/developers, with respect to the development of the West Area Specific Plan, a 797 acre mixed use / residential New Urbanism project area bound by Boronda Road on the south, Russell Road and Rogge Road on the north, San Juan Grade Road on the west and Natividad Road on the east in the City of Salinas. This

Ordinance goes into effect 30 days after adoption. For additional detail concerning this amendment, contact the Community Development Department, 65 West Alisal Street, Salinas, CA 93901."

PASSED AND ADOPTED this 17th day of December 2019 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED

_____

Joe Gunter, Mayor

ATTEST:

_____

Patricia M. Barajas, City Clerk

APPROVED AS TO FORM:

_____

Christopher A. Callihan, City Attorney

List of Attachments (Incorporated by Reference):

Exhibit A	Project Site Location Map
Exhibit B	West Area Specific Plan with Errata Sheet
Exhibit C	Notice of Preparation
Exhibit D	Draft Program Environmental Impact Report (link)
Exhibit E	Draft Program Environmental Impact Report Technical Appendices

	(link)
Exhibit F	Notice of Completion
Exhibit G	Final Program Environmental Impact Report
Exhibit H	CEQA Findings and Statement of Overriding Considerations
Exhibit I	Mitigation Monitoring and Reporting Program
Exhibit J	Project Findings
Exhibit K	Rezone Map
Exhibit L	Development Agreement

Exhibit A Project Site Location Map

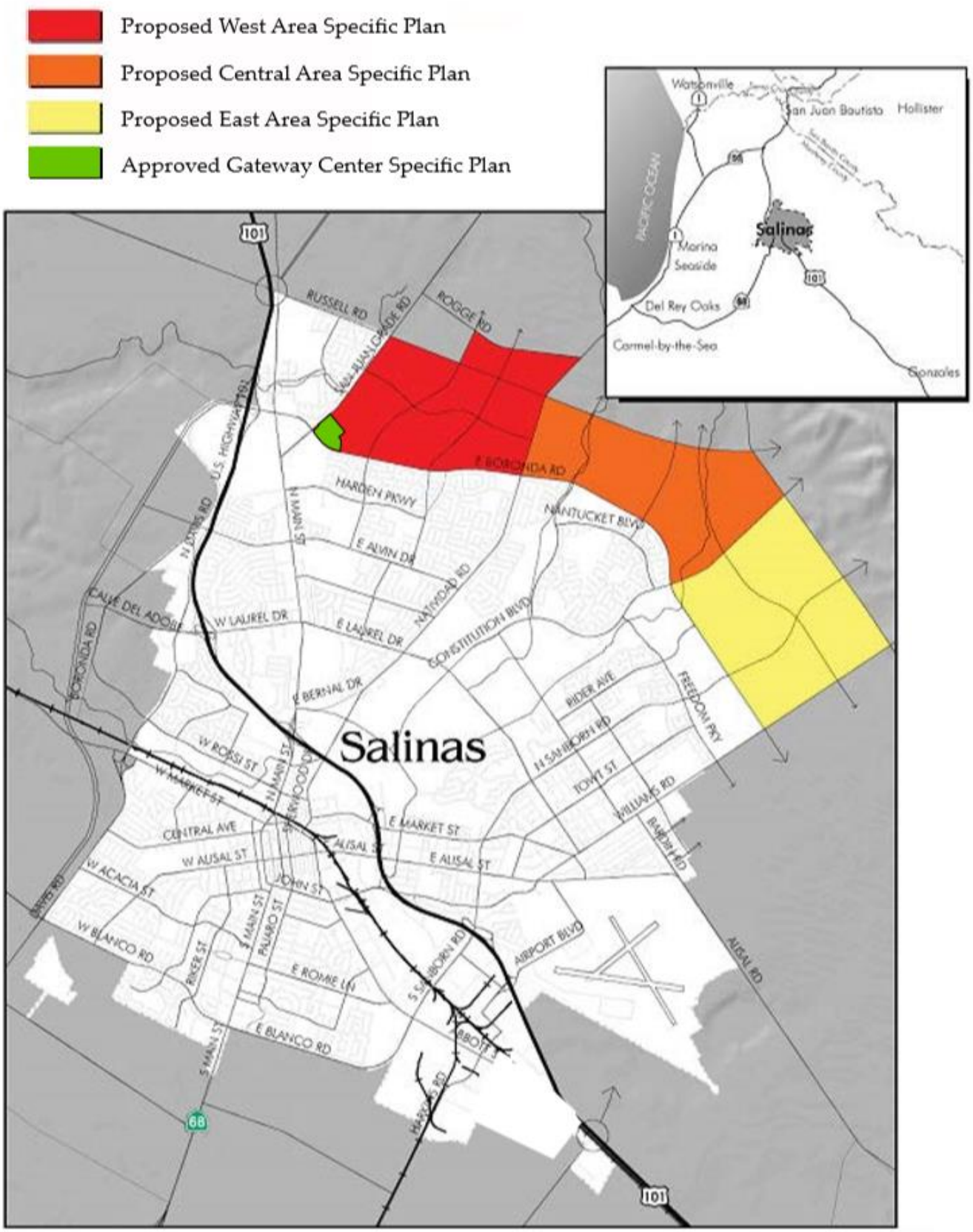


Exhibit B West Area Specific Plan with Errata sheet

Link to public review draft:

https://www.cityofsalinas.org/sites/default/files/draft_west_area_specific_plan_feb_27_2019_0.pdf

Errata Sheet to the Draft West Area Specific Plan

September 4, 2019

Introduction and Content

The Errata sheet consists of minor revisions to the Draft Specific Plan providing clarifications, some minor modifications as well as minor staff edits. The revisions to the Draft Specific do not change the intent or content of the document. The Errata sheet is in addition to typographical, re-ordering or similar non-substantive errors not listed.

Proposed changes are identified in Table 1, Errata Changes. Text deletions are shown with strikeout font and additions are shown with underlined font. Specific Plan table and figure modifications are listed and shown following Table 1 in the order that they are referenced in Table 1.

TABLE 1: Errata Changes

Section	Page	Modification
2.8.1	92	The design of all schools is encouraged to consider the New Urbanism design concepts, design standards and development regulations contained in the West Area Specific Plan to complement and promote compatibility with surrounding land uses. Fencing shall be black coated chain link.
4.8	166	If landscaping is used, evergreen plant material shall be spaced at an appropriated density to provide full screening. Fencing shall be black coated chain link.
2.5.3.6	88	A main pedestrian connection path will be located within a parking lot divider median landscaped with trees and shrubs in larger parking lots to enhance the safety and comfort of pedestrians. For parking lot lighting, see Appendix E, Light Standards.
4.5.5	156	Outdoor Energy Conservation and Parking Lot Lighting
4.8	166	Trees and landscaping planters shall be provided throughout the parking lots to provide shade and provide areas for bio-swales and bio-filters. For parking lot lighting, see Appendix E, Light Standards.
3.6	114	See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.
3.6	116	See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.
3.6	119	See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.
6.4.1	231	Each of the two middle school sites is approximately 10 acres in size; the middle school site is approximately 21 acres in size. Improvement of school site frontages, ROW and parkway improvements are the responsibility of the owner, developer, entity, etc. developing the land adjacent to the site, subject to review and approval by the City Engineer and City Planner.
2.4.1	41	Figure updated to show current park shapes and locations.
1.3	25	Figure updated to show correct designation of the town square park
1.3	27	Figure updated to show correct district of the town square park
1.2.2.1	9	Figure updated to show north arrow.
4.2.2.1	136	Graphic updated to show dimension correctly.
4.2.2.1	136	Graphic updated to show dimension correctly.
4.2.2.1	137	Graphic added where it was missing.
4.2.3	139	Figure updated to show sound wall along Russell Road.
4.2.3.2	143	Figure updated to have consistent font

3.6	114	Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Planner and City Engineer.
3.6	114	Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.
3.6	117	Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Planner and City Engineer.
3.6	117	Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.
2.6	89	Inclusionary housing requirements (including the Ordinance) are further discussed in the Affordable Housing component for the West Area Specific Plan as contained in Appendix H of the Specific Plan. Regarding applicability of the Inclusionary Housing Ordinance, Parcelization Maps (see appendix B, Definitions) shall not be considered the first approval.
1.2.3.2	15	Table updated to show correct and updated APNs.
9.3	291	Parcelization Maps Parcelization Maps shall mean a parcel map processed administratively for the purpose of creating master parcels for sale, financing or phasing purposes and on which no development is permitted without further subdivisions or other entitlement approval.
3.11	129	A detailed and complete wall plan (including the design and color of all walls) for each neighborhood or Planning Area, and, when required, noise reduction calculations shall be submitted and approved by the City Planner and City Engineer before any sound walls are constructed within a neighborhood or Planning Area. The construction of walls along Russell Road shall be the responsibility of the developer.

4.2.3	141	A complete wall and fence plan (including the design and color of all walls and fences) for each neighborhood or neighborhood Planning Area and, when required, noise reduction calculations shall be submitted and approved by the City Planner and City Engineer prior to any walls or fences being constructed within a neighborhood or neighborhood Planning area. The construction of walls along Russell Road shall be the responsibility of the developer.
4.1	132	Residential architectural design is the key to New Urbanism neighborhoods of Salinas. Where the word "shall" is used, the design standard is mandatory, where "encouraged" or "should" is used, the design standard is discretionary and an alternative design solution which achieves a comparable result may be used if approved by the City Planner.
5.3.2.5	200	Both sides of Russell Road will consist of an 8-foot parkway, a path 8-feet wide, and an 8-foot landscaped area between the path and a perimeter wall, or Type 3 wall as applicable per Community Wall Plan on the adjacent property line. The owner, developer and/or entity developing along Russell Road shall be responsible for construction of walls, frontages, ROW/parkway improvements, and half the street width, as determined by the City Engineer.
7.3	240	The landscape and maintenance plan must be prepared by a qualified professional and is subject to approval by the City Engineer and the City Planner (see Section 4.6 and 7.4.9 for further discussion). The submittal for the map creating the basin(s) shall also include improvements of frontages, ROW/parkway, and half the street width, as determined by the City Engineer.
2.8.1	91	It is anticipated that the middle school will serve primarily students residing in the Plan Area. A third elementary school site had been made available for Santa Rita Union School District in the Central Area Specific Plan area across Natividad Road. As of the date of approval of this Specific Plan, a boundary adjustment had been initiated between Santa Rita Union School District and Alisal Union School District. If the districts finalize the boundary adjustment, Santa Rita Union School District would relinquish the third elementary school site to the Alisal Union School District.

8.4	270	With the exception of Rogge Road, these roads will be improved by the developer and/or shall be funded proportionately by the City's Traffic Fee Ordinance in place at the time of permit issuance, or as otherwise determined in the development agreement. Fair share cost of the traffic mitigation measure improvements identified in the West Area Specific Plan Final EIR shall be collected in the same manner as TFO fees.
9.7	303	m. Incorporation and development of the following APNs 211-214-025-000 and 211-214-026-000 in accordance with this Specific Plan.
6.4.1	232	Table 6-4 updated to show latest student generation rates per EIR comment letters from school districts.
8.7	280	Add "… or special districts" to footnote 1 on Table 8-1
9.3	292	Development Review Applications and Building Permits Following approval of each final map, project applicants within the Plan Area may apply for the applicable development review process or building permit through the Community Development Department and Salinas Permit Center as applicable. Building Permits may not be issued until approval of the final map and the applicable Development Review Application process (SPR, CUP, etc.) is completed. For projects subject to Site Plan Review (SPR), the Community Development Department shall approve, conditionally approve, or disapprove the site plan within 30 days of the application being deemed complete unless the Applicant requests an extension in writing. Other Development Review Application processes such as Conditional Use Permits are subject to the timelines established in the Permit Streamlining Act. All project structures must be consistent with the approved Specific Plan, City NPDES Permit/SWDS/SWSP requirements, final map, and applicable Salinas Zoning Code requirements and must comply with all California Building Code (including CalGreen) and Fire Code requirements and all other applicable codes adopted and enforced by the City. The applicable California Building Code and Fire Code (as may be amended) shall be those in effect at the time of the building permit submittal.
8.4	273	It is expected that ~~17~~ 19 additional police officers and associated equipment/vehicles…

Table 3-2
Development Regulations for Neighborhood Edge (NE) Residential and Lot Standards 1 through 4

Development Regulations	Lot Std. 1 Detached	Lot Std. 2 Detached	Lot Std. 3 Detached	Lot Std. 4 Detached	Duplex/ Triplex	Notes
Minimum Lot Size (Square Feet):	6,500	5,500	4,500	3,600	5,000/ 7,500	**(2)(6)(7)**
Maximum Lot Size	-	6,499	5,499	4,499	-	**(2)(6)(7)**
Minimum Lot Area per Unit	-	-	-	-	2,500	**(2)(6)(7)**
Minimum Lot Dimensions without Alley (Feet):						
Width	50	45	40	40	50	**(2)**
Depth	90	80	70	60	90	**(2)**
Frontage	30	30	30	30	30	**(2)(9)**
Minimum Lot Dimensions with Alley (Feet):						
Width	50	45	40	40	50	**(2)**
Depth with Public Alley	80	80	70	60	80	**(2)(10)**
Depth with Alley Easement	90	90	80	70	90	**(2)(11)**
Frontage	30	30	30	30	30	**(2)(9)**
Minimum Front Yard (Feet):						
To Garage	20	20	20	20	20	**(1)(3)(4)(8)(12)(13)**
To Principal Structure	15	10	10	10	15	**(1)(3)(17)**
To Unenclosed Porch or Architectural Entry Feature	10	8	5	5	10	**(1)(3)(14)**
To Semi-Private Courtyard	10	8	5	5	10	**(1)(3)(15)**
Minimum Side Yard (Feet):						
Interior Lots						
To Principal Structure	5	4	3	3	5	**(1)(3)(4)(8)**
To Detached Alley-Loaded Garage Without Second Story Living Area	3	3	3	3	3	**(1)(3)(4)(8)**
To Detached Alley-Loaded Garage With Second Story Living Area	5	5	3	5	5	**(1)(3)(4)(8)**
To Street-Loaded Attached or Detached Garage with min. 30' Front Setback Without Second Story Living Area	3	3	5	3	-	**(1)(3)(4)(8)(12)(13)**
To Street-Loaded Attached or Detached Garage With Second Story Living Area and min. 25' Front Setback	5	4	3	3	-	**(1)(3)(4)(8)(12)(13)**
Corner Lots:						

To Principal Structure	10	8	6	6	10	**(1)(3)**
To Alley-Loaded Detached or Attached Garage With or Without Second Story Living Area	15	15	15	15	15	**(1)(3)(4)(8)**
To Street Loaded Detached or Attached Garage With or Without Second Story Living Area	20	20	20	20	20	**(1)(3)(4)(8)(12)(13)**
To Unenclosed Porch or Architectural Entry Feature	10	8	5	5	10	**(1)(3)(14)**
To Semi-Private Courtyard	10	8	8	5	10	**(1)(3)(15)**
Minimum Rear Yard (Feet):						
To Principal Structure	10	10	8	8	10	**(4)(17)**
To Alley-Loaded Detached or Attached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more					**(4)(8)(10)(16)**
To Alley-Loaded Detached or Attached Garage from Alley Easement With or Without Second Story Living Area	13-15 minimum/maximum or 30 feet or more					**(4)(8)(11)(17)**
To Street-Loaded Detached or Attached Garage with Second Story Living Area	10	8	5	5	-	**(4)(8)(12)(13)(17)**
To Street-Loaded Detached or Attached Garage without Second Story Living Area	3	3	3	3	-	**(3)(4)(8)(12)(13)(16)(18)(19)**
Maximum Height (Feet):	36	36	36	36	36	**(5)(16)**
Distance Between Structures:	6	6	6	6	6	**(17)**
Driveway Length:						
To Street-Loaded Detached or Attached Garage	20	20	20	20	-	**(3)(8)(12)(13)(17)**
To Alley-Loaded Detached or Attached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more					**(4)(8)(10)(16)(17)**
To Alley-Loaded Detached or Attached Garage from Alley Easement With or Without Second Story Living Area	13-15 feet minimum/maximum or 30 feet or more					**(4)(8)(11)(16)**
Non-Residential FAR	0.40	0.40	0.40	0.40	0.40	
Usable Open Space Area per Dwelling Unit – Minimum	**See Table 3-5 of this Specific Plan**					**(3)(4)(24)**
Stormwater and Water Quality Management	**See Chapter 7 of this Specific Plan**					
Landscaping	**See Salinas Zoning Code Article V, Division 4: Landscaping and Irrigation and footnotes (3) and (4) below.**					
Fences, Walls and Hedges	**See Specific Plan Section 4.2.3 and Zoning Code Section 37-50.090**					
Off Street Parking, Loading, and Outdoor Lighting	**See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.**					
Driveway and Corner Visibility	**See Salinas Zoning Code Section 37-50.460 Driveway and Corner Visibility.**					

Signs	**See Salinas Zoning Code Article V, Division 3: Signs.**
Outdoor Facilities	**See Salinas Zoning Code Section 37-50.170 Outdoor Storage and Display.**
Accessory Uses and Structures	**See Salinas Zoning Code Section 37-50.010 Accessory Uses and Structures.**
Screening of Mechanical Equipment	**See Salinas Zoning Code Section 37-50.240 Screening of Mechanical Equipment.**
Recycling and Solid Waste Disposal	**See Salinas Zoning Code Section 37-50.200 Recycling and Solid Waste Disposal Regulations.**
Performance Standards	**See Salinas Zoning Code Section 37-50.180 Performance Standards.**
Planned Unit Developments	**See Salinas Zoning Code Article VI, Division 13: Planned Unit Development Permits.**
Nonconforming Uses and Structures	**See Salinas Zoning Code Section 37-50.160 Nonconforming Uses and Structures.**
Recreational Vehicles, Prohibited Vehicles and Equipment	**See Zoning Code Section 37-50.190 Recreational Vehicles, Prohibited Vehicles and Equipment Parking and Storage**
Vehicle Trip Reduction	**See Zoning Code Section 37-50.330 Vehicle Trip Reduction**
Swimming Pools, Spas, and Hot Tubs	**See Zoning Code Section 37-50.010(k) Swimming Pools, Spas, and Hot Tubs**
Accessory Dwelling Units	**See Salinas Zoning Code Section 37-50.250 Accessory Dwelling Units**
Temporary Use of Land	**See Zoning Code Section 37-50.300 Temporary Use of Land**

(1) Architectural features can project two feet into front, corner or interior side yard setbacks that are 5 feet or more.
(2) To maintain the required densities, percentages and variety of lot sizes, once subdivided, no further subdivision shall be allowed without a "major" Specific Plan amendment and subsequent CEQA evaluation. This does not apply to dedicated school sites in accordance with Chapter 31 of the Salinas Municipal Code.
(3) Front and corner side yards and any additional yard space located in front of the street façade of a dwelling and side yard fence are required to be landscaped with a mix of vegetation and other pervious materials as approved by the City Engineer and City Planner. Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off-street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Planner and City Engineer. Parking in required front, corner or interior side yards is prohibited except on the approved driveway leading to required off-street parking (garage).
(4) Rear yard and interior side yard hardscape/impervious improvements are limited to a total of 50% of the total square footage of the yard or 500 square feet, whichever is less (not including building/structure footprints and driveways approved by the City Planner and City Engineer serving the required parking). Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.
(5) See Salinas Zoning Code Section 37-50.080: Exceptions to Height Limits.
(6) See Salinas Zoning Code Section 37-50.060: Density Bonus.
(7) Minimum lot sizes may be reduced when the exclusive use of such lots is intended for utility substations, pumping stations, and similar features.
(8) Refer to Section 4.2.2, Garages and Driveways of the Specific Plan. All garages shall have roll-up doors and must be set back a minimum of five feet from the street façade of the principal dwelling.
(9) Frontage minimum of 30 feet accommodates curved streets and knuckle corners.
(10) Standard 20-foot wide minimum public alley. Rear lot line measured at the edge of ROW.
(11) Rear lot line measured at center line of standard 20-foot-wide minimum alley easement.
(12) Minimum 20-foot driveway length to street property line as measured from garage door.
(13) No street-loaded garages allowed for duplex/triplex dwellings.
(14) An unenclosed porch or architectural entry feature shall be at least sixty square feet with a minimum unobstructed dimension of six feet.
(15) Subject to the approval of the City Planner and to promote eyes on the street and encourage an engaging streetscape, the front setback may be reduced to a minimum of five feet for an outdoor courtyard not exceeding a maximum of 100 square

feet (of pavers or pervious concrete) in area and surrounded by landscaping and enclosed by a wall exceeding thirty-six inches in height to a maximum of forty-two inches in height.
(16) If second story living area is provided, the rear setback shall be five feet or 15 feet, as applicable.
(17) Rear lot line measured from edge of the ROW.

Table 3-3
Development Regulations for Neighborhood General 1 (NG-1) and Neighborhood General 2 (NG-2) Residential
Lot Standards 4 through 7, Single-Family Attached Dwellings, and Duplex/Triplex Dwellings

Development Regulations	**Lot Std. 4 Detached**	**Lot Std. 5 Detached**	**Lot Std. 6 Detached**	**Lot Std. 7 Detached**	**Duplex/ Triplex**	**Single-Family Attached Condominium/ Townhome Lot Std. 8**	**Notes**
Minimum Lot Size (Square Feet):	3,600	2,900	2,200	1,900	4,400	1,000	**(2)(6)(7)**
Maximum Lot Size:	-	3,599	2,899	2,199	-	1,000	**(2)(6)(7)**
Minimum Lot Area per Dwelling Unit:	-	-	-	-	2,200	1,000	**(2)(6)(7)**
Minimum Lot Dimensions without Alley (Feet):							
Width	40	30	30	20	45	20	**(2)(6)(7)**
Depth	60	60	60	60	60	40	**(2)(6)(7)**
Frontage	30	20	20	20	20	20	**(2)(6)(7)(9)(19)**
Minimum Lot Dimensions with Alley (Feet):							
Width	40	30	30	20	45	20	**(2)(6)(7)**
Depth with Public Alley	50	60	60	60	50	40	**(2)(6)(7)(10)(18)**
Depth with Alley Easement	60	70	70	70	60	40	**(2)(6)(7)(11)(18)**
Frontage	30	20	20	20	20	20	**(2)(6)(7)(9)(19)**
Minimum Front Yard (Feet):							
To Garage	20	20	20	20	-	10	**(1)(3)(8)(10)(12) (13)(15)(22)**
To Principal Structure	8	6	6	6	6	10	**(1)(3)(10)(21)**
To Unenclosed Porch or Architectural Entry Feature	8	5	5	5	5	10	**(1)(3)(10)(14)(21)**
To Semi-Private Courtyard	8	5	5	5	5	10	**(1)(3)(15)(21)**
Minimum Side Yard (Feet):							
Interior Lots							

To Principal Structure	3	3	1.5	1.5	3	0/3	**(1)(3)(4)(18)(20)(21)**
To Alley-Loaded Attached or Detached Garage with Second Story Living Area	5	5	5	5	5	5	**(1)(3)(4)(8)(18)(20)(21)**
To Alley-Loaded Detached or Attached Garage Without Second Story Living Area	3	3	3	3	3	3	**(1)(3)(4)(8)(18)(20)(21)**
To Street-Loaded Attached or Detached Garage with minimum 20' Front Setback With or Without Second Story Living Area	3	3	3	3	-	-	**(1)(3)(4)(8)(12)(13)(15)(20)(21)**
Corner Lots:							
To Principal Structure	6	5	5	5	5	5	**(1)(3)(21)**
To Alley-Loaded Attached or Detached Garage With or Without Second Story Living Area	11	11	11	11	11	11	**(1)(3)(8)(18)(21)**
To Street Loaded Attached or Detached Garage With or Without Second Story Living Area	11	11	11	11	11	11	**(1)(3)(8)(12)(13)(15)**
To Unenclosed Porch or Architectural Entry Feature	5	5	5	5	5	5	**(1)(3)(14)(21)**
To Semi-Private Courtyard	5	5	5	5	5	5	**(1)(3)(15)(21)**
Minimum Rear Yard (Feet):							
To Principal Structure	8	8	8	8	3	3	**(4)**
To Street-Loaded Attached or Detached Garage With or Without Second Story Living Area	5	5	5	5	-	-	**(3)(4)(8)(12)(13)(15)(17)(18) (21)**
To Alley-Loaded Attached or Detached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more						**(3)(4)(8)(10)(16)(17)(18)(21**
To Alley-Loaded Attached or Detached Garage from Alley Easement With or Without Second Story Living Area	13-15 minimum/maximum or 30 feet or more						**(3)(4)(8)(11)(16)(17)(18)(21)**
Maximum Height (Feet):	36	36	36	36	36	36	**(5)**
Distance Between Structures:	4	3	3	3	3	3	
Driveway Length (Feet):							
To Street-Loaded Attached or Detached Garage With or Without Second Story Living Area	20	20	20	20	20	-	**(3)(4)(8)(13)(15)(18)(21)**

To Alley-Loaded Detached or Attached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more						**(3)(4)(8)(10)(16)(17)(18)(21)**
To Alley-Loaded Garage Detached or Attached Garage from Alley Easement With or Without Second Story Living Area	13-15 minimum/maximum or 30 feet or more						**(3)(4)(8)(11)(16)(17)(18)(21)**
Non-Residential FAR	0.40	0.40	0.40	0.40	0.40	0.40	
Usable Open Space per Dwelling Unit–Minimum	**See Table 3-5 of this Specific Plan**						**(3)(4)**
Stormwater and Water Quality Management	**See Chapter 7 of this Specific Plan**						
Landscaping	**See Salinas Zoning Code Article V, Division 4: Landscaping and Irrigation and footnotes (3) and (4) below.**						
Fences, Walls and Hedges	**See Specific Plan Section 4.2.3 and Zoning Code Section 37-50.090.**						
Off Street Parking, Loading, and Outdoor Lighting	**See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.**						
Driveway and Corner Visibility	**See Salinas Zoning Code Section 37-50.460 Driveway and Corner Visibility.**						
Signs	**See Salinas Zoning Code Article V, Division 3: Signs.**						
Outdoor Facilities	**See Salinas Zoning Code Section 37-50.170 Outdoor Storage and Display.**						
Accessory Uses and Structures	**See Salinas Zoning Code Section 37-50.010 Accessory Uses and Structures.**						
Screening of Mechanical Equipment	**See Salinas Zoning Code Section 37-50.240 Screening of Mechanical Equipment.**						
Recycling and Solid Waste Disposal	**See Salinas Zoning Code Section 37-50.200 Recycling and Solid Waste Disposal Regulations.**						
Performance Standards	**See Salinas Zoning Code Section 37-50.180 Performance Standards.**						
Planned Unit Developments	**See Salinas Zoning Code Article VI, Division 13: Planned Unit Development Permits.**						
Nonconforming Uses and Structures	**See Salinas Zoning Code Section 37-50.160 Nonconforming Uses and Structures.**						
Recreational Vehicles, Prohibited Vehicles and Equipment	**See Zoning Code Section 37-50.190 Recreational Vehicles, Prohibited Vehicles and Equipment Parking and Storage**						
Vehicle Trip Reduction	**See Zoning Code Section 37-50.330 Vehicle Trip Reduction**						
Swimming Pools, Spas, and Hot Tubs	**See Zoning Code Section 37-50.010(k) Swimming Pools, Spas, and Hot Tubs**						
Accessory Dwelling Units	**See Salinas Zoning Code Section 37-50.250 Accessory Dwelling Units**						
Temporary Use of Land	**See Zoning Code Section 37-50.300 Temporary Use of Land**						
Condominium Conversions	**See Zoning Code Section 37-50.050 Condominium Conversions**						

(1) Architectural features can project two feet into front, corner or interior side yard setbacks that are 5 feet or more.

(2) To maintain the required densities, percentages and variety of lot sizes, once subdivided, no further subdivision shall be allowed without a "major" Specific Plan amendment and subsequent CEQA evaluation. This does not apply to subsequent subdivisions in accordance with Section 3.9.3, Mixed Use Commercial to Residential Flexibility, of this Specific Plan, or dedicated school sites in accordance with Chapter 31 of the Salinas Municipal Code. Front and corner side yards and any additional yard space located in front of the street façade of a dwelling and side yard fence are required to be landscaped with

a mix of vegetation and other pervious materials as approved by the City Engineer and City Planner. Pavers and pervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off-street parking, an entry walkway as approved by the City Engineer and City Planner not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling or an approved semi-private courtyard. Parking in required front, corner or interior side yards is prohibited except on the approved driveway leading to required off-street parking (garage).

(3) Front and corner side yards and any additional yard space located in front of the street façade of a dwelling and side yard fence are required to be landscaped with a mix of vegetation and other pervious materials as approved by the City Engineer and City Planner. Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off-street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Planner and City Engineer. Parking in required front, corner or interior side yards is prohibited except on the approved driveway leading to required off-street parking (garage).

(4) Rear yard and interior side yard hardscape/impervious improvements are limited to a total of 50% of the total square footage of the yard or 500 square feet, whichever is less (not including building/structure footprints and driveways approved by the City Planner and City Engineer serving the required parking). Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.

(5) See Salinas Zoning Code Section 37-50.080: Exceptions to Height Limits.

(6) See Salinas Zoning Code Section 37-50.060: Density Bonus.

(7) Minimum lot sizes may be reduced when the exclusive use of such lots is intended for utility substations, pumping stations, and similar features.

(8) Refer to Section 4.2.2, Garages and Driveways of the Specific Plan. All garages shall have roll-up doors and must be set back a minimum of five feet from the street façade of the principal dwelling.

(9) Frontage minimum of 30 feet accommodates curved streets and knuckle corners.

(10) Standard 20-foot-wide minimum public alley. Rear lot line measured at the edge of ROW. All garages must be set back a minimum of five feet from the street façade of the principal structure.

(11) Rear lot line measured at center line of standard 20-foot wide minimum alley easement.

(12) Minimum 20-foot driveway length to street property line as measured from garage door.

(13) No street-loaded garages allowed for duplex/triplex dwellings.

(14) An unenclosed porch or architectural entry feature shall be at least sixty square feet with a minimum unobstructed dimension of six feet.

(15) Subject to the approval of the City Planner and to promote eyes on the street and encourage an engaging streetscape, the front setback may be reduced to a minimum of five feet for an outdoor courtyard not exceeding a maximum of 100 square feet (of pavers or pervious concrete) in area and surrounded by landscaping and enclosed by a wall exceeding thirty-six inches in height to a maximum of forty-two inches in height. Rear lot line measured from edge of the ROW.

(16) If second story living area is provided, the rear setback shall be five feet or 15 feet, as applicable.

(17) Rear lot line measured from edge of the ROW.

(18) Where private drives and alleys are provided, curbs shall be painted red and appropriate signage for parking restrictions shall be provided as determined by the City Engineer, City Planner, and Fire Chief.

(19) The minimum lot frontage requirement for single-family attached dwellings shall be twenty feet except that the minimum lot frontage requirement may be waived for single-family attached dwellings (townhomes and rowhouses) located on lots, which do not front a street.

(20) 0 foot interior side yard setback if abutting a single-family attached dwelling.

(21) For lots that do not have street frontage (such as green court housing products, etc.) the location of required front, side, and rear yards will be determined by the City Planner.

(22) For Custom Dwellings located on a private drive, the alley easement development regulations shall apply.

Table 3-4
Multifamily Development Regulations for Neighborhood General 1 (NG-1), Neighborhood General 2 (NG-2) and Village Center

Development Regulations	Multifamily Land Use Category					Notes
	Village Center (VC) Stand Alone Residential	Village Center (VC)	NG-2 at Minimum 30 du/nra	NG-2	NG-1	
Minimum Lot Size (Square Feet):	10,000	No Minimum	10,000	7,200	10,000	**(3)(4)(6)**

Maximum Lot Size:	-	-	-	-	-	**(3)(4)(6)**
Minimum Lot Area per Dwelling Unit:	1,000	-	1,000	1,800	2,900	**(3)(4)(6)**
Minimum Lot Dimensions (Feet):						
Width	90	-	90	90	90	**(9)**
Width, Corner Lot	95	-	95	95	95	**(9)**
Depth	100	-	100	100	100	**(9)**
Frontage	80	-	35	35	35	**(8)(9)**
Minimum Front Yard (Feet):	10	-	10	15	15	**(8)**
Minimum Side Yard Per Story (Feet):						
Interior Lots	10/20 max.	-	10/20 max.	10/20 max.	10/20 max.	**(1)(8)(10)**
Corner Lots	10	-	10	15	15	**(1)(8)**
Minimum Rear Yard (Feet per Story):	10/20 max.	5	10/20 max.	10/20 max.	10/20 max.	**(10)**
Minimum Building Setback (Feet) to Private Drive	0	5	0	5	5	
Maximum Height (Feet):	55	55	55	45	36	**(2)**
Distance Between Structures	6	-	10	10	10	**(7)**
Maximum FAR	NA	1.0	-	-	-	**(11)**
Landscaping (percent of lot area)	5%	5%	5%	5%	5%	
Bedrooms per Dwelling Unit (Percent of Total Dwelling Units):						
3 or more bedrooms	-	-	-	20%	20%	
4 or more bedrooms	-	-	-	10%	10%	
Usable Open Space Area per Dwelling Unit–Minimum	**SEE TABLE 3-5**					
On-Site Parking Requirements (Parking Spaces):						
Studio Units	1	1	1	-	-	**(5)(10)**
One Bedroom Units	1.5	1	1	-	-	**(5)(10)**
Two Bedroom Units	2	1.5	1.5	-	-	**(5)(10)**
Three Bedroom Units	2	2	2	-	-	**(5)(10)**
Four Bedroom Units	3	3	3	-	-	**(5)(10)**
Guest Parking	1 per 15 units	0	1 per 15 units	-	-	**(5)(10)**
Landscaping	**See Salinas Zoning Code Article V, Division 4: Landscaping and Irrigation.**					
Fences, Walls and Hedges	**See Salinas Specific Plan Section 4.5.1.**					
Off Street Parking, Loading, and Outdoor Lighting	**See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.**					
Driveway and Corner Visibility	**See Salinas Zoning Code Section 37-50.460 Driveway and Corner Visibility.**					
Signs	**See Salinas Zoning Code Article V, Division 3: Signs.**					
Outdoor Facilities	**See Salinas Zoning Code Section 37-50.170 Outdoor Storage and Display.**					
Accessory Uses and Structures	**See Salinas Zoning Code Section 37-50.010 Accessory Uses and Structures.**					
Screening of Mechanical Equipment	**See Salinas Zoning Code Section 37-50.240 Screening of Mechanical Equipment.**					

Temporary Use of Land	**See Zoning Code Section 37-50.300 Temporary Use of Land**
Recreational Vehicles, Prohibited Vehicles and Equipment	**See Zoning Code Section 37-50.190 Recreational Vehicles, Prohibited Vehicles and Equipment Parking and Storage**
Swimming Pools, Spas, and Hot Tubs	**See Zoning Code Section 37-50.010(k) Swimming Pools, Spas, and Hot Tubs**
Vehicle Trip Reduction	**See Zoning Code Section 37-50.330 Vehicle Trip Reduction**
Condominium Conversions	**See Zoning Code Section 37-50.050 Condominium Conversions**
Recycling and Solid Waste Disposal	**See Salinas Zoning Code Section 37-50.200 Recycling and Solid Waste Disposal Regulations.**
Performance Standards	**See Salinas Zoning Code Section 37-50.180 Performance Standards.**
Planned Unit Developments	**See Salinas Zoning Code Article VI, Division 13: Planned Unit Development Permits.**
Accessory Dwelling Units	**See Salinas Zoning Code Section 37-50.250 Accessory Dwelling Units**
Nonconforming Uses and Structures	**See Salinas Zoning Code Section 37-50.160 Nonconforming Uses and Structures**

(1) Architectural features can project two feet into front, corner or interior side yard setbacks that are five feet or more.
(2) See Salinas Zoning Code Section 37-50.080: Exceptions to Height Limits.
(3) See Salinas Zoning Code Section 37-50.060: Density Bonus.
(4) Minimum lot sizes may be reduced when the exclusive use of such lots is intended for utility substations, pumping stations, and similar features.
(5) Assumes shared parking with office/retail uses in addition to this required amount for one and two bedroom units in the mixed use Village Center, and two bedroom units built to a minimum of 30 du/nra in the NG-2.
(6) Subareas 1.6, 1.7 (eastern portion), 3.1 and 3.5 adjacent to the Village Center may be built at a minimum density of 30 du/nra to a maximum of 40 du/nra. This can be done only through commercial conversion and the total unit count for these subareas may exceed the maximum specified in Table 3-6.
(7) Five feet per story per building/maximum 20'.
(8) For lots that do not have street frontage (such as green court housing products, etc.) the location of required front, side, and rear yards will be determined by the City Planner.
(9) If alley easements are proposed, minimum lot dimensions shall increase to the centerline of the easement, as applicable.
(10) Carports may be located within five feet of an adjacent interior property line.
(11) Plus 10 dwelling units per net residential acre.

LEGEND

- CENTRAL COMMUNITY CORE
- NEIGHBORHOOD EDGE RESIDENTIAL (NE)
- NEIGHBORHOOD GENERAL 1 RESIDENTIAL (NG-1)
- NEIGHBORHOOD GENERAL 2 RESIDENTIAL (NG-2)
- MIXED USE VILLAGE CENTER
- SCHOOLS
- COMMUNITY PARK
- NEIGHBORHOOD PARKS (WA-1 TO WA-4)
- SMALL PARKS (WS-1 TO WS-6)
- OPEN SPACE
- OPEN SPACE / SUPPLEMENTAL STORM WATER DETENTION / RETENTION
- ROAD X STREETS
- (#) WATER WELL / TREATMENT SITES
- ✱ PLAN AREA/ PORTION OF PLAN AREA MAXIMUM DENSITY 40 DU/AC

Note: Turn restrictions may be required to minimize traffic impacts along existing streets and driveways fronting or accessing on San Juan Grade Road.

0' 300' 600' 900' 1200'

N

FIGURE 2-1

Specific Plan Land Use Map

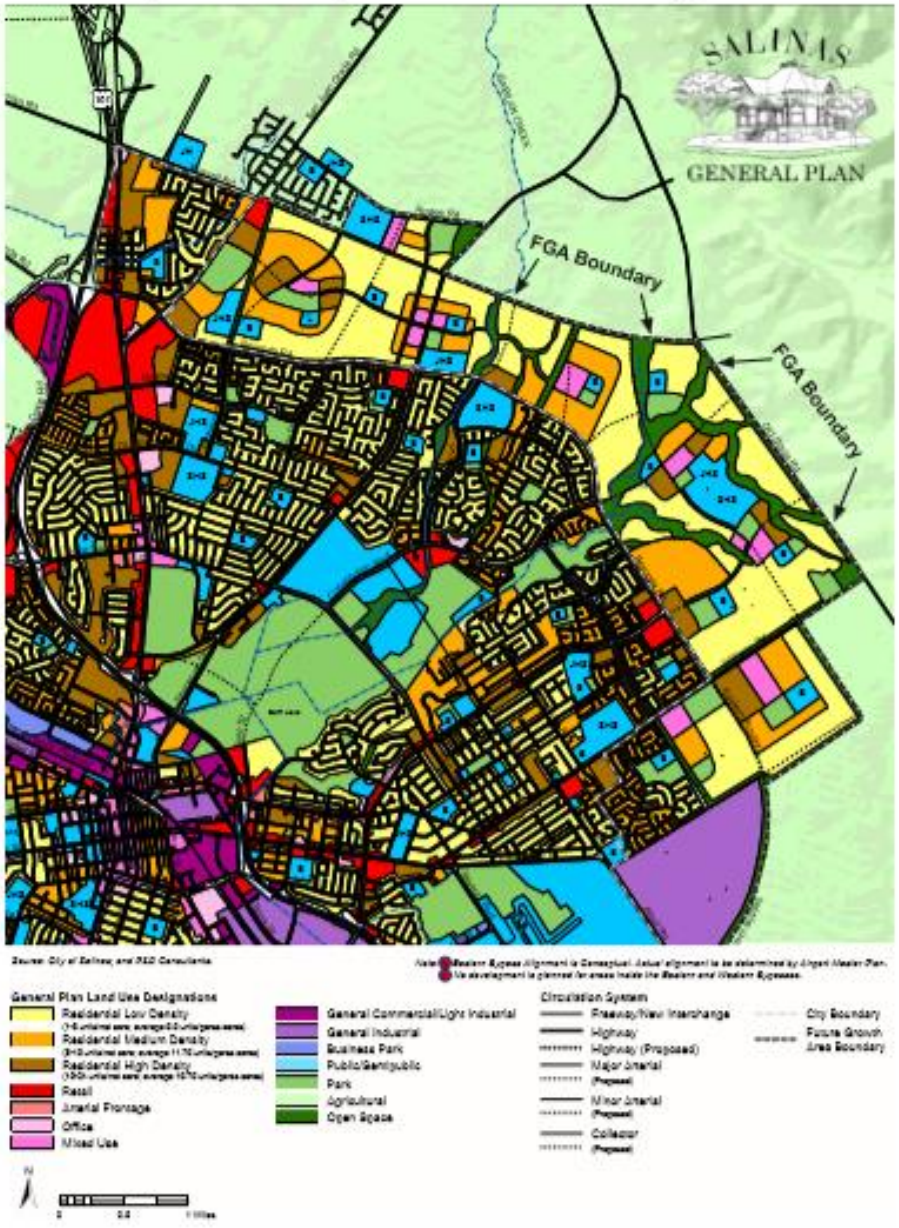
FIGURE 1-8

General Plan Land Use Designation Upon Adoption of Specific Plan

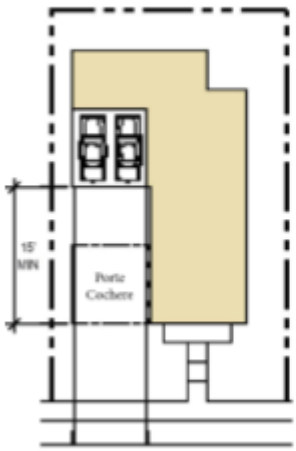
FIGURE 1-9

Zoning Map Upon Adoption of Specific Plan

Figure 1-3: Existing General Plan Land Use Designations

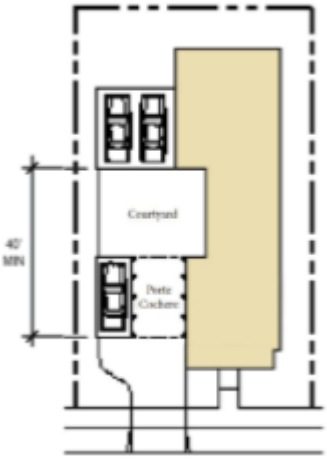


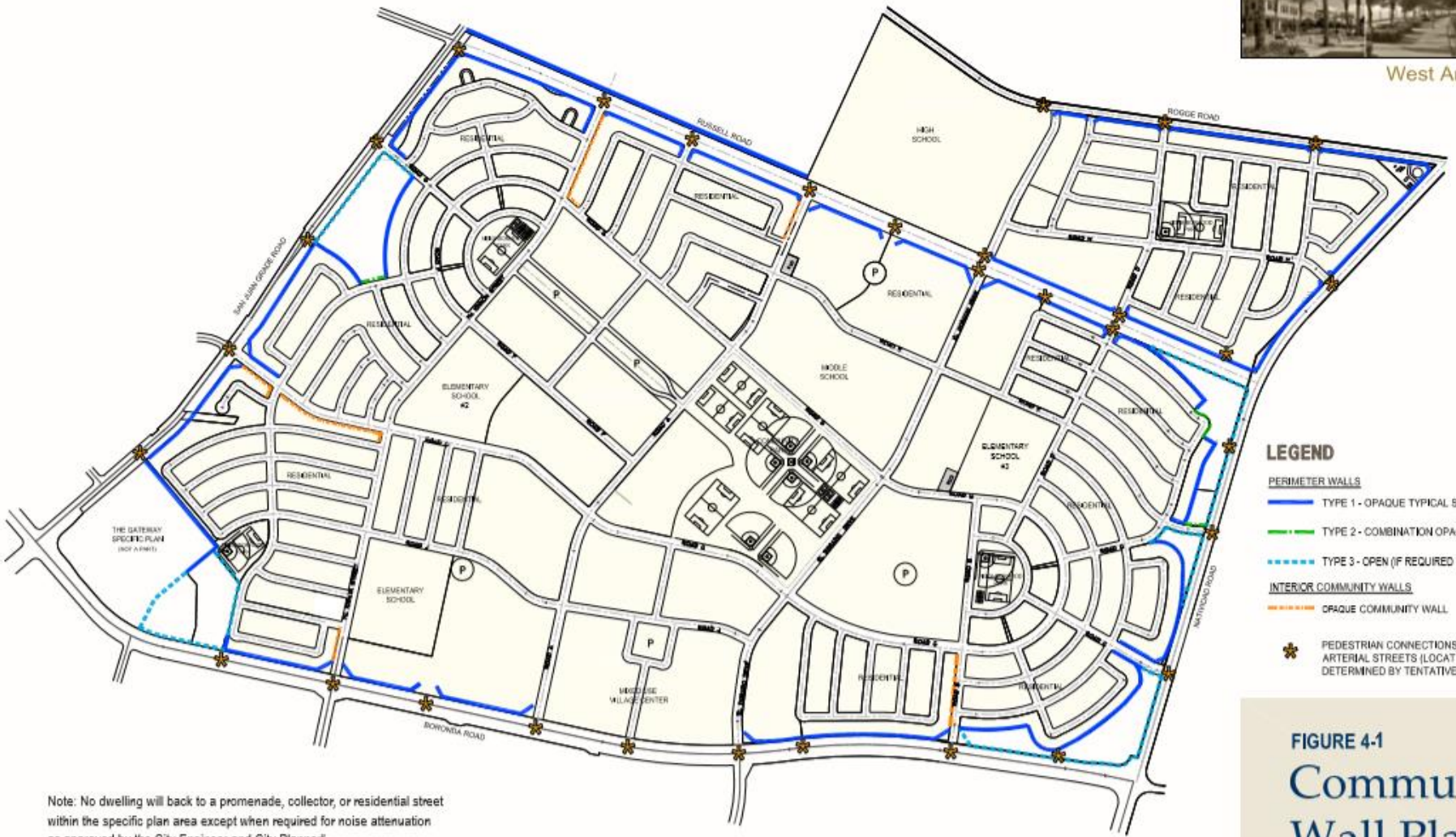
Deep Recessed Garage with or without Porte-Cochere



Offset Garage

Rear Courtyard Garage





LEGEND

PERIMETER WALLS

- TYPE 1 - OPAQUE TYPICAL SCREEN / SOUND WALL
- TYPE 2 - COMBINATION OPAQUE AND OPEN
- TYPE 3 - OPEN (IF REQUIRED BY CITY ENGINEER)

INTERIOR COMMUNITY WALLS

- OPAQUE COMMUNITY WALL

- PEDESTRIAN CONNECTIONS TO ARTERIAL STREETS (LOCATION DETERMINED BY TENTATIVE MAP)

Note: No dwelling will back to a promenade, collector, or residential street within the specific plan area except when required for noise attenuation as approved by the City Engineer and City Planner.

0' 300' 600' 900' 1200'

N

FIGURE 4-1

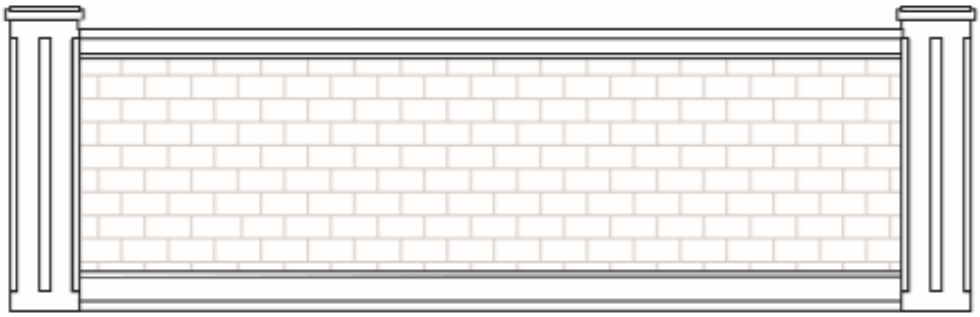
Community Wall Plan Concept

Figure 4-2: Perimeter Walls

Type 1 Opaque
Typical Screen Wall & Community Wall [(1)(2)]

Capped Pilaster & Block Wall With Textured Finish Paint

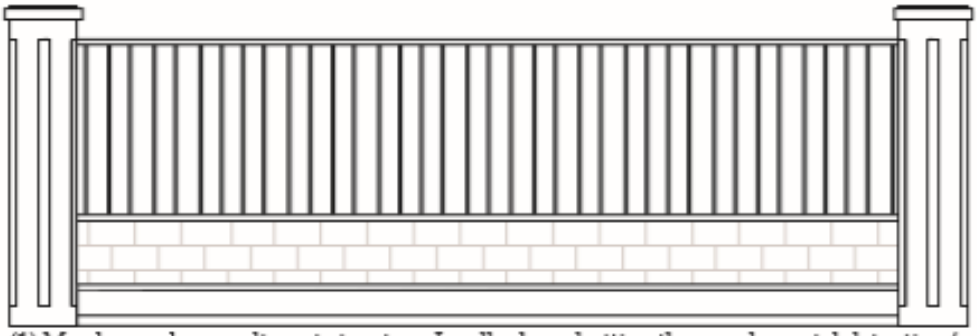
(Sierra Classic or Similar)



(1) As required for sound attenuation and where required by City Engineer.

Type 2 Combination Opaque/Open [(1)(2)]

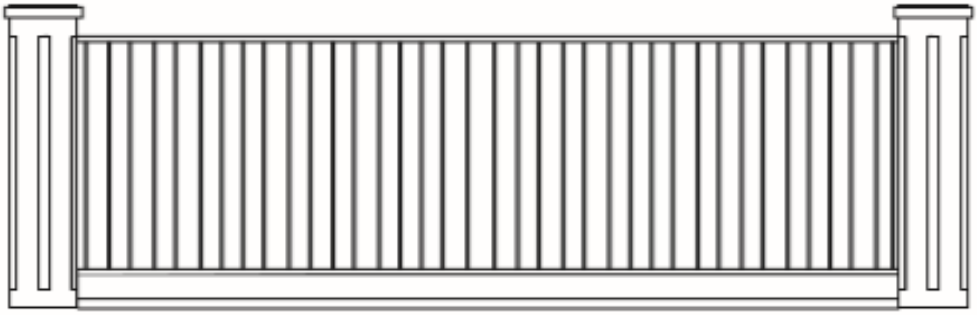
Capped Pilaster & Block Wall With Tube Metal



(1) May be used as an alternate to a type I wall when abutting the supplemental detention/ retention basin or where otherwise approved by the City Engineer or City Planner.

Type 3 Open [(2)]

Capped Pilaster & Tube Metal



(2) Wall height for all wall types to be deterined by the City Engineer or City Planner.

Table 1-1: West Area Specific Plan Property Ownership

APN	Property Identification	Approximate Land Area (Gross Acres)
211231060000	Cloverfield	138.36
211231061000	Cloverfield	138.36
211231016000	Harden	72.56
211011002000	Sbrana	117.95
211231012000	Kantro	154.04
211231013000	Bondesen	99.55
211011003000	Kantro	154.04
211011009000	Madalora	108.32
211231059000	Santa Rita Union School District	11.46
211011011000	Salinas Union High School District	38.97
211011008000	Mortensen	52.85
211011010000	Osequera	1.71
211011001000	Piffero	0.78
Total		**796.55**

Table 6-4: Projected Plan Area Student Population

Dwelling Unit Type	Total Dwelling Units	Education Level	Generation Factor	Students Generated
Single-Family (NE and NG-1)	3,164	Elementary	0.3148	996
		Middle	0.1955	619
		High	0.208	658
Multifamily (NG-2 and Village Center)	1,176	Elementary	0.5715	672
		Middle	0.1892	223
		High	0.041	48
Total				3,216

Source: Salinas Union High School District: 2018 School Facility Needs Analysis and Justification Report; Santa Rita Union School District School Facilities Needs Analysis March 6, 2018.

note: table assumes (high) single family (SF) detached units for all SF units, due to lack of detailed lot counts for attached and detached SFU's.

materials\attachment working drafts DRAFTS YOU DONT NEED THIS FILE TARA\Attachment 9 West Area Specific Plan and Errata Sheet OMNIBUS 11-22-19.docx

City of Salinas
COMMUNITY DEVELOPMENT DEPARTMENT
65 W. Alisal Street, 2nd Floor • Salinas, California 93901
(831) 758-7387 • (831) 775-4258 (Fax) • www.ci.salinas.ca.us

DATE: October 14, 2015

TO: State Clearinghouse
State Responsible Agencies
State Trustee Agencies
Other Public Agencies
Interested Organizations

FROM: Gabriel Elliott, Project Manager
City of Salinas
65 West Alisal Street (Second Floor)
Salinas, CA 93901
(831) 775-4246 – phone
(831) 775-4258 - fax
gabriel.elliott@ci.salinas.ca.us

SUBJECT: NOTICE OF PREPARATION – WEST AREA SPECIFIC PLAN EIR

EIR CONSULTANT
Steve McMurtry, Principal Planner
De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
Phone: (916) 580-9818

An Initial Study has been prepared for the proposed project and is attached to this Notice of Preparation (NOP). The Initial Study lists those issues that will require detailed analysis and technical studies that will need to be evaluated and/or prepared as part of the EIR. The EIR will consider potential environmental effects of the proposed project to determine the level of significance of the environmental effect, and will analyze these potential effects to the detail necessary to make a determination on the level of significance.

Those environmental issues that have been determined to be less than significant will have a discussion that is limited to a brief explanation of why those effects are not considered potentially significant. In addition, the EIR may also consider those environmental issues which are raised by responsible agencies, trustee agencies, and members of the public or related agencies during the NOP process.

We need to know the views of your agency or organization as to the scope and content of the environmental information germane to your agency's statutory responsibilities or of interest to your organization in connection with the proposed project. Specifically, we are requesting the following:

1. If you are a public agency, state whether your agency will be a responsible or trustee agency for the proposed project and list the permits or approvals from your agency that will be required for the project and its future actions;

2. Identify significant environmental effects and mitigation measures that you believe need to be explored in the EIR with supporting discussion of why you believe these effects may be significant;
3. Describe special studies and other information that you believe are necessary for the City of Salinas to analyze the significant environmental effects, alternatives, and mitigation measures you have identified;
4. For public agencies that provide infrastructure and public services, identify any facilities that must be provided (both on- and off-site) to provide services to the proposed project;
5. Indicate whether a member(s) from your agency would like to attend a scoping workshop/meeting for public agencies to discuss the scope and content of the EIR's environmental information;
6. Provide the name, title, and telephone number of the contact person from your agency or organization that we can contact regarding your comments.

Due to the time limits mandated by State law, your response must be sent and received by the City of Salinas by the following deadlines:

- For responsible agencies, not later than 30 days after you receive this notice.
- For all other agencies and organizations, not later than 30 days following the publication of this Notice of Preparation. The 30 day review period ends on Tuesday, November 10, 2015.

If we do not receive a response from your agency or organization, we will presume that your agency or organization has no response to make.

A responsible agency, trustee agency, or other public agency may request a meeting with the City of Salinas or its representatives in accordance with Section 15082(c) of the CEQA Guidelines. A public scoping meeting will be held during the public review period as follows:

SCOPING MEETING: October 29, 2015 at 6:30 p.m., at the McKinnon Elementary School, Multi-purpose room, 2100 McKinnon Street, Salinas, CA 93906.

Please send your response or questions to Gabriel Elliott, Project Manager at the City of Salinas located at 65 W. Alisal Street (Second Floor), Salinas, CA 93901. Contact information: email: gabriel.elliott@ci.salinas.ca.us; Telephone: (831) 775-4246.

Exhibit D Draft Environmental Impact Report

https://www.cityofsalinas.org/sites/default/files/volume_i_west_area_specific_plan_public_draft_final_1.pdf

Exhibit E Draft Environmental Impact Report Technical Appendices

https://www.cityofsalinas.org/sites/default/files/volume_ii_appendices_west_area_specific_plan_public_draft_eir_web_0.pdf

Print Form

Exhibit F

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2006021072

Project Title: West Area Specific Plan

Lead Agency: City of Salinas | Contact Person: Jill Miller, Senior Planner

Mailing Address: 65 West Alisal Street, 2nd Floor | Phone: 831-758-7206

City: Salinas | Zip: 93901 | County: Monterey

Project Location: County: Monterey | City/Nearest Community: Salinas

Cross Streets: San Juan Grade Road and East Boronda Road | Zip Code: 93901

Longitude/Latitude (degrees, minutes and seconds): 36 ° 43 ′ 18 ″ N / 121 ° 38 ′ 16 ″ W Total Acres: 797

Assessor's Parcel No.: several | Section: | Twp.: | Range: | Base:

Within 2 Miles: State Hwy #: U.S. 101 | Waterways:

Airports: | Railways: | Schools: several

Document Type:

CEQA: ☐ NOP ☒ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec Other:

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI

Other: ☐ Joint Document ☐ Final Document ☐ Other:

Local Action Type:

☐ General Plan Update ☒ Specific Plan ☒ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☒ Land Division (Subdivision, etc.) ☐ Other:

Development Type:

☒ Residential: Units 4340 Acres 480
☐ Office: Sq.ft. Acres Employees ☐ Transportation: Type
☒ Commercial: Sq.ft. 571,500 Acres Employees ☐ Mining: Mineral
☐ Industrial: Sq.ft. Acres Employees ☐ Power: Type MW
☒ Educational: 1 HS, 1 MS, 3 Elem schools ☐ Waste Treatment: Type MGD
☒ Recreational: 49 acres of parks ☐ Hazardous Waste: Type
☐ Water Facilities: Type MGD ☐ Other:

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☒ Vegetation
☒ Agricultural Land ☒ Flood Plain/Flooding ☒ Schools/Universities ☒ Water Quality
☒ Air Quality ☒ Forest Land/Fire Hazard ☒ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☒ Wetland/Riparian
☒ Biological Resources ☒ Minerals ☒ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☐ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☒ Drainage/Absorption ☒ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☐ Other:

Present Land Use/Zoning/General Plan Designation:

GP= Mixed Use, Res Low, Res Medium, Res High, Public/Semipublic, Open Space and Park. Zoning= New Urbanism Interim

Project Description: *(please use a separate page if necessary)*

An application for adoption of a Specific Plan and rezoning of the Specific Plan Area from New Urbanism Interim (NI) with a Specific Plan Overlay, to Neighborhood Edge (NE)/Low Density Residential, Neighborhood General 1 (NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, Village Center (VC), Public/Semipublic (PS), Parks (P), and Open Space (OS), with the applicable Specific Plan Overlay District. The West Area Specific Plan will provide for up to 4,340 new dwelling units, 571, 500 sq.ft. of commercial floor area, 5 schools, parks and associated infrastructure.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

x	Air Resources Board		Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
	California Emergency Management Agency		Parks & Recreation, Department of
	California Highway Patrol		Pesticide Regulation, Department of
x	Caltrans District # 5	x	Public Utilities Commission
	Caltrans Division of Aeronautics	x	Regional WQCB # 3
	Caltrans Planning		Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
x	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of		SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
x	Fish & Game Region # 4		Tahoe Regional Planning Agency
	Food & Agriculture, Department of		Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of		Water Resources, Department of
	General Services, Department of		
	Health Services, Department of		Other:
	Housing & Community Development		Other:
x	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date February 22, 2019 Ending Date April 9, 2019

Lead Agency (Complete if applicable):

Consulting Firm: De Novo Planning Group
Address: 1020 Suncast Lane, Suite 106
City/State/Zip: El Dorado Hills, CA 95762
Contact: Steve McMurtry, Principal
Phone: 916-580-9818

Applicant: Harrod Construction Company
Address: 365 Victor Street, Suite #S
City/State/Zip: Salinas, CA 93907
Phone: 831-758-4368

Signature of Lead Agency Representative: Jill McMurtry **Date:** 2-14-19

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Exhibit G Final Program Environmental Impact Report (link)

https://salinas.legistar.com/View.ashx?M=F&ID=7930583&GUID=47D41C7D-A7FF-43B2-AD0A-81EE780CE223

EXHIBIT "H"

CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS OF THE CITY COUNCIL OF THE CITY OF SALINAS FOR THE WEST AREA SPECIFIC PLAN

I. INTRODUCTION

The City of Salinas (hereinafter "City"), as lead agency, prepared a Program Environmental Impact Report (hereinafter "EIR") for the West Area Specific Plan (hereinafter "Specific Plan" or "project"). In its entirety, the EIR consists of the February 27, 2019 Draft Program EIR (hereinafter "Draft EIR" or "DEIR") and the October 10, 2019 Final Program EIR (hereinafter "Final EIR" or "FEIR") (State Clearinghouse No. 2006021072).

The Applicant has submitted applications requesting approval of the West Area Specific Plan, Rezoning, and Development Agreement. As approved, the project will facilitate the City's future consideration of applications for individual projects to be proposed within the Specific Plan Area.

The EIR analyzes the impacts of the West Area Specific Plan and the anticipated subsequent filing of maps and other development applications in the future. Therefore, the EIR analyzes the total impacts of the West Area Specific Plan, including these applications yet unfiled, so that future filings will not require separate environmental analysis, as long as development proposed does not substantially deviate from the approved Specific Plan. The specific processes by which the City will review individual applications are set forth on pages ES-1 through pages ES-4 of the Draft EIR and are also described below in section III(D).

These findings, as well as the accompanying statement of overriding considerations in Section XI below, have been prepared in accordance with the California Environmental Quality Act (hereinafter "CEQA") (Pub. Resources Code, § 21000 et seq) and its implementing guidelines (hereinafter "CEQA Guidelines") (Cal. Code Regs., tit. 14, § 15000 et seq).

II. DEFINITIONS AND ACRONYMS

Like the EIR itself, these findings use a number of acronyms. Key acronyms are defined the first time they are introduced in the text of this document.

III. PROJECT DESCRIPTION

A. Location

As described in the DEIR, the City of Salinas is located in northern Monterey County, within the Salinas Valley between the Gabilan and Santa Lucia mountain ranges. Salinas is situated approximately 20 miles northeast of the City of Monterey, 60 miles south of San Jose, 100 miles south of San Francisco and 325 miles north of Los Angeles. Figure 2-1 in the Draft EIR displays the project regional location. Several regional transportation routes are located within or near Salinas, including U.S. Highway 101 (U.S. 101), State Routes 68 (SR 68) and 183 (SR 183), the

Union Pacific Railroad line and the Monterey Regional Airport in Monterey. Salinas Municipal Airport, a general aviation facility, is located in the southeastern portion of the city.

The Specific Plan Area is located within the incorporated boundary of the City of Salinas. It is bounded by San Juan Grade Road on the west, East Boronda Road (also referred to as "Boronda Road") on the south, Natividad Road on the east, and Rogge Road and the future extension of Russell Road on the north. Gabilan Creek is located east of the Specific Plan Area, while U.S. 101 and North Main Street are located to the west. Unincorporated land under the jurisdiction of the County of Monterey abuts the Specific Plan Area on the north and northeast (DEIR, p. 2.0-1).

B. Overview

The West Area Specific Plan establishes the land use planning and regulatory guidance, including the land use and zoning designations and policies, development regulations, and design standards, for the approximately 797-acre Specific Plan Area. The Specific Plan will serve as a bridge between the Salinas General Plan and individual development applications in the Specific Plan Area, applying—and adding greater specificity to—the goals, policies and concepts of the General Plan for that area. The Specific Plan provides a complete blueprint for development of the Specific Plan Area, including:

- A description of proposed land uses,
- Policies, regulations and standards to support the Specific Plan,
- Infrastructure needed to support the Specific Plan, and
- Implementation and administrative processes needed for plan development.

The Specific Plan has been crafted to be consistent with overall community goals as expressed in the City of Salinas General Plan, as well as more specific policies and implementation measures contained in other documents. The City of Salinas Zoning Code requirements will apply to development applications and property within the Specific Plan Area unless specifically superseded by the development regulations or design standards contained in the Specific Plan.

The underlying purpose of the project is the approval and subsequent implementation of the West Area Specific Plan (including the Specific Plan's goals) and related entitlements. Land uses in the approximate 797-acre Specific Plan Area include residential, mixed use commercial, community park, neighborhood parks, small parks, schools and open space (including supplemental storm water detention/retention basins). Implementation will involve development of the site under the New Urbanism Zoning Districts of Neighborhood Edge (NE)/Low Density Residential, Neighborhood General 1 (NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, Village Center (VC) as well as the Public and Semipublic (PS), Parks (P), and Open Space (OS) Zoning Districts.

The quantifiable objectives of the project include the development of up to 4,340 residential dwelling units (with a minimum of 3,553 required under the General Plan), up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities (including three elementary schools, a high school, a middle school, open space areas (including supplemental storm water detention/retention basins) and 11 parks). It is anticipated that the Specific Plan Area will house up to 15,928 residents at project build-out.

C. Project Objectives

The underlying purpose of the project is the approval and subsequent implementation of the West Area Specific Plan and related entitlements. The quantifiable objectives of the project include the development of up to 4,340 residential dwelling units (with a minimum of 3,553 required under the General Plan), up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities (including three elementary schools, a high school, a middle school, open space (including supplemental detention/retention basins) and 11 parks. The Specific Plan goals are summarized as follows:

- Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly.
- Provide a variety of land uses in easy walking distance of housing including a mixed use village, parks, and schools to reduce vehicle miles traveled.
- Provide parks and other public green space in accordance with General Plan standards that are designed to be safe and easily accessible to residents.
- Provide a variety of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages.
- Provide public services and infrastructure improvements that achieve and maintain City service standards.
- Provide an inviting tree-lined street system which incorporates traffic calming and other measures.
- Establish an interconnected sidewalk/path and open space system throughout the development which links to the greater Future Growth Area (FGA) and City as a whole.
- Create a sense of place and unique identity through the use of entry treatments, landscaping, streetscapes, public art, decorative street lighting, pedestrian amenities and other elements.
- Provide for a reasonable jobs/housing balance.
- Provide opportunities for senior housing.
- Provide for a site/parcel-based post-construction Stormwater Control Measures (SCMs)/LID to the maximum extent practicable.

It is noted that there are additional project objectives that are not specifically presented in the Specific Plan, but are more overarching and are a response to, and driven by, the policy direction from the State Legislature and the Salinas City Council.

The State Legislature has declared that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives." (Government Code section 65589.5.) The Legislature notes that "California housing has become the most expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by

producers of housing." The Legislature further found that "Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration." The legislative intent of Government Code section 65589.5 is to "significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled." The State Legislature established its policy direction in the statute as follows: "It is the policy of the state that this section should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing."

The City of Salinas has recognized the need for additional housing supply for its citizens for many decades. Dating back to 1986, the City entered into the Boronda Memorandum of Understanding (MOU) with the County of Monterey to preserve the best agricultural land and to provide certain areas for future urban growth. Twenty years later, in 2006, the Greater Salinas Area MOU was adopted to preserve agricultural lands within Monterey County, and to provide future growth areas (FGSs) for Salinas. A year later, in 2007, applications for an amendment to the City's Sphere of Influence (to include the FGAs) and Pre-Zoning and Annexation (for the majority of the North of Boronda FGA consisting of approximately 2,400 acres) were submitted to the Monterey County Local Agency Formation Commission (LAFCO) for consideration. A Supplemental EIR for the Salinas General Plan Final Program EIR (SCH#2007031055) was also submitted in conjunction with the applications. The applications were approved by LAFCO on May 19, 2008. The North of Boronda FGA (which includes the West Area Specific Plan) was formally annexed to the incorporated City of Salinas on September 8, 2008 and zoned New Urbanism Interim (NI) with a Specific Plan Overlay. The West Area Specific Plan is a reflection of over twenty years of planning for new development, which is reflected by the City Council's approval of the FGA, including annexation of the land into the City limits.

The following two overarching project objectives are presented here as a response to: 1) the State Legislature's declaration of a housing crisis in California, 2) the State Legislature's policy direction for the provision of more housing, 3) the Salinas City Council's more than 30 years of planning for urban development within the FGAs, which includes the West Area Specific Plan, and 4) the Salinas City Council's policy direction as provided in the approved FGAs and General Plan:

- Objective 1: Respond to the State Legislature's declaration of a housing crisis in California, and their policy direction that local governmental agencies provide more housing, by including provisions for the construction of new housing supply within the West Area Specific Plan.
- Objective 2: Respond to the Salinas City Council's long-term vision and policy direction for new urban development to be focused in the Future Growth Areas, by including provisions the construction of new urban development consistent with the City of Salinas General Plan.

Based on its own review of the EIR and other information and testimony received in connection with the project, as well as the statutory and planning policies described above, the City Council finds all of these objectives to be acceptable and persuasive from a public policy standpoint. In

choosing to approve the project, the City thus embraces these objectives and accords them weight in considering the feasibility of alternatives set forth in the EIR, and in invoking overriding considerations in approving the project. (See *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1507-1508.)

D. Discretionary Approvals

Project approval requires the City, as lead agency, to take discrete planning and regulatory actions to approve the overall project. In addition, certain "responsible agencies" may ultimately rely in part on the programmatic analysis in the Specific Plan Area in making decisions associated with future site-specific projects consistent with the Specific Plan. Described below are the discretionary actions necessary to carry out the project.

City of Salinas

In addition to certifying the Final EIR and adopting these Findings and the associated Statement of Overriding Considerations and Mitigation Monitoring Plan (CEQA requirements), the City itself must approve the following actions:

- Certification of the EIR and adoption of the Mitigation Monitoring and Reporting Program (MMRP);
- Approval of the Draft West Area Specific Plan;
- Approval of the rezoning of the Specific Plan area from NI with a Specific Plan Overlay to NE/Low Density Residential, NG-1/Medium Density Residential, NG-2/High Density Residential, VC, PS, P and OS. A Specific Plan Overlay is also applicable to each Zoning District; and
- Approval of the Development Agreement;
- Subsequent Approvals: Parcel Maps, tentative maps, Final Maps, Subdivision Improvement Plans, Site Improvement Plans, Grading Permits, Building Permits, Conditional Use Permits, Business Permits, Encroachment Permits, etc.

Other Responsible/Trustee Agencies

The agencies below will also use the EIR, either as responsible agencies or as trustee agencies:

- California Department of Fish and Wildlife – Lake and Streambed Alteration Agreement (1600 permit);
- Cal Water – Approval of SB 610 Water Supply Assessment, Approval to serve the Specific Plan Area;
- Central Coast Region - Regional Water Quality Control Board – Clean Water Act Section 401 Water Quality Certification, National Pollution Discharge Elimination System (NPDES) general construction permit;
- Comcast/AT&T/SBC/Other – Approval to serve the Specific Plan Area, approval of telecommunications utility plans, Encroachment Permits;
- Johnson Canyon Landfill – Approval to serve the Specific Plan Area;
- Monterey Bay Air Resources District – Authority to Construct; Demolition permit;

- Monterey Bay Community Power – Approval to Serve the Specific Plan Area;
- Monterey One Water – Approval to serve the Specific Plan Area for wastewater services, and Encroachment Permit;
- Monterey County Health Department - Well demolition permit, Well construction permit;
- Monterey County Water Resources Agency – Approval to serve the Specific Plan Area, Encroachment Permit;
- Monterey-Salinas Transit – Approval to serve the Specific Plan Area, approval of bus stop locations and design;
- Pacific Gas and Electric Company – Approval to serve Specific Plan Area, approval of relocation plans, approval of electric and gas utility plans, Encroachment Permit;
- Salinas Valley Solid Waste Authority – Approval to serve the Specific Plan Area; and
- Santa Rita Union School District – Approval of site for the construction of two new elementary schools and one middle school

Federal Agencies

The following federal agencies also have approval authority over some aspects of the project, though these agencies are not subject to CEQA and instead are required to comply with the federal National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.):

- U.S. Army Corps of Engineers;
- U.S. Fish and Wildlife Service; and
- U.S. Federal Emergency Management Agency.

Future Projects

All individual future development projects proposed within the Specific Plan Area will be reviewed to determine their individual CEQA compliance requirements. The type of CEQA analysis required would be determined at the time a project is proposed.

It is noted that the Specific Plan provides a very high level of design detail for certain components of the project. To the extent that sufficient detail is available in the Specific Plan, a full project-level analysis is provided in this EIR. Examples of a full project level analysis would include topics that are related to the physical acreage affected (i.e., the project footprint), as opposed to the number of units, land uses/zoning, or other design parameters. Topics such as Biological Resources, Cultural Resources, and Hydrology/Water Quality are analyzed at a project-level analysis in this EIR given that these are physical environmental resources, and the area of impact is fully defined. Additionally, the Specific Plan includes a substantial level of detailed information that allows for a project-level analysis of topics such as Air Quality, Greenhouse Gases and Climate Change, Noise, Population and Housing, Transportation and Circulation, and Utilities. The analysis for these topics is driven by the number of units and square footage of development, which is detailed in the land use design and development projections. In some cases, there may be specific commercial uses that have design details developed at a later date that cannot reasonably be analyzed at a project-level at this time. Additionally, the design of the school facilities and other public facilities are not known at this time, so they are not able to be analyzed at a project-level.

This EIR examines the planning, construction and operation of the project. The program-level approach, with some project-level analysis, is appropriate for the project because it allows comprehensive consideration of the reasonably anticipated scope of the development plan; however, as discussed above, not all design aspects of the future development phases are known at this stage in the planning process. Subsequent individual development that requires further discretionary approvals will be examined in light of this EIR to determine whether additional environmental documentation must be prepared.

CEQA Guidelines Section 15168 states that a program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

1. Geographically,
2. As logical parts in the chain of contemplated actions,
3. In connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program, or
4. As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

According to CEQA Guidelines section 15168, subdivision (c)(5), "[a] program EIR will be most helpful in dealing with later activities if it provides a description of planned activities that would implement the program and deals with the effects of the program as specifically and comprehensively as possible." Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from the program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]).

Section 15168(c), entitled "Use with Later Activities," provides, in pertinent part, as follows: Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared:

1. If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. That later analysis may tier from the program EIR as provided in Section 15152.
2. If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activities as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.

3. An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into later activities in the program.
4. Where the later activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR.

Here, the City anticipates preparing a written checklist or similar device whenever landowners within the Specific Plan area submit applications for site-specific approvals (i.e. tentative maps, conditional use permits, or other discretionary entitlements). The checklist would serve in part as a consistency checklist to determine if the application for site specific approval is consistent with the General Plan, Specific Plan, Conditions of Approval, and Mitigation Measures, and it would also include a review of the project details relative to what was anticipated and analyzed in the program EIR (i.e., whether there are new environmental effects that were not covered by the program EIR). The City's expectation, at least at present, is that the checklist will conclude that most, or all, components of the Specific Plan can be developed with no new analysis of environmental effects given that there is a high level of resolution with regard to the project details that have been analysis in this program EIR. In some cases, however, a site-specific application (i.e., a proposed commercial use) may have specific issues associated with the project, or business, that this program EIR could not anticipate given the information that was available at this time. In those situations, the detailed site-specific information from that application could have site-specific effects not wholly anticipated in this EIR and would require some additional environmental review. (See also CEQA Guidelines section 15063, subd. (b)(1)(C).)

Future site-specific approvals may also be narrowed pursuant to the rules for tiering set forth in CEQA Guidelines Section 15152. "'[T]iering is a process by which agencies can adopt programs, plans, policies, or ordinances with EIRs focusing on 'the big picture,' and can then use streamlined CEQA review for individual projects that are consistent with such…[first tier decisions] and are…consistent with local agencies' governing general plans and zoning.'" (*Koster v. County of San Joaquin* (1996) 47 Cal.App.4th 29, 36.) Section 15152 provides that, where a first-tier EIR has "adequately addressed" the subject of cumulative impacts, such impacts need not be revisited in second- and third-tier documents. Furthermore, second- and third-tier documents may limit the examination of impacts to those that "were not examined as significant effects" in the prior EIR or "[a]re susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means." In general, significant environmental effects have been "adequately addressed" if the lead agency determines that:

a. they have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental impact report; or
b. they have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

Here, as noted above, the City anticipates preparing a written checklist or similar device whenever landowners within the Specific Plan area submit applications for site-specific approvals (i.e., tentative maps, conditional use permits, or other discretionary entitlements). The checklist would serve in part as a consistency checklist to determine if the application for site specific approval is consistent with the General Plan, Specific Plan, Conditions of Approval, and Mitigation Measures, and it would also include a review of the project details relative to what was anticipated and analyzed in the program EIR (i.e., whether all significant environmental impacts identified have been "adequately addressed" in the program EIR). Thus, if a new analysis is required for these site-specific actions, it would focus on impacts that cannot be "avoided or mitigated" by mitigation measures that either (i) were adopted in connection with the Specific Plan or (ii) were formulated based on information in this EIR.

In addition, because the EIR addresses the effects of rezoning the land within the proposed Specific Plan area, future environmental review can also be streamlined pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183. These provisions, which are similar but not identical to the tiering provisions, generally limit the scope of necessary environmental review for site-specific approvals following the preparation of an EIR for a "zoning action." For such site-specific approvals, CEQA generally applies only to impacts that are "peculiar to the parcel or to the project" and have not been previously disclosed, except where "substantial new information" shows that previously identified impacts would be more significant than previously assumed. Notably, impacts are considered not to be "peculiar to the parcel or to the project" if they can be substantially mitigated pursuant to previously adopted, uniformly applied development policies or standards. As noted above, the City anticipates that, in assessing the extent to which the Specific Plan EIR has previously addressed significant impacts that might occur with individual projects, the City may conclude that in some instances (e.g., with respect to agricultural resources, cultural resources, geology, soils, and paleontological resources), no further analysis beyond that found in the program EIR will be necessary.

Finally, for purely residential projects consistent with the Specific Plan, the City intends to preserve its ability to treat such projects as exempt from CEQA pursuant to Government Code section 65457. Subdivision (a) of that statute provides that "[a]ny residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an [EIR] has been certified after January 1, 1980, is exempt from the requirements of [CEQA]." The statutes go on to say, moreover, that "if after adoption of the specific plan, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental [EIR] for the specific plan is prepared and certified in accordance with the provisions of [CEQA]. After a supplemental [EIR] is certified, the exemption … applies to projects undertaken pursuant to the specific plan." (See also CEQA Guidelines section 15182.)

When purely residential projects are proposed, the City will consider whether they qualify for this exemption or whether the West Area Specific Plan EIR must be updated through a supplement to this EIR or a subsequent EIR as required by Public Resources Code section 21166 and CEQA Guidelines sections 15162 and 15163.

IV. ENVIRONMENTAL REVIEW PROCESS

The Notice of Preparation (hereinafter "NOP") of an EIR was circulated for public review and comment from October 15, 2015 to November 13, 2015 in accordance with CEQA Guidelines section 15082. Written responses to the NOP were received from the following interests/agencies:

1. Northern Salinas Valley Mosquito Abetment District (October 21, 2015)
2. California Department of Transportation (October 28, 2015)
3. Monterey-Salinas Transit (November 16, 2015)
4. Monterey County Resource Management Agency (November 16, 2015)
5. California Natural Resource Agency Division of Land Resource Protection (November 10, 2015)
6. Salinas Union High School District (November 10, 2015)
7. Ohlone/Costanoan-Esselen Nation (January 11, 2016)
8. Santa Rita Union School District (January 29, 2016)
9. Transportation Agency of Monterey County (March 31, 2016)

As part of the early consultation process and pursuant to the CEQA Guidelines section 15083 regarding early public consultation, a scoping meeting was held at the City of Salinas Rotunda (City Council chamber) on October 29, 2015. No specific comments were made about the scope of issues to be addressed in the EIR. Questions and comments were primarily focused on the project description and the project consideration process.

Pursuant to CEQA Guidelines sections 15023, subdivision (c), and 15087, subdivision (f), the State Clearinghouse in the Office of Planning and Research was responsible for distributing environmental documents to State agencies, departments, boards, and commissions for review and comment. The City followed required procedures with regard to distribution of the appropriate notices and environmental documents to the State Clearinghouse. The State Clearinghouse was obligated to make, and did make, that information available to interested agencies for review and comment. The NOP was received by the State Clearinghouse (SCH # 2006021072) and a 30-day public review period ended on November 13, 2015. The NOP and all comments received on the NOP are presented in Appendix A of the Draft EIR.

An Initial Study was also prepared for the project. Included below is a brief summary of findings from the Initial Study on environmental topics that were either found to have no impact or be less than significant, or were found to be sufficiently addressed in the General Plan EIR, and thus are not included within individual sections of the Draft EIR. For full Initial Study Findings and individual topics found to be less than significant through the Initial Study process refer to Appendix A of the Draft EIR.

- **Aesthetics:** The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would allow development to occur in the City in both vacant and underdeveloped portions of the community, and that the introduction/expansion of urban uses into these areas has the potential to interrupt views of natural features, open space, the hillsides, and agricultural resources, reducing

the aesthetic value of these resources. Additionally, new development in the City was found to increase the amount of light and glare in the community, particularly in areas planned for nonresidential development, such as retail and general commercial. It was also found that future development under the General Plan has the potential to change the visual character of the City.

To minimize and mitigate the impacts on aesthetics, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented the following five mitigation measures: Mitigation Measure A1 requires the City to implement the City's Gateway Guidelines; Mitigation Measure A2 requires the City to strengthen and require compliance with the City's Design Guidelines; Mitigation Measure A3 requires the City to improve the Lighting Ordinance; Mitigation Measure A4 requires the City to implement landscaping requirements for all proposed projects; and Mitigation Measure A5 requires the City to review all discretionary projects for aesthetics impacts. The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of Mitigation Measures A1 through A5, the potential citywide aesthetics impact would be reduced to a less than significant level.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that aesthetic impacts associated with the FGAs, which includes the West Area Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). Any future development under the approved General Plan, which includes all development under the project, would be required to comply with the above referenced regulations, policies, and standards. Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). This topic did not warrant additional analysis and was not addressed further in the EIR.

- **Agriculture and Forest Resources:** The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would result in the conversion of 3,525 acres of agriculture lands to urban uses. The *Final Environmental Impact Report* also indicates that General Plan buildout would result in agricultural activity in proximity to residential and other urban uses, which may result in conflicts between the uses. It is noted that agricultural activity can cause nuisances related to air quality and noise that may disturb surrounding development. Urban activities may also negatively affect nearby agricultural uses, as increased vandalism often occurs and the introduction of domestic animals may disturb certain agricultural activities.

  The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of Mitigation Measures AG1 through AG4, the impacts on potential compatibility issues would be reduced to a less than significant level; however, while the impacts on agricultural conversion would be reduced to the extent feasible, a significant and unavoidable impact would remain related to the loss of important farmland. Mitigation AG5 specifically addressed Agricultural

Land Conservation Easement Program, which states that the City will work with the County of Monterey and other local jurisdictions to create and implement an agricultural land conservation easement program, including such measures as securing the dedication of easements or by paying a mitigation fee that could be used to purchase easements through a mitigation bank. Additionally, in 2006, the City Council adopted Resolution No. 19422, approving the Agricultural Land Preservation Program. The resolution adopted a $750.00 per acre mitigation fee for agricultural lands currently designated by the California Department of Conservation's Farmland Mapping Program as "Prime" or "of Statewide Importance."

The City of Salinas certified the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), adopted a statement of overriding considerations relative to this significant and unavoidable impact, and approved the Salinas General Plan.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that agricultural impacts associated with the FGAs, which includes the Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002).

Any future development under the approved General Plan, which includes all development under the project, would be required to comply with the above-referenced regulations, policies, and standards. Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). This topic did not warrant additional analysis and was not addressed further in the EIR.

- **Geology and Soils:** Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). This topic did not warrant additional analysis and was not addressed further in the EIR.

- **Hazards and Hazardous Materials:** While the Draft EIR analyzes Hazards and Hazardous Materials, several topics were determined to not warrant additional analysis within the Chapter.

  The land uses proposed within the Specific Plan Area would not be expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, these uses are not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Furthermore, the project is not located in the vicinity of an airport or private airstrip; therefore, it would not result in a safety hazard related to air traffic for people residing or working in the Specific Plan Area. These topics did not warrant additional analysis and were not addressed further in the EIR.

Separately, the City has adopted a Multi-hazard Emergency Plan, which serves as extensions of the California Emergency Plan and the Emergency Resource Management Plan. The purpose of the Multi-hazard Emergency Plan is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The Emergency Operations Center (EOC) in City Hall serves as the center of the City's emergency operations. The Plan also addresses evacuation and movement of people in the event of an emergency. The project does not impair implementation of or physically interfere with the Multi-hazard Emergency Plan. Implementation of the project would have a less than significant impact relative to this environmental topic and is not further analyzed or addressed further in the EIR.

Lastly, the project is not located in an area that is considered a high risk for wildfires. The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Implementation of the proposed project would have a less than significant impact relative to this environmental topic and is not further analyzed or addressed further in the EIR.

- **Land Use and Planning:** The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the impacts would be reduced to a less than significant level with mitigation.

  Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan Area, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002).

  The City certified the Final Supplemental EIR and approved annexation of the North of Boronda FGA, which includes the West Area Specific Plan. The project, as proposed, is consistent with the Greater Salinas Area Memorandum of Understanding (GSA MOU). All development under the project would be required to comply with the regulations, policies, and standards identifies in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). Implementation of the project would not result in any new significant adverse impacts beyond those addressed within these supporting documents. This topic did not warrant additional analysis and is not addressed further in the EIR.

- **Mineral Resources:** It was determined in the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) that development of the FGA, including the Specific Plan Area, would not have a significant impact on mineral resources or mining activities. As such, implementation of the project would have no impact on mineral resources and this topic did not warrant additional analysis and is not addressed further in the EIR.

- **Population and Housing:** While the Draft EIR analyzes Population and Housing, several topics were determined to not warrant additional analysis within the Chapter.

The Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) noted that the General Plan would not result in the displacement of substantial numbers of existing housing units or persons since the majority of the FGA designated for future development consists of vacant, agricultural, or redevelopment of nonresidential land. Additionally, any individual units that require removal would be offset by the increase in housing by the development of approximately 18,397 additional dwelling units at General Plan buildout.

The project would necessitate the removal of some existing houses within the Specific Plan Area; however, removal of any individual units would be offset by the increase in housing by the development of approximately 4,340 additional dwelling units at Specific Plan buildout. As such, the project would not displace substantial numbers of existing housing or people. Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). This topic did not warrant additional analysis and is not addressed further in the EIR.

- **Recreation:** While the project would increase the demand for parks and other recreational facilities based on the population growth, the amount of parkland and open space provided within the Specific Plan Area sufficiently meets the City's parkland requirements. Construction of the parks would not result in any new significant adverse impacts beyond those addressed in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). This topic did not warrant additional analysis and is not addressed further in the EIR.

- **Transportation and Circulation:** While the Draft EIR analyzes Traffic and Circulation, several topics were determined to not warrant additional analysis within the Chapter.

  The project is not located in the vicinity of an airport or airstrip; therefore, it would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Implementation of the project would have no impact relative to this environmental topic

The remaining issues areas and checklist questions are analyzed in the EIR. The EIR includes an analysis of the following issue areas:

- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gases and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Population and Housing

- Public Services
- Transportation and Circulation
- Utilities

The City circulated the DEIR for public and agency review on February 27, 2019. A public review period of 45 days was provided on the DEIR and ended on April 15, 2019. This period satisfied the requirement for a 45-day public review period as set forth in Section 15105 of the CEQA Guidelines.

V. RECORD OF PROCEEDINGS

In accordance with Public Resources Code section 21167.6, subdivision (e), the record of proceedings for the City's decision on the project includes the following documents:

- The NOP and all other public notices issued by the City in conjunction with the project;

- All comments submitted by agencies or members of the public during the comment period on the NOP;

- The Draft EIR for the project (February 2019) and all appendices;

- All comments submitted by agencies or members of the public during the comment period on the Draft EIR;

- The Final EIR for the project, including comments received on the Draft EIR and the responses to those comments and appendices;

- Documents cited or referenced in the Draft EIR and Final EIR;

- The mitigation monitoring and reporting program for the project;

- All findings and resolutions adopted by the City Council in connection with the project and all documents cited or referred to therein;

- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the project;

- The Draft West Area Specific Plan;

- All documents submitted to the City by other public agencies or members of the public in connection with the project, up through the close of the Planning Commission public hearing, and the close of the City Council public hearing;

- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the project;

- Any documentary or other evidence submitted to the City at such information sessions, public meetings, and public hearings;

- The City of Salinas General Plan and all environmental documents prepared in connection with the adoption of the General Plan;

- Any and all resolutions approved by the City regarding the project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;

- Matters of common knowledge to the City, including, but not limited to federal, state, and local laws and regulations;

- Any documents expressly cited in these findings, in addition to those cited above; and

- Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The documents constituting the record of proceedings are available for review by responsible agencies and interested members of the public during normal business hours at the City of Salinas Community Development Department, 65 West Alisal Street, Salinas, California 93901. The custodian of these documents is the Community Development Director. Without exception, any documents set forth above not found in the project files fall into one of two categories. Many of them reflect prior planning or legislative decisions of which the City Council was aware in approving the project. (See *City of Santa Cruz v. Local Agency Formation Commission* (1978) 76 Cal.App.3d 381, 391-392; *Dominey v. Department of Personnel Administration* (1988) 205 Cal.App.3d 729, 738, fn. 6.) Other documents informed the experts who provided advice to City Staff or consultants, who then provided advice to the City Council. For that reason, such documents form part of the underlying factual basis for the City Council's decisions relating to the approval of the project. (See Pub. Resources Code, § 21167.6(e)(10); *Browning-Ferris Industries v. City Council of City of San Jose* (1986) 181 Cal.App.3d 852, 866; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 153, 155.)

VI. CONSISTENCY WITH APPLICABLE PLANS

This section includes a review of the project's relationship to the General Plan, other land use related documents/agreements, and to regional plans and identifies whether inconsistencies with these plans may exist.

Consistency with the Salinas General Plan

The Salinas General Plan states the City's vision for the community's future and outlines goals, policies and implementation measures to achieve its vision. The General Plan also projects the population, dwelling units, and non-residential building square footage associated with the future

buildout of the Land Use Plan, also referred to as General Plan buildout. Typically, General Plan buildout is decades beyond the 20-year General Plan planning cycle.

As described in CEQA Guidelines section 15125, subdivision (d), an EIR must discuss any inconsistencies between a proposed project and applicable general plans, specific plans, and regional plans. Such regional plans include, but are not limited to, the applicable air quality attainment or maintenance plan, area-wide waste treatment and water quality control plans, regional transportation plans, regional housing allocation plans, regional blueprint plans, plans for the reduction of greenhouse gas (GHG) emissions, habitat conservation plans, and natural community conservation plans.

New Urbanism principles, a component of the General Plan Land Use Element, were used to design a land use plan for the project that is compact and pedestrian-friendly, with a mixture of uses surrounding activity centers/neighborhood local points in the Specific Plan Area. Higher density residential uses are proposed around retail, recreation, and public uses and all of these core activity centers are proposed to be connected with pedestrian, bicycle, and transit systems.

The quantifiable objectives of the project include the development of up to 4,340 residential dwelling units (with a minimum of 3,553 required under the General Plan), up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities (including three elementary schools, a high school, middle school, supplemental detention/retention basins and 11 parks). It is anticipated that Specific Plan Area will have up to 15,928 residents at project build-out. This is consistent with the expected intensity of development within the Specific Plan Area under General Plan buildout conditions as analyzed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002).

The Salinas General Plan requires the approval of Specific Plans prior to development of any land in the North of Boronda Future Growth Area (FGA). The West Area Specific Plan includes certain development regulations and design standards that are intended to be specific to the Specific Plan Area. Where there is a matter or issue not specifically covered by the Specific Plan development regulations and design standards, the Salinas Zoning Code would apply. Where there is a conflict between the Specific Plan and the Zoning Code, the Specific Plan would prevail.

The Specific Plan is intended to be adopted by the City Council and to serve as a tool for the City of Salinas to implement. The Specific Plan is to be used by designers, developers, builders, and planners, to guide development of the Specific Plan Area. The land use, development standards, and design guidelines are provided to ensure that all proposed developments remain consistent with the vision established by the Specific Plan as the project is built over time. The Specific Plan development concepts, design guidelines, and standards are in accordance with the City's General Plan, Municipal Ordinances, and City Specifications. The Specific Plan shall be used to review, process, and approve development proposals for individual parcels/project sites within the Specific Plan Area, including but not limited to site specific development applications and site improvement plans.

The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that the General Plan may impact the related land use plans and policies that have

been adopted to avoid or mitigate an environmental effect. The Salinas Zoning Code, Salinas Redevelopment Plan, Greater Salinas Area Plan, Salinas Municipal Airport Master Plan, Monterey County Airport Land Use Plan, GSA MOU, are specifically mentioned. Of these seven documents, the project does not affect an existing Specific Plan, the Salinas Municipal Airport Master Plan, or the Monterey County Airport Land Use Plan, and the Salinas Redevelopment Plan is no longer in effect. These topics are not discussed further, but the other three are discussed below.

Salinas Zoning Code

The Specific Plan Area is currently zoned NI with a Specific Plan Overlay. The project includes a rezone to NE/Low Density Residential, NG-1/Medium Density Residential, NG-2/High Density Residential, VC, PS, P and OS. A Specific Plan Overlay District is also applicable to each Zoning District. The purpose of the rezone is to ensure consistency between the proposed General Plan Land Use Designations and Zoning. With the approval of the rezoning application, the Specific Plan would be consistent with the Salinas Zoning Code.

City/County Greater Salinas Area Memorandum of Understanding

In 2006, the City and the County adopted the GSA MOU to allow for annexation and development of specific parcels that are located outside of the Future Growth Areas as illustrated in the General Plan. These areas were not contemplated for annexation and development at the time the General Plan was adopted. These areas include, but are not limited to, the "Unikool", Boronda Road, and Fresh Express sites.

The GSA MOU describes the intent of each agency to consider annexation of the subject growth areas and identifies framework conditions under which annexations could be considered. The following excerpt from the Preface of the GSA MOU identifies its general intent:

"This Memorandum of Understanding (MOU), by and between the County of Monterey (County) and the City of Salinas (City), is to set forth certain agreements between the parties to express their intent to jointly pursue action to assure orderly and appropriate land use development in the area designated in the General Plan of Monterey County as the Greater Salinas Area Plan area and in the City of Salinas. Specific objectives to be achieved through the implementation of the land use and associated policies included in this MOU are the preservation of certain agriculture land, the provision of future growth areas, and the provision of adequate financing for the services and facilities of benefit to the residents of the Greater Salinas Area Plan area and the City."

With the adoption of the GSA MOU, both the City and the County acknowledged that additional development outside the City's Future Growth Areas would be considered subject to amendment of the City's SOI and annexation of such areas to the City. The GSA MOU also includes a set of points of agreement that govern future annexations and associated development. Among other topics, the points of agreement address the future direction of City growth, agricultural mitigation, traffic impacts, and storm drainage. The GSA MOU states that the direction of future growth of the City shall be to the north and east of the current city limits, except as otherwise provided for in the GSA MOU.

To minimize and mitigate the potential impacts, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented the following two mitigation measures: Mitigation Measure LU5 requires the City to continue to cooperate with the County of Monterey to implement the GSA-MOU, which directs that City growth generally to the north and east away from the most productive farmland; and Mitigation Measure LU6 requires the City to encourage City-centered growth and give priority to redevelopment and infill projects that reduce development pressure on agricultural lands. The City will also establish an incentive program to promote these projects, such as priority permit processing and density bonuses for such developments. The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of this mitigation measure, the impact would be reduced to a less than significant level.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan Area, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). The City certified this EIR and approved annexation of the North of Boronda FGA, which includes the WASP. The project as proposed is consistent with the GSA-MOU. All development under the project would be required to comply with the above-referenced regulations, policies, and standards.

Greater Salinas Area Plan

The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that implementation of General Plan will result in development outside the existing City limits, into the Greater Salinas Planning Area. Development occurring outside of the City limits is subject to the Greater Salinas Area Plan. The implementation of the General Plan may conflict with the Greater Salinas Area Plan, resulting in a significant impact.

To minimize and mitigate the potential impacts, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented Mitigation Measure LU2, which requires the City to be consistent with a portion of Draft Policy LU 3.4 of the Monterey County Draft General Plan, and to cooperate with LAFCO and the County of Monterey to direct growth outside the City limits to the Future Growth Area, on lands that are served or are planned to be served, with a full range of urban services, such as public water and sewer, an extensive road network, public transit, safety and emergency response services, parks, trails, and open space. The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of this mitigation measure, the impact would be reduced to a less than significant level.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). The City certified this EIR and approved annexation of the North of Boronda Future Growth Area, which includes the Specific Plan. The project as proposed is consistent with the Greater Salinas Area Plan. All development

under the project would be required to comply with the above-referenced regulations, policies, and standards.

VII. FINDINGS REQUIRED UNDER CEQA

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute provides that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to provide that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in Public Resources Code section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR. The second permissible finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and that such changes have been adopted by, or can and should be adopted by, such other agency. The third potential conclusion is that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR. (CEQA Guidelines, § 15091, subd. (a).)

As explained elsewhere in these findings, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors. The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506-1509 (court upholds CEQA findings rejecting alternatives in reliance on project's objectives); see also *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 (*CNPS*) (an alternative "'may be found infeasible on the ground it is inconsistent with the project objectives as long as the finding is supported by substantial evidence in the record'") (quoting Kostka & Zischke, *Practice Under the Cal. Environmental Quality Act* [Cont.Ed.Bar 2d ed. 2009] (*Kostka*), § 17.309, p. 825); *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165, 1166 (*Bay-Delta*) ([i]n the CALFED program, feasibility is strongly linked to achievement of each of the primary program objectives"; "a lead agency may structure its EIR alternative analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basic goal).) Moreover, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133

Cal.App.3d 410, 417 (*City of Del Mar*); see also *CNPS, supra,* 177 Cal.App.4th 957 (after weighing "'economic, environmental, social, and technological factors,' ... 'an agency may conclude that a mitigation measure or alternative is impractical or undesirable from a policy standpoint and reject it as infeasible on that ground) (quoting Kostka, *supra,* § 17.29, p. 824))

For purposes of these findings (including the table described in Section IX below), the term "avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. In contrast, the term "substantially lessen" refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less than significant level.

As explained above, CEQA requires that the lead agency adopt feasible mitigation measures or, in some instances, feasible alternatives to substantially lessen or avoid significant environmental impacts that would otherwise occur. With respect to a proposed project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons that the agency found that the project's benefits outweigh its unavoidable adverse environmental effects. The City of Salinas' Statement of Overriding Considerations for the project is included herein in Section XI below.

VIII. MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring and Reporting Program (hereinafter "MMRP") has been prepared for the project, and is being approved by the City Council by Resolution 2019-__(N.C.S.). The City will use the MMRP to track compliance with project mitigation measures. The MMRP will remain available for public review during the compliance period. The Final MMRP is Exhibit "B" of the aforementioned resolution and is approved in conjunction with these Findings of Fact.

IX. SIGNIFICANT EFFECTS AND MITIGATION MEASURES

The EIR identified a number of significant and potentially significant environmental effects (or impacts) that the project will cause or contribute to. Most of these significant effects can be fully avoided through the adoption of feasible mitigation measures. Other effects, however, cannot be avoided by the adoption of feasible mitigation measures or alternatives, and thus will be significant and unavoidable. Some of these unavoidable significant effects can be substantially lessened by the adoption of feasible mitigation measures. Other significant, unavoidable effects cannot be substantially lessened or avoided. For reasons set forth in Section XI however, the City Council has determined that overriding economic, social, and other considerations outweigh the significant, unavoidable effects of the project.

The City Council's findings with respect to the project's significant effects and mitigation measures are set forth in the Table of Impacts, Mitigation Measures, and CEQA Findings attached to these findings. The findings set forth in the table are hereby incorporated by reference.

This table does not attempt to describe the full analysis of each environmental impact contained in the EIR. Instead, the table provides a summary description of each impact, describes the

applicable mitigation measures identified in the Draft EIR or Final EIR and adopted by the City Council, and states the City Council's findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Draft and Final EIRs, and these findings hereby incorporate by reference the discussions and analyses in those documents supporting the Final EIR's determinations regarding mitigation measures and the projects' impacts and mitigation measures designed to address those impacts. In making these findings, the City Council ratifies, adopts, and incorporates into these findings the analyses and explanations in the Draft EIR and Final EIR, and ratifies, adopts, and incorporates in these findings the determinations and conclusions of the Draft EIR and Final EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

By Resolution 2019-__(N.C.S.), the City Council adopts all of the mitigation measures identified in the table.

X. PROJECT ALTERNATIVES

A. Basis for Analysis of the Feasibility of Alternatives

Public Resources Code section 21002, a key provision of CEQA, provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects."

Where a lead agency has determined that, even after the adoption of all feasible mitigation measures, a project as proposed will still cause one or more significant environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA. Although an EIR must evaluate this range of *potentially* feasible alternatives, an alternative may ultimately be deemed by the lead agency to be "infeasible" if it fails to fully promote the lead agency's underlying goals and objectives with respect to the project. (*City of Del Mar, supra,* 133 Cal.App.3d at p. 417) "'[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*Ibid*.; see also *CNPS, supra,* 177 Cal.App.4th at p. 1001.) Thus, even if a project alternative will avoid or substantially lessen any of the significant environmental effects of the project, the decision-makers may reject the alternative if they determine that specific considerations make the alternative infeasible.

Under CEQA Guidelines section 15126.6, the alternatives to be discussed in detail in an EIR should be able to "feasibly attain most of the basic objectives of the project [.]" For this reason, the Objectives described above provided the framework for defining possible offsite alternative project locations. (See *Bay-Delta, supra,* 43 Cal.4th at p. 1166). The project objectives are set out

above in section III.C. Based on the requirements of CEQA Guidelines section 15126.6 and the Project's Objectives, the following alternatives to the project were identified:

No Project (No Build) Alternative

The CEQA Guidelines (Section 15126.6[e]) require consideration of a no project alternative that represents the existing conditions, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved. For purposes of this analysis, the No Project (No Build) Alternative assumes that development of the Specific Plan Area would not occur, and the Specific Plan Area would remain in its current agricultural condition. It is noted that the No Project (No Build) Alternative would fail to meet the project objectives identified for the West Area Specific Plan and is inconsistent with the goals of the General Plan for the future growth areas of the City.

Reduced Land Area Project Alternative

Under this alternative, the Specific Plan Area would be developed with the same components as described in the Project Description, but the area utilized for the development (i.e., the project footprint) would be reduced by approximately 20 percent. Under this alternative, approximately 162 acres of land in the northeast corner of the Specific Plan Area would be removed. This removed area would include the 52.85-acre Mortensen property (APN 21101108) and the 108.32-acre Madolora/Global property (APN 21101109), which are shown on Figure 5.0-1. The resultant Specific Plan Area would include approximately 635 acres. The proposed land uses within this area identified for removal under this alternative would be incorporated into the remaining 635 acres of the Specific Plan Area, which would increase the residential density of the Specific Plan Area under this alternative, while retaining the same number of residences, mixed use commercial areas, schools, parks, etc. as the project. This alternative would establish a site for a third 10.0-acre elementary school to be developed by the Santa Rita Union School District (District). However, if the District decides against the elementary school siting, the area would instead be residential units.

Under this alternative the average residential density (units per net acre) would increase from 9.0 to approximately 11.3 units/acre. It is assumed that the number of NE parcels would be reduced, and the number of NG-1 parcels would increase. The proposed Village Center would remain unchanged under this alternative, and would still include up to 571,500 square feet of mixed use commercial floor area and a minimum of 91 dwelling units.

Reduced Residential Intensity/Density Project Alternative

Under this alternative, the Specific Plan Area would be developed with a reduction in the overall residential intensity/density while maintaining the approximate overall project footprint. For the purposes of discussion, this option considers a 25 percent reduction in the intensity/density of the residential components of the project while maintaining the approximately 797-acre project footprint. This would result in fewer residential lots, but larger lot sizes. This alternative would result in up to 3,255 residential units. This alternative would retain the approximately 571,500 square feet of mixed commercial uses, the five proposed schools (three elementary, one middle, and one high school), and the same acreage of parks and detention basins as the project.

Under this alternative, the average residential density (units per net acre) would decrease from 9.0 to approximately 6.8 units/acre. It is assumed that the number of NE parcels would be increased, and the number of NG-1 and NG-2 parcels would increase. The proposed Village Center would remain unchanged under this alternative, and would still include up to 571,500 square feet of mixed use commercial floor area and a minimum of 91 dwelling units.

This alternative, based upon residential overall density, is inconsistent with the Salinas General Plan's standards for the Specific Plan Area, which require a minimum of 3,553 residential units within the Specific Plan Area, and the incorporation of New Urbanism concepts which mandates that new residential development have a minimum average density of 9 dwelling units per net residential acre. A General Plan Amendment would be required.

Smaller-scale Project Alternative

Under this alternative, the Specific Plan Area would be reduced by approximately 33 percent and the proposed residential and non-residential uses would also be reduced by approximately 33 percent. For the purposes of discussion, this alternative assumes that approximately 264 acres of land along the entire eastern boundary of the Specific Plan Area would be removed and remain as undeveloped agricultural land. The resultant Specific Plan Area under this alternative would be approximately 533 acres in size, and include up to 2,908 residential units, up to 382,905 square feet of commercial/mixed use building area, and up to 119 acres of public facilities (including two elementary schools, a high school, a middle school, open space (including supplemental detention/retention basins) and up to 8 parks). The number of residential units under this alternative would not meet the minimum of 3,553 residential units as provided within the City of Salinas General Plan. The residential densities under this alternative would be similar to the project.

The City Council finds that that a good faith effort was made to evaluate all potentially feasible alternatives in the EIR that are reasonable alternatives to the project and could feasibly obtain the basic objectives of the project, even when the alternatives might impede the attainment of the project objectives and might be more costly. As a result, the scope of alternatives analyzed in the EIR is not unduly limited or narrow. The City Council also finds that all reasonable alternatives were reviewed, analyzed and discussed in the review process of the EIR and the ultimate decision on the project. (See, e.g., DEIR, pp. 6-5 to 6-55)

1. Significant, Unavoidable Impacts of the Project

The significant and unavoidable impacts of the project are set out in detail below in Section XI.A.

2. Scope of Necessary Findings and Considerations for Project Alternatives

As noted above, these findings address whether the various alternatives substantially lessen or avoid any of the significant unavoidable impacts associated with the project and also consider the feasibility of each alternative. Under CEQA, "[f]easible means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic,

environmental, legal, social, and technological factors." (CEQA Guidelines § 15364). As explained earlier, the concept of feasibility permits agency decision makers to consider the extent to which an alternative is able to meet some or all of a project's objectives. In addition, the definition of feasibility encompasses "desirability" to the extent that an agency's determination of infeasibility represents a reasonable balancing of competing economic, environmental, social, and technological factors supported by substantial evidence.

In identifying potentially feasible alternatives to the project, the following project objectives were considered:

1. Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly.

2. Provide a variety of land uses in easy walking distance of housing including a mixed use village, parks, and schools to reduce vehicle miles traveled.

3. Provide parks and other public green space in accordance with General Plan standards that are designed to be safe and easily accessible to residents.

4. Provide a variety of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages.

5. Provide public services and infrastructure improvements that achieve and maintain City service standards.

6. Provide an inviting tree-lined street system which incorporates traffic calming and other measures.

7. Establish an interconnected sidewalk/path and open space system throughout the development which links to the greater FGA and City as a whole.

8. Create a sense of place and unique identity through the use of entry treatments, landscaping, streetscapes, public art, decorative street lighting, pedestrian amenities and other elements.

9. Provide for a reasonable jobs/housing balance.

10. Provide opportunities for senior housing.

11. Provide for a site/parcel-based post-construction SCMs/LID to the maximum extent practicable.

As noted near the beginning of these findings, moreover, the City is keenly aware that the State Legislature has declared that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives." (Government Code section 65589.5.) The Legislature notes that "California housing has become the most

expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing." The Legislature further found that "Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration." The legislative intent of Government Code section 65589.5 is to "significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled." The State Legislature established its policy direction in the statute as follows: "It is the policy of the state that this section should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing."

The following two overarching project objectives are therefore presented here as a response to: 1) the State Legislature's declaration of a housing crisis in California, 2) the State Legislature's policy direction for the provision of more housing, 3) the Salinas City Council's more than 30 years of planning for urban development within the FGAs, which includes the West Area Specific Plan, and 4) the Salinas City Council's policy direction as provided in the approved FGAs and General Plan:

- Objective 1: Respond to the State Legislature's declaration of a housing crisis in California, and their policy direction that local governmental agencies provide more housing, by including provisions for the construction of new housing supply within the West Area Specific Plan.
- Objective 2: Respond to the Salinas City Council's long-term vision and policy direction for new urban development to be focused in the Future Growth Areas, by including provisions the construction of new urban development consistent with the City of Salinas General Plan.

B. No Project (No Build) Alternative

In general, a CEQA "No Project Alternative" must "discuss the existing conditions …, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." (CEQA Guidelines, § 15126.6, subd. (e)(2).) When the proposed project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future. In such an instance, the no project alternative consists of evaluating the projected impacts of the proposed plan to the impacts that would occur under the existing plan. "Typically, this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan. (*Id.*, subd. (e)(3)(A).)

1. Analysis of No Project (No Build) Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed, and there would be no net change in emissions and no potential for a conflict with any adopted plans or policies related to air quality. As such, the project level and cumulative impacts would be greatly reduced when compared to the project.

Biological Resources

Under the No Project (No Build) Alternative, the West Area Specific Plan would not be constructed, no habitat would be removed, no wetlands disturbed, and no ground disturbing activities would occur. The Specific Plan Area would remain open to migration, foraging, nesting, and other uses by wildlife. Therefore, potential for impacts to biological resources would be eliminated under the No Project (No Build) Alternative. Impacts to biological resources would be reduced as compared to the project.

Cultural Resources

The No Project (No Build) Alternative would continue to result in ground disturbing activities associated with the agricultural operations (i.e., soil tilling); however, because the ground disturbance associated with farming has occurred for an extended period of time with no cultural resources being found it is anticipated that the continuation of these operations under this alternative would have a significantly reduced potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources, the No Project (No Build) Alternative would result in slightly less potential for impacts to cultural resources as the entire Specific Plan Area would continue to be used for agriculture production.

Greenhouse Gases and Climate Change

Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed, and there would be no net change in emissions and no potential for a conflict with any adopted plans or policies related to GHG reductions. As such, this impact would be reduced when compared to the project. This does not necessarily mean, however, that the No Project Alternative represents a better long-term policy outcome for climate than the project. California has a large housing need, and new housing will have to be built somewhere, if not the Specific Plan Area. As the California Supreme Court explained, "[g]iven the reality of growth, some greenhouse gas emissions from new housing and commercial developments are inevitable. The critical CEQA question is the cumulative significance of a project's greenhouse gas emissions, and from a climate change point of view it does not matter where in the state those emissions are produced." (*Center for Biological Diversity v. California Dept. of Fish and Wildlife* (2015) 62 Cal.4th 204, 220-221.)

Hazards and Hazardous Materials

Under the No Project (No Build) Alternative, no new land uses would be introduced to the Specific Plan Area, and the potential for hazardous material release in the Specific Plan Area would be reduced. Ongoing pesticide use would occur within the area to remain in agriculture, and this has the potential to generate negative health effects on existing residents located in the areas south and west of the Specific Plan Area. However, there would not be long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, because development would not occur. While the West Area Specific Plan is not anticipated to result in significant impacts associated with hazards and hazardous materials, the No Project (No Build) Alternative would result in less potential for impacts.

Hydrology and Water Quality

Under the No Project (No Build) Alternative, potential new water quality impacts from construction and operation of the West Area Specific Plan would be eliminated. Under this alternative, the land would be kept in its present state with the majority of the Specific Plan Area either fallow land or being used for agricultural purposes. The No Project (No Build) Alternative would have a greater chance of groundwater recharge because it would not introduce large areas of impervious surfaces as would the West Area Specific Plan. However, the beneficial impact of reducing the consumptive use of water by 2,078 acre-feet per year (AFY) (Cal Water, 2015) would not exist. This is a significant contribution in reducing overdraft in the Salinas Valley Ground Water basin.

The potential to result in the violation of water quality standards would be reduced under this alternative as compared with the project. However, there are some instances where the No Project (No Build) Alternative would have greater discharges of certain pollutants (such as erosion, sedimentation, pesticides release, etc.) when compared to the project. Nevertheless, overall, potential impacts related to hydrology and water quality would be reduced under this alternative.

Noise

Existing agricultural activities within the Specific Plan Area sometimes involve on-going noise sources such as agricultural equipment (e.g., tractors, harvesters, planters, etc.). Such noise sources are part of the existing ambient noise levels in the Specific Plan Area. Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed and there would be no potential for new noise sources; however, existing noise from agricultural operations would continue. As such, this alternative would have less impact relative to the project.

Population and Housing

Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed and the Specific Plan Area would not accommodate the City's anticipated growth. Growth would still be anticipated to occur within the region, but it would not be accommodated in the FGA, which has undergone extensive planning efforts by the City and community for over a decade. This outcome would not be consistent with the FGA and General Plan. The City would need to look

to other undeveloped areas of the region to develop for new housing, which would be expected to have environmental impacts that have not yet been assessed, but could well be worse than those of the West Area Specific Plan, particularly with respect to prime agricultural land, which is abundant in the region. Overall, this alternative would have a greater impact when compared to the project.

Public Services

Under the No Project (No Build) Alternative, there would be no increased demand for police, fire, schools, parks, or other public services. Alternatively, this alternative would result in no new school or park facilities, which are designed to accommodate more than the demand that is generated by the West Area Specific Plan. Overall, this alternative would have a slightly greater impact to public services when compared to the project.

Transportation and Circulation

Under the No Project (No Build) Alternative, there would be no new traffic generated within the Specific Plan Area. This alternative would also not result in new traffic improvements on the City's roadway system and it would not result in payments of traffic impact fees into the City's Capital Improvement Program (CIP) that would be used for the roadway system. Existing deficiencies in the traffic system would not receive the benefit of improvements to improve existing deficiencies; however, this would be more than offset by the fact that there would be no new contribution to degrading traffic levels of service at a project and cumulative level. Overall, this alternative would have less of an overall traffic impact than the project. Still, the growth for which there is market demand would still be anticipated to occur somewhere else within the region, possibly in areas that could result in transportation effects worse than those of the West Area Specific Plan.

Utilities

Under the No Project (No Build) Alternative, the Specific Plan Area would not have an increased demand for wastewater, storm drainage, or solid waste disposal. There would be no new impacts on these utilities and there would be no need to construct new infrastructure. Therefore, overall, the impact on wastewater, solid waste, and storm drainage would be reduced under this alternative. In conclusion, the No Project (No Build) Alternative would not result in a beneficial impact to groundwater recharge. However, this alternative would decrease the amount of solid waste and wastewater generated at the site, and would not require construction of new utilities infrastructure. Overall, the No Project (No Build) Alternative would not add new impacts to wastewater, storm drainage, or solid waste disposal systems, but would not result in the beneficial impacts to the groundwater system.

2. Feasibility of No Project (No Build) Alternative

The No Project (No Build) Alternative is the environmentally superior alternative because it results in the least adverse environmental impacts when compared to the project. However, the No Project (No Build) Alternative would fail to meet the project objectives identified for the

West Area Specific Plan and is inconsistent with the goals of the General Plan for the future growth areas of the City.

The City Council finds the No Project (No Build) Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the Project.

C. Reduced Land Area Project Alternative

1. Analysis of Reduced Land Area Project Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the Reduced Land Area Project Alternative, the Specific Plan Area would be developed with a 20 percent smaller development area, with an overall increase in residential density. Although the number of users would be the same under this alternative as compared with the project, this alternative has reduced mobile emissions when compared to the project, due to the more compact design of this alternative. It was assumed that mobile emissions under this alternative would be reduced by approximately twenty percent (as compared to the project), the same amount as the reduction in the size of this alternative's footprint when compared to the project. However, project operational activities under this alternative would still exceed the threshold of significance and generate a significant and unavoidable impact for reactive organic compounds (ROG), nitrogen oxides (NO_x), and respirable particulate matter (PM_{10}) at buildout.

This alternative would provide more compact development than the project, providing greater opportunities for non-motorized transportation choices (such as walking or cycling). This would slightly reduce vehicle miles travelled (VMT) as compared to the project, which would slightly the mobile source emissions.

The Reduced Land Area Project Alternative would have greater impacts with respect to Air Quality Impact 3.1-1, which is identified as "the potential to conflict with or obstruct implementation of the applicable air quality plan." This is because the Association of Monterey Bay Area Governments (AMBAG), in consultation with the City of Salinas, included the North of Boronda FGA (inclusive of the West Area Specific Plan) within the AMBAG 2018 Regional Growth Forecast. The AMBAG 2018 Regional Growth Forecast feeds into the Monterey Bay Air Resources Board's (MBARD) 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) as well as the future version of the Air Quality Management Plan (AQMP). Therefore, while an increase in density has the potential to reduce mobile source emissions if residents chose alternative transportation modes (i.e., walk/bike/transit instead of driving a vehicle), this is not guaranteed to occur given that the choice to drive is still convenient and economical for most residents under this residential density in a suburban environment. The increased residential density under this alternative was not specifically planned for in the MBARD planning documents and within the AMBAG forecasts. Nevertheless, due to the reduced footprint and slightly reduced VMT, this impact would be slightly reduced when compared to the West Area Specific Plan.

Biological Resources

Under the Reduced Land Area Project Alternative, less habitat would be removed, and fewer ground disturbing activities would occur. It is still anticipated that the drainage ditches along Boronda Road would be eliminated (i.e., fill activity). A portion of the Specific Plan Area (twenty percent) would remain open to migration, foraging, nesting, and other uses by wildlife. The balance of the Specific Plan Area (eighty percent of site) would be developed and no longer available for migration, foraging, nesting, and other uses by wildlife. This would still be a significant and unavoidable impact, and would be cumulatively considerable.

When compared to the Specific Plan, potential for impacts to biological resources would be reduced under the Reduced Land Area Project Alternative proportionate to the reduction in developed area estimated at twenty percent.

Cultural Resources

The Reduced Land Area Project Alternative would result in fewer ground disturbing activities and would have a slightly reduced potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources with mitigation, the Reduced Land Area Project Alternative would result in slightly less potential for impacts to cultural resources, as a portion of the Specific Plan Area would remain undeveloped.

Greenhouse Gases and Climate Change

The Reduced Land Area Project Alternative would not develop approximately 162 acres that is proposed to be developed under the project. This would provide more compact development, creating more opportunities for non-motorized transportation options (such as walking or cycling). This is likely to reduce overall VMT as compared to the project. This would reduce mobile-related GHG emissions by an amount approximately equivalent to proportional reduction in the size of the Specific Plan Area (twenty percent) under this alternative, as compared with the project. Total operational emissions would be reduced by approximately 11 percent under this scenario, as compared to the project. However, Specific Plan Area operational activities under this alternative would be expected to generate a significant and unavoidable impact on operational greenhouse gases.

With a total projected service population of 16,785 (same as the project), this alternative would generate approximately 2.53 metric tons of carbon dioxide equivalent (MT CO_2e)/service population/year in the mitigated scenario (in Year 2035). This value is above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035. However, this value is below the per service population estimate for the project of 2.84 MT CO_2e/service population/year (in Year 2035). Therefore, the emissions per capita under this alternative would be reduced as compared with the project. This impact would be slightly reduced when compared to the project.

Hazards and Hazardous Materials

Under the Reduced Land Area Project Alternative, the land area to be developed would be reduced by 20 percent and the potential for exposure to hazardous materials, or a release of hazardous materials would be reduced proportionately. Ongoing pesticide use would occur within the area to remain in agriculture, and this would have the potential to generate negative health effects on new residents in the development. Similar to the project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production. Any negative health effects associated with the residuals of these chemicals would be alleviated through compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. While the West Area Specific Plan is not anticipated to result in significant impacts associated with hazards and hazardous materials, the Reduced Land Area Project Alternative would result in slightly less potential for impacts.

Hydrology and Water Quality

Implementation of the West Area Specific Plan has the potential to result in the violation of water quality standards and waste discharge of pollutants into surface waters during both construction and long-term operations. Construction operations could result in temporary increases in runoff, erosion, sedimentation, soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas. The long-term operation of the West Area Specific Plan could result in long-term impacts to surface water quality from urban stormwater runoff and could enter groundwater or surface water systems. Additionally, the proposed project would result in new impervious surfaces that could reduce rainwater infiltration and groundwater recharge. Mitigation measures incorporated into the project would reduce potential water quality impacts to a less than significant level. The West Area Specific Plan would not place persons or structures in a flood hazard zone.

Under the Reduced Land Area Project Alternative, potential water quality impacts from construction and operation of the West Area Specific Plan would be reduced. Under this alternative, the developed area would be reduced by 20 percent when compared with the project. The Reduced Land Area Project Alternative would have a greater chance of groundwater recharge because it would reduce the amount of impervious surfaces by 20 percent as compared to the West Area Specific Plan. The areas that would not be developed (i.e., the 162 acres of land in the northeast corner of the Specific Plan Area) would remain under agricultural production. While the 162-acre agricultural area would provide opportunities for groundwater recharge, the agricultural uses would continue to require intensive groundwater pumping for the agricultural production. The higher amount of groundwater pumping required for the 162-acres of agricultural use under this alternative would result in a greater impact on the Salinas Valley Ground Water basin, when compared to the project. The amount of total consumptive water usage reduced by this alternative when compared to the existing uses in the Specific Plan Area would be approximately 1,666 AFY, compared with the approximately 2,078 AFY estimated to be saved by the proposed project. That is, buildout this alternative would save approximately 412

AFY less water than buildout of the proposed project. This would increase risks to the groundwater basin associated with seawater intrusion, when compared to the proposed project.

Under this alternative, there are some instances where the undeveloped portions of the Specific Plan Area would have greater discharges of certain pollutants (such as erosion, sedimentation, pesticides release, etc.) when compared to the project. Additionally, while the potential to result in water quality violations would be reduced under this alternative when compared with the project, the higher amount of groundwater pumping under this alternative would result in a greater impact on the Salinas Valley Ground Water basin, when compared to the proposed project. There would still be some benefit on the Salinas Valley Ground Water basin under this alternative because 80 percent of the land area would be converted into a use that would not require intensive groundwater pumping. As such, potential impacts related to hydrology and water quality would be increased under this alternative when compared to the project.

Noise

Under the Reduced Land Area Project Alternative, development would be reduced by 20 percent when compared with the project. As a result of less development, noise levels associated with traffic, stationary sources, and construction would be expected to be reduced under this alternative. Receptors would be subject to ongoing agricultural noise under this alternative. It is noted that, despite this reduction in the size of development under this alternative, it is expected that some noise levels associated with traffic, stationary sources, and construction would still generate a significant and unavoidable impact. As such, this alternative would have a reduced impact relative to the project.

Population and Housing

Under the Reduced Land Area Project Alternative, the project footprint would be reduced by 20 percent when compared with the project. However, although the residential density would increase from approximately 9.0 to 11.3 residential units per acre under this alternative, the number of residences developed under this alternative would be the same as for the proposed project. Overall, this alternative would have a equal impacts when compared to the project.

Public Services

Under the Reduced Land Area Project Alternative, the development area would be reduced by 20 percent. Residential and non-residential development would be equal under the Reduced Land Area Project Alternative; therefore, the demand for police, fire and other public services would be equal. This alternative would still result in development of public facilities (i.e. schools and parks) and would be required to pay the appropriate public safety impact fees. Overall, this alternative would have equal impacts to public services when compared to the project.

Transportation

Under the Reduced Land Area Project Alternative, the development area would be reduced by 20 percent. Residential and non-residential development would be equal under the Reduced Land Area Project Alternative; therefore, traffic generated in the Specific Plan Area would be equal.

This alternative would still result in new traffic improvements on the City's roadway system to accommodate the new traffic generated. It would also still result in payments of traffic impact fees into the City's CIP program that would be used for the roadway system. Existing deficiencies in the traffic system would receive some benefit of improvements to improve existing deficiencies; however, there would still be significant and unavoidable cumulative impacts to this topic under this alternative.

The Reduced Land Area Project Alternative would have "slightly greater" impact with respect to Transportation and Circulation Impact 3.10-7, which is identified as "impacts related to emergency access." The basis for this determination is that the increased density of the proposed project would increase congestion on existing and planned roadways as compared to the proposed project, given that fewer roadways would be developed under this alternative (because the APNs 211-011-008 and 211-011-009 would not be developed under this alternative). Specifically, Natividad Road (Major Arterial), Russell Road (Major Arterial), and Rogge Road would not be expanded with full frontage improvements under this alternative. Congestion is also expected to be slightly higher under this alternative compared to the proposed project, given the increased density of traffic (based on fewer roadway miles being developed under this alternative compared with the proposed project, and the increased density of the proposed project [to 11.3 residential units per acre under this alternative, compared to 9.0 residential units per acre under the proposed project]). This represents a slightly greater impact with respect to emergency access within the Specific Plan Area. It is noted that the significance determination under Transportation and Circulation Impact 3.10-7 would likely still be less than significant for the Reduced Land Area Alternative, similar to the proposed project; however, the roadway network will not have the same capacity as under the proposed project, so the determination remains "slightly greater."
Additionally, the Reduced Land Area Project Alternative would have a "slightly greater" impact with respect to Transportation and Circulation Impact 3.10-8, which is identified as "conflict with adopted multi-modal circulation policies, plans, or programs" or a "decrease [in] the performance or safety of public transit, bicycle, or pedestrian facilities." The basis for this determination is that the following roadways would not be developed in full under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane);
- Rogge Road frontage improvements.

Since these roadways would not be developed in full, as planned for by the proposed project, connectivity with the remainder of the City and County, including other areas within the City's FGA, would be more limited under the Reduced Land Area Project Alternative as compared to the proposed project. Overall, this alternative would have slightly greater traffic impacts than the project.

Utilities

This alternative would not save as much groundwater when compared to the proposed project. The amount of total consumptive water usage reduced by this alternative when compared to the

existing uses in the Specific Plan Area would be approximately 1,666 AFY, compared with the approximately 2,078 AFY estimated to be saved by the proposed project. That is, buildout this alternative would save approximately 412 AFY less water than buildout of the proposed project. This is due to the dramatically higher water usage under the current irrigated agricultural cultivation uses as compared with developed residential and/or commercial uses. This would increase risks to the groundwater basin associated with seawater intrusion, when compared to the project.

Although this alternative would save less groundwater than the project, generate a similar amount of solid waste, and demand a similar amount of water, this alternative would reduce impacts to stormwater compared to the project. Overall, the demand for utilities would be reduced under this alternative when compared to the project.

2. Feasibility of Reduced Land Area Project Alternative

The Reduced Land Area Project Alternative would slightly reduce impacts to air quality, biological resources, cultural resources, GHG and climate change, hazards, hydrology, noise, transportation, and utilities compared to the project. However, this alternative would potentially worsen impacts related to groundwater supplies and recharge (cumulative and project-level), population and housing, emergency vehicle access, and conflicts with adopted multi-modal circulation policies, plans, or programs. Further, this alternative does not meet the following project objectives:

- Provide public services and infrastructure improvements that achieve and maintain City service standards;
- Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole.

The Reduced Land Area Project Alternative does not fully meet the project objective to "Provide public services and infrastructure improvements that achieve and maintain City service standards" because the Reduced Land Area Project Alternative would develop fewer roadways, bicycle and pedestrian pathways, and other infrastructure improvements (such as well sites) when compared with the project.

Under this alternative, APNs 211-011-008 and 211-011-009, as shown in Figure 5.0-1 of the Draft EIR, would not be developed. The effect of this area not developing in accordance with the General Plan would be that the following roadways and infrastructure improvements would not be developed:

- Natividad Road (Major Arterial) expansion frontage improvements;
- Russell Road (Major Arterial) expansion;
- Rogge Road frontage improvements;
- The proposed water well #3 and water treatment site;
- The supplemental stormwater basins along Natividad Road; and
- Neighborhood Park WA-3 (3-acre park).

Therefore, based on the above list of roadways and infrastructure improvements that would not be developed under this alternative, the ability of the City to provide public services and infrastructure improvements in accordance with the adopted General Plan would be hampered under the Reduced Land Area Project Alternative.

The Reduced Land Area Project Alternative does not meet the project objective to "Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole" because this alternative would leave undeveloped a portion of the land that would be developed under project (i.e., APNs 211-011-008 and 211-011-009), as shown in Figure 5.0-1 of the Draft EIR. This is an area located adjacent to the future Central Area Specific Plan (within the City's FGA). If this area were to remain undeveloped, there would be fewer interconnected sidewalks/pathways and available open space areas for City residents, and connectivity would be limited between the West Area Specific Plan (the project) and the planned for Central Area Specific Plan (a planned Specific Plan Area that would be located just to the east of the proposed project). This reduced connectivity means that the Reduced Land Area Project Alternative would not establish an interconnected sidewalk/pathway and open space system that fully links with the greater FGA and with the City as a whole. Notably, this rationale is also the basis for determining that the Smaller-Scale Project Alternative would not meet this Specific Plan objective. Specifically, the following roadways would not be developed under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane); and
- Rogge Road frontage improvements.

The Reduced Land Area Project Alternative would lessen many of the potentially significant environmental effects of the project. For example, some of the potentially significant impacts related to the following topics would be reduced or slightly reduced under this alternative: air quality, biological resources, cultural resources, greenhouse gases and climate change, hazards and hazardous materials, hydrology and water quality, noise, transportation and circulation, and utilities. It is noted, however, that this alternative would also result in greater, slightly greater, or equal impacts as compared to the project in the following topics: air quality plan consistency, hydrology and water quality, population and housing, public services, transportation and circulation, and utilities.

Ultimately, the significant and unavoidable environmental effects anticipated with the project would still occur under this Reduced Land Area Project Alternative due to the location, size and scope of the alternative. The significant and unavoidable impacts may occur to a lesser extent than under the project under this alternative, but the impacts would still be significant and unavoidable. For example, a significant and unavoidable impact related to increased traffic noise levels at existing receptors would occur under the project and the Reduced Land Area Project Alternative as there is a possibility of not being able to feasibly install sounds walls in some locations that would be warranted. It is noted that, due to decreased noise levels associated with this alternative, the noise at existing receptors would likely decrease. However, the cumulative traffic noise level increases would exceed the Federal Interagency Committee on Noise (FICON) CEQA substantial increase criteria of 1.5 to 5 dB.

The City Council finds the Reduced Land Area Project Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the project.

D. Reduced Residential Intensity/Density Project Alternative

1. Analysis of Reduced Residential Intensity/Density Project Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the Reduced Residential Intensity/Density Project Alternative, there would be a 25 percent reduction in the intensity/density of the residential portions of the Specific Plan Area, with an overall decrease in residential density.

It was assumed that overall criteria pollutant emissions under this alternative would be reduced by approximately 25 percent when compared to the project, consistent with the reduction in the intensity/density of the residential portions of the Specific Plan Area under this alternative. However, project operational activities under this alternative would still exceed the threshold of significance and generate a significant and unavoidable impact for ROG, NOx, and PM_{10} at buildout.

Although less compact development generally increases overall per capita VMT, the smaller number of residential units under this alternative as compared with the project would reduce overall air quality emissions, including under area sources, mobile sources, and energy sources. As such, this impact would be reduced when compared to the project.

Biological Resources

Under the Reduced Residential Intensity/Density Project Alternative, an equivalent amount of habitat would be removed as under the project, and a similar level of ground disturbing activities would occur as compared with the project. Therefore, there would be an approximately equal potential for impacts to biological resources under this alternative as compared with the project.

Cultural Resources

The Reduced Residential Intensity/Density Project Alternative would result in a similar level of ground disturbing activities and would have a similar potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources with mitigation, the Reduced Residential Intensity/Density Project Alternative would result in equal potential for impacts to cultural resources.

Greenhouse Gases and Climate Change

Under the Reduced Residential Intensity/Density Project Alternative, there would be a 25 percent reduction in the intensity/density of the residential portions of the Specific Plan Area. It

was assumed that overall GHG emissions under this alternative would be reduced by approximately 25 percent when compared to the project, consistent with the reduction in the intensity/density of the residential portions of the Specific Plan Area under this alternative. Total operational emissions would be reduced by approximately 25 percent under this scenario, as compared to the project. However, Specific Plan Area operational activities under this alternative would be expected to generate a significant and unavoidable impact on operational greenhouse gases.

With a total projected service population of 12,803 under this alternative (this is equivalent to a 25 percent smaller residential population but the same number of workers, when compared to the project), this alternative would generate approximately 2.79 MT CO_2e/service population/year in the mitigated scenario (in Year 2035). This value is above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035, but lower than the per service population estimate for the project of 2.84 MT CO_2e/service population/year (in Year 2035). Therefore, this impact would be slightly reduced when compared to the project.

The slight reduction does not necessarily mean that the Reduced Residential Intensity/Density Project Alternative represents a better long-term policy outcome for climate than the project. California has a large housing need, and new housing will have to be built somewhere, if not in the Specific Plan Area. As the California Supreme Court explained, "[g]iven the reality of growth, some greenhouse gas emissions from new housing and commercial developments are inevitable. The critical CEQA question is the cumulative significance of a project's greenhouse gas emissions, and from a climate change point of view it does not matter where in the state those emissions are produced." (*Center for Biological Diversity v. California Dept. of Fish and Wildlife* (2015) 62 Cal.4th 204, 220-221.)

Hazards and Hazardous Materials

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential components would be reduced by 25 percent as compared with the project. Similar to the project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production. Any negative health effects associated with the residuals of these chemicals would be alleviated through compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. Overall, given the reduction in the intensity-density of this alternative as compared with the project, it is expected that the Reduced Residential Intensity/Density Project Alternative would have a slightly reduced impact to this topic relative to the project.

Hydrology and Water Quality

Under the Reduced Residential Intensity/Density Project Alternative, potential water quality impacts from construction and operation would be slightly reduced. Under this alternative, the intensity/density of the residential uses would be reduced by 25 percent when compared with the project, although the footprint would remain the same. This would result in fewer residential lots, but larger lot sizes. Since the residential lot sizes under this alternative would be larger when

compared with the project, there would be less impervious surface, and therefore there would be a greater chance of groundwater recharge under this alternative. As such, potential impacts related to hydrology and water quality would be reduced under the Reduced Residential Intensity/Density Alternative when compared to the project.

Noise

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent when compared with the project. As a result of less development, noise levels associated with traffic, stationary sources, and construction would be expected to be reduced under this alternative. Despite this reduction in the size of intensity of development under this alternative, it is expected that some noise levels associated with traffic, stationary sources, and construction would still generate a significant and unavoidable impact. As such, this alternative would have less impact relative to the project.

Population and Housing

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent when compared with the project. Development of housing would still occur under this alternative, but fewer units would be built. Growth would still be anticipated to occur within the region, but it would not be fully accommodated in the North of Boronda FGA, which has undergone extensive planning efforts by the City and community for over a decade. This would not be consistent with the FGA and General Plan. The City would need to look to other undeveloped areas of the region to develop for new housing which would be expected to have environmental impacts that have not yet been assessed but could well be worse than those of the West Area Specific Plan, particularly with respect to prime agricultural land, which is abundant in the region. The lower density of this alternative would also not meet the minimum number of residential units required for New Urbanism principles that are established in the General Plan for the Specific Plan Area. Overall, this alternative would have a greater impact when compared to the project.

Public Services

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent; therefore, the demand for police, fire and other public services would be reduced. This alternative would still result in development of public facilities (i.e. schools and parks) and would be required to pay the appropriate public safety impact fees. Overall, this alternative would have a slightly reduced impact to public services when compared to the project.

Transportation and Circulation

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent; therefore, traffic generated in the Specific Plan Area would be reduced. This alternative would still result in new traffic improvements on the City's roadway system to accommodate the new traffic generated. It would also still result in payments of traffic impact fees into the City's CIP program that would be used for the roadway

system. Existing deficiencies in the traffic system would receive some benefit of improvements to improve existing deficiencies; however, there would still be significant and unavoidable cumulative impacts under this alternative. Overall, this alternative would have less of an overall traffic impact than the project.

Utilities

Under the Reduced Residential Intensity/Density Alternative, the Specific Plan Area would be developed with a reduction in the overall residential intensity/density while maintaining the approximate overall project footprint as in the project. For the purposes of discussion, this option considers a 25 percent reduction in the intensity/density of the residential components of the project while maintaining the approximately 797-acre project footprint. This would result in fewer residential lots, but larger lot sizes. This alternative would result in up to 3,255 residential units. This alternative would retain the approximately 571,500 square feet of mixed commercial uses, the five proposed schools (three elementary, one middle, and one high school), and the same acreage of parks and detention basins as the project.

The total quantity of infrastructure installed would not be reduced, but the demand for wastewater and solid waste services would be less than would be required for the project. For example, is expected that this alternative would generate approximately 0.8 million gallons per day (MGD) of wastewater and approximately 37,777 pounds per day (lbs/day) of solid waste, smaller than would be generated by the project, since this alternative would generate fewer residents when compared to the project.

Separately, the total storm drainage runoff under this alternative would be approximately the same when compared to the project, due to the project footprint remaining the same for this alternative when compared to the project. Additionally, this alternative would save approximately the same amount of groundwater when compared to the project, since the project footprint would remain the same for this alternative as compared to the project. Overall, the demand for wastewater and solid waste services would be less than would be required for the project, and the amount of storm drainage runoff would be approximately the same. Therefore, demand for utilities would be slightly reduced under this alternative when compared to the project.

2. Feasibility of Reduced Residential Intensity/Density Project Alternative

The Reduced Residential Intensity/Density Project Alternative would slightly reduce impacts to air quality, cultural resources, GHG and climate change, hydrology, noise, public services, transportation, and utilities compared to the project. However, this alternative would potentially worsen impacts related to conflicts with applicable air quality plans and population and housing. Further, this alternative does not meet the following project objectives:

- Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly;
- Provide a balance of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages;
- Provide a reasonable jobs/housing balance.

The Reduced Residential Intensity/Density Project Alternative does not fully meet the project objective to "Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly" because the Reduced Residential Intensity/Density Project Alternative would result in fewer lots with larger lot sizes than will occur under the project. Larger lot sizes are inherently not compact, and development of these larger lot sizes may result in larger block sizes, which are less conducive to travel by walking, bicycles, and transit. Based upon residential overall density, this alternative is inconsistent with the Salinas General Plan's standards for the Specific Plan Area, which require a minimum of 3,553 residential units within the Specific Plan Area, and the incorporation of New Urbanism concepts, which mandate that new residential development have a minimum average density of 9 dwelling units per net residential acre.

The Reduced Residential Intensity/Density Project Alternative does not fully meet the project objective to "Provide a balance of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages" because the Reduced Residential Intensity/Density Project Alternative would provide fewer medium- and high-density housing units than the project. The number of low-density housing options would increase compared to the project, and these units would replace otherwise varied density housing options.

Furthermore, the reduction in housing units under the Reduced Residential Intensity/Density Project Alternative would be less consistent than the project in meeting statewide legislative goals of building housing units in order to address the statewide housing crisis. Given the enormous unmet demand for housing in California, the City believes that it has an obligation to facilitate the construction of more, rather than fewer, housing units when opportunities for residential development arise.

Similarly, the Reduced Residential Intensity/Density Project Alternative does not fully meet the project objective to "Provide a reasonable jobs/housing balance" because the Reduced Residential Intensity/Density Project Alternative would result in 1,085 fewer housing units than the project, but the same amount of commercial uses. This would impact the jobs/housing balance because fewer residents would be live in the Specific Plan Area, which proximity is vital to ensuring the success of the businesses in the Specific Plan Area.

The Reduced Residential Intensity/Density Project Alternative would lessen many of the potentially significant environmental effects of the project. For example, some of the potentially significant impacts related to the following topics would be reduced or slightly reduced under this alternative: air quality, cultural resources, greenhouse gases and climate change, hydrology and water quality, hazards and hazardous materials, noise, public services, transportation and circulation, and utilities. It is noted, however, that this alternative would also result in greater, slightly greater, or equal impacts as compared to the project in the following topics: air quality plan consistency, biological resources, hazards and hazardous materials, population and housing, transportation and circulation, and utilities.

Ultimately, the significant and unavoidable environmental effects which are anticipated with the project would still occur under this Reduced Residential Intensity/Density Project Alternative due to the location, size and scope of the alternative. The significant and unavoidable impacts

may occur to a lesser extent under this alternative than under the project, but the impacts would still be significant and unavoidable. For example, a significant and unavoidable impact related to violation of an air quality standard would occur under both the project and the Reduced Residential Intensity/Density Project Alternative. As shown in Table 5.0-4 of Chapter 5.0 of the Draft EIR, the Reduced Residential Intensity/Density Project Alternative would exceed the threshold of significance for ROG, NOx, and PM_{10} at buildout. Although the emissions would be less than with the project, this alternative would also cause a violation of an air quality standard. This is considered a significant and unavoidable impact.

The City Council finds the Reduced Residential Intensity/Density Project Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the project.

E. Smaller Scale Project Alternative

1. Analysis of Smaller Scale Project's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the Smaller-scale Project Alternative, the overall size of the project would be scaled down by approximately 33 percent as compared with the project. This would reduce Specific Plan Area operational emissions by an approximately equivalent amount (33%) as compared to the project. However, project operational activities under this alternative would still exceed the threshold of significance and generate a significant and unavoidable impact for ROG, NOx, and PM_{10} at buildout.

Nevertheless, overall air quality emissions under this alternative would be reduced compared to the project, due to the smaller size of this alternative, including for area sources, mobile sources, and energy sources. As such, this impact would be reduced when compared to the project.

Biological Resources

Under the Smaller-scale Project Alternative, an area of about 264 acres would not be developed, and fewer ground disturbing activities would occur. It is still anticipated that the drainage ditches along Boronda would be eliminated (i.e., fill activity). The 264 acres would remain open to migration, foraging, nesting, and other uses by wildlife. The balance of the Specific Plan Area would be developed and no longer available for migration, foraging, nesting, and other uses by wildlife. This would still be a significant and unavoidable impact, and would be cumulatively considerable.

When compared to the Specific Plan, potential for impacts to biological resources would be reduced under the Smaller-scale Project Alternative proportionate to the reduction in developed area.

Cultural Resources

The Smaller-scale Project Alternative would result in a reduced level of ground disturbing activities and would therefore have slightly less potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources with mitigation, this alternative would result in slightly less potential for impacts to cultural resources.

Greenhouse Gases and Climate Change

The Smaller-scale Project Alternative would reduce the level of development by approximately 33 percent as compared with the project. This would reduce Specific Plan Area operational GHG emissions by an approximately equivalent amount (33%) when compared to the project. Total operational emissions would be reduced by approximately 33% under this scenario, as compared to the project. However, Specific Plan Area operational activities under this alternative would be expected to generate a significant and unavoidable impact on operational greenhouse gases.

With a total projected service population of 11,190 under this alternative (this is equivalent to a 33% reduction in both residential and worker population, when compared to the project), this alternative would generate approximately 2.84 MT CO_2e/service population/year in the mitigated scenario (in Year 2035). This value is above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035. Additionally, this emissions-per-capita value would be the same as those generated by the project. Therefore, this impact would be equal when compared to the project.

Hazards and Hazardous Materials

The Smaller-scale Project Alternative would reduce the level of development by approximately 33 percent and the potential for exposure to hazardous materials, or a release of hazardous materials would be reduced proportionately. Ongoing pesticide use would occur within the area to remain in agriculture, and this would have the potential to generate negative health effects on new residents in the development. Similar to the project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production. Any negative health effects associated with the residuals of these chemicals would be alleviated through compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. While the West Area Specific Plan is not anticipated to result in significant impacts associated with hazards and hazardous materials, the Smaller-scale Project Alternative would result in slightly less potential for impacts.

Hydrology and Water Quality

Under the Smaller-scale Project Alternative, potential water quality impacts from construction and operation would be reduced. Under this alternative, the overall level of development (including the size of the site and the overall development area per use) would be reduced by approximately 33 percent. An area of approximately 264 acres that would be developed as part of the project would not be developed as part of this alternative. The areas that would not be developed would remain under agricultural production, and while they would have better

recharge in those areas, they would continue to require intensive groundwater pumping for the agricultural production. The higher amount of groundwater pumping under this alternative would result in a greater impact on the Salinas Valley Ground Water basin, when compared to the project. There would still be some benefit on the Salinas Valley Ground Water basin under this alternative because 66 percent of the land area would be converted into a use that would not require intensive groundwater pumping.

There are some instances where the 264 acres of Specific Plan Area that remains undeveloped would have greater discharges of certain pollutants (such as erosion, sedimentation, pesticides release, etc.) when compared to the project. Additionally, overall, while the potential to result in the violation of water quality standards would be reduced under this alternative when compared with the project, overdraft conditions would worsen in the Salinas Valley Ground Water basin under this alternative when compared to the project. As such, potential impacts related to hydrology and water quality would be increased under the Smaller-scale Project Alternative when compared to the West Area Specific Plan.

Noise

Under the Smaller-scale Project Alternative, the overall level of development would be reduced by 33 percent as compared with the project. As a result of less development, noise levels associated with traffic, stationary sources, and construction would be expected to be reduced under this alternative. Despite this reduction in the size and intensity of development under this alternative, it is expected that some noise levels associated with traffic, stationary sources, and construction would still generate a significant and unavoidable impact As such, this alternative would have less impact relative to the project.

Population and Housing

Under the Smaller-scale Project Alternative, the overall level of development would be reduced by 33 percent as compared with the project. Development of housing would still occur under this alternative, but fewer units would be built. Growth would still be anticipated to occur within the region, but it would not be fully accommodated in the FGA, which has undergone extensive planning efforts by the City and community for over a decade. This would not be consistent with the FGA and General Plan. The City would need to look to other undeveloped areas of the region to develop for new housing, which would be expected to have environmental impacts that have not yet been assessed but could well be worse than those of the West Area Specific Plan, particularly with respect to prime agricultural land, which is abundant in the region. Overall, this alternative would have a greater impact when compared to the project.

Public Services

Under the Smaller-scale Project Alternative, the overall level of development and the number of residential/non-residential uses would be reduced by 33 percent; therefore, the demand for police, fire and other public services would be reduced. This alternative would still result in development of public facilities (i.e., schools and parks) and would be required to pay the appropriate public safety impact fees. Overall, this alternative would have a slightly reduced impact to public services when compared to the project.

Transportation and Circulation

Under the Smaller-scale Project Alternative, the overall level of development and the number of residential/non-residential uses would be reduced by 33 percent; therefore, traffic generated in the Specific Plan Area would be reduced. This alternative would still result in new traffic improvements on the City's roadway system to accommodate the new traffic generated. It would also still result in payments of traffic impact fees into the City's CIP program that would be used for the roadway system. Existing deficiencies in the traffic system would receive some benefit of improvements to improve existing deficiencies; however, there would still be significant and unavoidable cumulative impacts. Overall, this alternative would have less of an overall traffic impact than the project.

Utilities

Under the Smaller-scale Project Alternative, the Specific Plan Area would be reduced by approximately 33 percent and the proposed residential and non-residential uses would also be reduced by approximately 33 percent. This alternative assumes that approximately 264 acres of land along the entire eastern boundary of the Specific Plan Area would be removed and remain as undeveloped agricultural land. The resultant Specific Plan Area under this alternative would be approximately 533 acres in size, and include up to 2,908 residential units, up to 382,905 square feet of commercial/mixed use building area, and up to 119 acres of public facilities (including two elementary schools, a high school, middle school, open space (including supplemental detention/retention basins) and up to 8 parks).

The total quantity of infrastructure installed would be reduced, and the demand for wastewater, stormwater, and solid waste services would be less than would be required for the project. For example, is expected that this alternative would generate approximately 0.7 MGD of wastewater and approximately 33,473 lbs/day of solid waste, less than what would be generated by the project, since this alternative would generate fewer residents when compared to the project.

Separately, the total storm drainage runoff under this alternative would be reduced by approximately 33% when compared to the project, due to the project footprint being reduced by 33% when compared to the project.

However, this alternative would not save as much groundwater when compared to the project. The amount of total water usage reduced by this alternative when compared to the existing uses in the Specific Plan Area would be approximately 1,389 AFY, compared with the approximately 2,078 AFY estimated to be saved by the project. That is, buildout this alternative would save approximately 689 AFY less water than buildout of the project. This would increase risks to the groundwater basin associated with seawater intrusion, when compared to the project. However, in general, the demand for utilities would be reduced under this alternative when compared to the project.

2. Feasibility of Smaller-scale Project Alternative

The Smaller-scale Project Alternative would slightly reduce impacts to air quality, biological resources, cultural resources, GHG and climate change, hazards, hydrology, noise, public

services, transportation, and utilities compared to the project. However, this alternative would potentially worsen impacts related to conflicts with applicable air quality plans, groundwater supplies and recharge (cumulative and project-level), population and housing, emergency vehicle access, and conflicts with adopted multi-modal circulation policies, plans, or programs. Further, this alternative does not meet the following project objectives:

- Provide public services and infrastructure improvements that achieve and maintain City service standards;
- Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole.

The Smaller-scale Project Alternative does not fully meet these two project objectives because, similar to the Reduced Land Area Project Alternative, this alternative would leave 33 percent of the Specific Plan Area undeveloped, which would include 264 acres of land along the entire eastern boundary of the Specific Plan Area. This eastern area is located adjacent to the future Central Area Specific Plan (within the City's FGA). This means that there would be fewer interconnected sidewalks/pathways and available open space areas for City residents, and that there would be limit connectivity between the West Area Specific Plan (the project) and the future Central Area Specific Plan (a planned Specific Plan Area that would be located just to the east of the proposed project). This reduced connectivity means that the Reduced Land Area Project Alternative would not establish an interconnected sidewalk/pathway and open space system which fully links with the greater FGA and the City as a whole. Specifically, the following roadways would not be developed under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane); and
- Rogge Road frontage improvements.

Furthermore, the reduction in housing units under the Reduced Residential Intensity/Density Project Alternative would be less consistent than the project in meeting statewide legislative goals of building housing units in order to address the statewide housing crisis. Given the enormous unmet demand for housing in California, the City believes that it has an obligation to facilitate the construction of more, rather than fewer, housing units when opportunities for residential development arise.

The Smaller-scale Project Alternative would lessen many of the potentially significant environmental effects of the project. For example, some of the potentially significant impacts related to the following topics would be reduced or slightly reduced under this alternative: air quality, biological resources, cultural resources, greenhouse gases and climate change, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and circulation, and utilities. It is noted, however, that this alternative would also result in greater, slightly greater, or equal impacts as compared to the project in the following topics: air quality plan consistency, greenhouse gases and climate change, hydrology and water quality, population and housing, transportation and circulation, and utilities.

Ultimately, the significant and unavoidable environmental effects anticipated with the project would still occur under this Smaller-scale Project Alternative due to the location, size and scope of the alternative. The significant and unavoidable impacts may occur to a lesser extent under this alternative than under the project, but the impacts would still be significant and unavoidable. For example, a significant and unavoidable impact related to violation of an air quality standard would occur under both the project and the Smaller-scale Project Alternative. As shown in Table 5.0-7 of Chapter 5.0 of the Draft EIR, the Smaller-scale Project Alternative would exceed the threshold of significance for ROG, NOx, and PM_{10} at buildout. Although the emissions would be less than the proposed project, this alternative would also cause a violation of an air quality standard. This is considered a significant and unavoidable impact.

The City Council finds the Smaller- scale Project Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the project.

XI. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth in the preceding sections, the City of Salinas's approval of the West Area Specific Plan will result in a significant adverse environmental effect that cannot be avoided even with the adoption of all feasible mitigation measures; and there are no feasible project alternatives that would mitigate or substantially lessen all of these impacts. Despite the occurrence of these effects, however, the City Council, in accordance with CEQA Guidelines section 15093, chooses to approve the project because, in the Council's view, the economic, social, and other benefits that the project will produce will render the significant effects acceptable.

A. Significant and Unavoidable Impacts

The project will result in the following potentially significant and unavoidable impacts, even with the implementation of all feasible mitigation measures:

- **Air Quality Operation.** The Specific Plan would exceed the Monterey Bay Air Resources District (MBARD) thresholds of significance for operations for ROG, NO_x, and PM_{10}, even after mitigation. (DEIR, pp. 3.1-19 through 3.1-23)
- **Cumulative Air Quality.** As is currently proposed, the Specific Plan is expected to be built out under a staged approach, and all mitigation would be applicable to each stage. However, even with the application of mitigation measures, operational emissions levels would remain above the defined thresholds of significance. Exceedance of the threshold within an area designated as nonattainment would be a cumulatively considerable impact. (DEIR, pp. 3.1-31 through 3.1-32)
- **Wildlife Movement and Corridors.** Development of the project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. There are no mitigation measures that can fully mitigate this impact and, given the fact that once the land is converted, it will no longer be a viable migration corridor for any species. (DEIR, pp. 3.2-46 through 3.2-47)
- **Cumulative Biological Resources.** Development of the project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. Given the rareness of CTS and CRLF in the Bioregion, the incremental loss of movement habitat from the project, when considered alongside all

past, present, and probable future projects (inclusive of all communities within the Bioregion), is a significant and unavoidable cumulative impact, and the Specific Plan's incremental contribution to this impact is itself cumulatively considerable. (DEIR, pp. 3.2-52 through 3.2-53)

- **Greenhouse Gas Emissions.** The project would generate GHG emissions, directly and indirectly, that may have a significant impact on the environment. While mitigation measures would result in reduced GHGs, it is possible that individual projects within the Specific Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant. (DEIR, pp. 3.4-31 through 3.4-38)
- **Cumulative Greenhouse Gas Emissions.** Implementation of the project will still generate GHG emissions that would not otherwise exist without the project. Given the length of construction activities for a project of this size, the construction emissions would be a long-term release of approximately 168,734.3 MT CO_2e. The operational emissions would be a long-term release totaling approximately 51,939.2 MT CO2e per year without mitigation, and 47,684.9MT CO_2e per year with mitigation. Because it is possible that individual projects within the Specific Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant, implementation of the Specific Plan would have a cumulatively considerable contribution and significant and unavoidable impact to GHGs. (DEIR, pp. 3.4-48 through 3.4-49)
- **Traffic Noise at Existing Receptors.** The project would cause increased noise levels exceeding the City of Salinas 60 dB L_{dn} exterior noise level standard at existing residential receptors. Additionally, traffic noise level increases would exceed the FICON CEQA substantial increase criteria of 1.5 to 5 dB, as outlined in Table 3.7-7. (DEIR, pp. 3.7-14 through 3.7-23)
- **Cumulative Traffic Noise.** The project would cause increased noise levels exceeding the City of Salinas 60 dB L_{dn} exterior noise level standard at existing residential receptors. Therefore, there would be a cumulative exposure of existing and future noise-sensitive land uses to increased noise resulting from cumulative development. (DEIR, pp. 3.7-33 through 3.7-37)
- **School Facilities.** Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts. Development of a school within the proposed Specific Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2, and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1 and 3.7-8), and transportation and circulation (Impacts 3.10-3 and 3.10-4). (DEIR, pp. 3.9-19 through 3.9-21)
- **Park Facilities.** Project implementation may result in effects on parks, or require the construction of park facilities which may cause substantial adverse physical environmental impact. Development of 49.76 acres of park land within the Specific Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2 and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1 and 3.7-8), and transportation and circulation (Impacts 3.10-3 and 3.10-4). (DEIR, pp. 3.9-22 through 3.9-23)
- **Cumulative Public Facilitates.** The construction and operation of future public facilities required to serve cumulative development (including the West Area Specific Plan Area) could potentially cause significant impacts. Cumulative development, including

additional parks, schools, library, and other public facilities within the city and service area, would contribute to significant and unavoidable cumulative impacts that have been identified within this EIR related to: air quality (Impact 3.1-7), biological resources (Impact 3.2-12), greenhouse gases (Impact 3.4-4), noise (Impact 3.7-8), and transportation and circulation (Impacts 3.10-3 and 3.10-4). (DEIR, pp. 3.9-24 through 3.9-26)

- **Cumulative Plus Project Traffic.** Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan would conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. (DEIR, pp. 3.10-63 through 3.10-70)
- **Cumulative Plus Central Area Specific Plan Plus Project Traffic.** Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan would with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans (DEIR, pp. 3.10-76 through 3.10-81)

B. Overriding Considerations

In the City Council's judgment, the project and its benefits outweigh its unavoidable significant effects. The following statement identifies the specific reasons why, in the City Council's judgment, the benefits of the project as approved outweigh its unavoidable significant effects. Any one of these reasons is sufficient to justify approval of the project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City Council would stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section (XI), and in the documents found in the Record of Proceedings, as defined in section V.

1. The project will substantially expand employment opportunities for local residents.

It is anticipated that local employment would be increased to provide administrative, management, and retail services. The project is expected to require both full-time and part-time employees. It is anticipated that the employment growth would be met both by existing residents and through the attraction of new residents. Data from U.S. Bureau of Labor Statistics (2018) indicates that the City has an unemployment rate of approximately 4.9%, as of November 2018, which is higher than the State and national averages at 4.2% and 3.7%, respectively (U.S. Bureau of Labor Statistics, 2018). Many of the newly created jobs are expected to be in the retail/commercial sector and would be opportunities well-suited for second wage earners in households, the younger workforce, and others, which generally depend on the local workforce. Due to the fact there is currently a surplus of unemployed workforce within the City, it is likely that current residents would fill the majority of new positions. Additional population growth induced by the creation of new businesses could be supported by the available housing within Salinas as well as new housing planned as part of the West Area Specific Plan.

The construction of new developments within the Specific Plan Area would increase temporary construction jobs in the area. New employment opportunities are critical to the residents of the

City as a basis to reduce the City's higher than average unemployment rate and to improve the balance between jobs and housing.

The creation of new jobs has a variety of other co-benefits that lead to improved quality of life. These benefits include enhancing overall economic activity in the City, which leads to increased revenue to fund and maintain city services and facilities such as public safety, parks, recreation centers and libraries and related programs that support a high quality of life. Benefits also include improving community health through crime reduction, improving economic productivity, decreasing traffic congestion and greenhouse gas emissions by reducing the number of residents that must travel out of the city to find employment.

2. The project will help attract economic investment.

Currently, Salinas lags behind the region in private economic investment. This lack of investment can be quantified in terms of the number of building permits pulled and the associated building valuation. For example, from June 1, 2018 to June 21, 2019, 1,765 permits with a building valuation of approximately $5,116,481.85 were pulled in Salinas.[1] This is a fraction, 10.0 percent, of the private investment in the City of Monterey totaling a valuation of $51,289,904 (422 permits).[2] This is especially significant considering Salinas (162,797) has more than five times the population of the City of Monterey (28,448).

The project streamlines opportunities for economic investment in the City by positioning the Specific Plan Area for development. The project creates the land use and zoning entitlements and provides specific guidance about how development is to proceed needed to catalyze economic development in the form of individual development projects.

3. The project will generate sales and property taxes for the City.

The project will generate substantial sales tax revenue from the planned commercial and retail uses and property tax revenue from the planned residential uses. The City can use this revenue to fund City programs that benefit the City's residents. The project has been designated with land uses that are intended to generate jobs and tax revenue for the City, while providing recreational facilities, retail opportunities, and housing opportunities.

4. The project will help improve the quality of life for City residents.

The City is experiencing significant retail leakage to surrounding communities and the region resulting in the loss of sales tax revenue. The 2008 Buxton Retail Leakage and Surplus Analysis, estimated that as much as $250 million in annual retail sales could be recaptured by the City through targeted retail development which offers goods and services now sought from businesses located outside the City. The City's total revenue per capita figures demonstrate the impacts of this leakage. In 2016, Salinas' total revenue per capita was $752 dollars compared to Monterey at $2,224 dollars per capita. (California Controller, 2016)

[1] CRW Systems. City of Salinas Permits Issued for the Period 6/1/2018 thru 6/1/2019. Provided by Kristy Parker, City of Salinas Permit Center Coordinator, on June 24, 2019.
[2] City of Monterey Permits Issued for the Period 6/1/2018 thru 6/1/2019. Provided by Lisa Feliciano, City of Monterey Permit Inspection Services Division, on June 14, 2018.

The project would include a central core area with retail and professional services. The retail and professional service uses would help increase annual retail sales and reduce retail leakage. Residents of the Specific Plan Area and the surrounding City and unincorporated areas could shop at the planned core area retail and professional service facilities located within the central core area.

The Specific Plan focuses on individual neighborhoods, parks, schools, and other civic gathering spaces; the tree-lined streets with pedestrian amenities; a Main Street and Town Square surrounded by shops and restaurants; and mixing of land uses that encourages residents to frequently walk and bicycle in their community. The Specific Plan also contains goals and policies which require and/or encourage the necessary services to enhance residents' quality of life. The Specific Plan includes design and management strategies that aim to specifically increase the quality of life for the future residents and employees of the Specific Plan Area. For example, the Specific Plan includes sections regarding traffic calming and landscaping in order to create safe and attractive streets, parks, and landscaped areas.

Quality of life is also an important factor in the ability of the City to attract and retain businesses. The Specific Plan addresses improving safety, improving access to open space and recreational opportunities, and the adequate provision of public services. If currently unemployed residents become employed and increase their earnings through new businesses resulting from development of the Specific Plan, it is expected that their income level and standard of living will improve.

5. The project will revitalize the local infrastructure.

The proposed Specific Plan circulation and infrastructure policies promote investment in infrastructure systems including water supply, wastewater and storm drainage conveyance and disposal facilities that are critical to support the proposed uses. Section 7.3.4.1 of the Specific Plan outlines the Public Facilities Impact Fee program. Section 7.5 of the Specific Plan includes funding policies that will govern the funding of infrastructure and public facilities for the Specific Plan Area.

6. The project will implement the Salinas General Plan.

The Specific Plan will serve as a bridge between the Salinas General Plan and individual development applications in the Specific Plan Area, applying—and adding greater specificity to—the goals, policies and concepts of the General Plan for that area. The Specific Plan provides a complete blueprint for development of the Specific Plan Area, including:

- A description of proposed land uses,
- Policies, regulations and standards to support the Specific Plan,
- Infrastructure needed to support the Specific Plan, and
- Implementation and administrative processes needed for plan development.

The Specific Plan has been crafted to be consistent with overall community goals as expressed in the General Plan, as well as more specific policies and implementation measures contained in other documents.

The 2002 General Plan identifies areas for growth within the FGAs (which includes the Specific Plan Area). The Salinas General Plan Land Use Table LU-3 identifies the development capacity of the FGAs. This includes 15,873 residential units, resulting in an additional population of 58,253 within the City's FGAs. The proposed West Area Specific Plan development proposes 4,340 units with the potential to increase the population of the city by an estimated 16,101 persons, which is within the projections identified in the Salinas General Plan.

Additionally, the General Plan identified FGAs as areas of the City where future urban development will be directed. FGAs are established as a part of the General Plan maps, and include the Specific Plan Area, as well as other nearby areas. The General Plan provides development guidance within the FGAs so that they are developed as urban neighborhoods using the principles of New Urbanism. The principles of new urbanist design are further detailed in Chapter 37 (Zoning) of the City's Municipal Code. The Specific Plan Area is currently designated New Urbanism Interim (NI) by the City's zoning map**.** The purpose of the NI zoning district is to provide a transitional zone for the FGAs of the City located north of East Boronda Road (including the Specific Plan Area) that are within the City limits and are subject to the preparation of specific plans and subsequent subdivision maps.

The New Urbanism Districts promote the principles of New Urbanism and the creation of distinct identifiable neighborhoods that have Traditional Neighborhood Development (TND) characteristics as expressed in the Salinas General Plan and that are intended to guide the development of the North of Boronda FGA. The FGA is also subject to a Specific Plan Overlay. The Overlay requires that a Specific Plan be approved by the City prior to the development of any land located in the FGA. As such, an approved Specific Plan will ultimately regulate the development in the FGA. The New Urbanism districts identified in the City's zoning code and the West Area Specific Plan are as follows: Neighborhood Edge/Low Density Residential (NE), Neighborhood General 1/Medium Density Residential (NG-1), Neighborhood General 2/High Density Residential (NG-2), and Village Center (VC).

The development allowed by the project will be consistent with the development types and intensities identified in the General Plan and its associated Final Program EIR. The project does not change limits, amount, type, or intensity of development allowed in the Plan Area beyond what was analyzed in the certified Final Program EIR for the General Plan and Supplemental EIR for the Salinas General Plan Final Program EIR (SCH#2007031055).

7. The project will provide much-needed housing.

One of the core goals of the Specific Plan is to provide a variety of low-density, medium-density, and high-density housing and a variety of housing options for residents at various life stages. As emphasized earlier, the State Legislature has declared that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and

businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives." (Government Code section 65589.5.) The Legislature notes that "California housing has become the most expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing." The Legislature further found that "Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration." The legislative intent of Government Code section 65589.5 is to "significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled." The State Legislature established its policy direction in the statute as follows: "It is the policy of the state that this section should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing."

The City of Salinas has recognized the need for additional housing supply for its citizens for many decades. The project will provide much-needed housing in an area of the City that has been recognized and planned for future growth.

C. Conclusion

As explained above, the City Council has balanced these benefits and considerations against the significant unavoidable environmental effects of the project and has concluded that the impacts are outweighed by these benefits, among others. After balancing environmental costs against project benefits, the City Council has concluded that the benefits the City of Salinas community and economy will derive from the project outweigh the risks. The City Council believes the project benefits outlined above override the significant and unavoidable environmental costs associated with the project.

Attachment

Impacts, Mitigation Measures and CEQA Findings Summary Table

Exhibit I

WEST AREA SPECIFIC PLAN

CITY OF SALINAS, CALIFORNIA

TABLE OF IMPACTS, MITIGATION MEASURES, AND CEQA FINDINGS

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
AIR QUALITY			
Impact 3.1-1: The project has the potential to conflict with or obstruct implementation of the applicable air quality plan (Less than Significant) AMBAG, in consultation with the City of Salinas, included the North of Boronda Future Growth Area (inclusive of the West Area Specific Plan) within the AMBAG 2018 Regional Growth Forecast. The 2018 Regional Growth Forecast provides the region's population, housing, and employment forecasts for inclusion for AMBAG's 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) as well as for the future version of the AQMP. The City of Salinas has worked closely with AMBAG to ensure that City population estimates are included within AMBAG's 2018 Regional Growth Forecast, which will feed into the next AQMP. The population estimates for the West Area Specific Plan are included in these growth forecasts. As such, the City has met the action recommended by MBARD in the *CEQA Air Quality Guidelines* (MBARD, 2008a) to ensure consistency with the applicable air quality plan (i.e. "*Ensure that the jurisdiction's population forecasts are updated in the next AQMP by working with AMBAG or the appropriate local agency*."). The proposed project would not conflict with or obstruct the latest air quality plan. (DEIR, pp. 3.1-18 through 3.1-19)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.1-2: Project operation has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation (Potentially Significant) Buildout of the Plan Area is expected to exceed some of the MBARD operational criteria pollutant emissions thresholds, as modelled. Mitigation measures are provided below to reduce emissions to the maximum extent feasible. Upon full buildout, the Specific Plan would exceed the MBARD thresholds of significance for operations	**Mitigation Measure 3.1-1:** Prior to approval of development review permits including tentative maps, the project applicant(s) shall incorporate the following features into project plans and specifications, as directed by the City of Salinas: • Provide traffic calming measures wherever feasible, within the Specific Plan Area; • Provide preferential carpool/vanpool parking spaces;	SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. Even with implementation of Mitigation Measures 3.1-1 through 3.1-8, the Specific Plan would exceed the MBARD thresholds of significance for operations for ROG, NO_x, and PM_{10}. Therefore, the impact is significant and unavoidable. The City Council concludes, however, that the Project's benefits

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
for ROG, NO_x, and PM_{10}, even after mitigation. (DEIR, pp. 3.1-19 through 3.1-23)	• Provide electric-vehicle parking spaces; • Require the use of low-VOC paint for all new building architectural coatings within the Specific Plan Area, consistent with or better than, what is required by the City's Municipal Code. **Mitigation Measure 3.1-2:** Prior to approval of development review permit(s), the project applicant(s) shall incorporate effective methods to encourage the use of cleaner alternative fuel vehicles and carpooling within the Specific Plan Area. Effective methods may include the installation of alternative fuel (e.g. electric) charging stations at locations spaced throughout the Specific Plan Area, consistent with or better than what is required by the City's Municipal Code and Specific Plan. Additionally, this can be achieved by providing preferential parking for alternatively-powered vehicles, including electric cars, and/or by providing carpool/vanpool parking spaces. **Mitigation Measure 3.1-3:** Prior to approval of development review permit(s), the project applicant(s) shall incorporate the use of alternative energy for the residential and mixed-use/commercial developments, including by implementing alternative energy (e.g. PV solar) building requirements, consistent with or better than, what is required by the City's Municipal Code. Project applicant(s) shall also ensure that pre-installed electrical hookups and/or charging stations, as applicable, are incorporated into all project plans and specifications. **Mitigation Measure 3.1-4:** Prior to the issuance of building permits, the project applicant(s) shall provide plans that demonstrate that low-flow (high-efficiency) indoor water fixtures will be installed throughout the Specific Plan Area, including for bathroom and kitchen faucets, toilet fixtures, and showers, in both residential and non-residential buildings, in compliance with or better than the standards required within the most recent version of the California Green Building Standards Code. **Mitigation Measure 3.1-5:** Prior to the issuance of building permits, the project applicant(s) shall provide plans that demonstrate that water-		outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	efficient irrigation systems will be installed throughout the Specific Plan Area, consistent with or better than the requirements contained within the State's Model Water Efficient Landscape Ordinance, the City's Water Conservation Ordinance and the Salinas Zoning Code Landscaping and Irrigation requirements. **Mitigation Measure 3.1-6:** Prior to approval of improvement plans or development review permits, as applicable, the project applicant(s) shall ensure that pedestrian/bicycle facilities (e.g. pedestrian paths, outdoor bike racks, etc.) are provided within the Specific Plan Area, in coordination with and subject to approval by the City of Salinas. The project proponent shall also provide bicycling parking near the entrance to commercial establishments within the Specific Plan Area, consistent with or better than the requirements contained within the City's Municipal Code. **Mitigation Measure 3.1-7:** Prior to the issuance of development review permit(s), the project applicant(s) shall incorporate of one or more of the following additional Specific Plan Area requirements, as determined by the City of Salinas: • Install secured bicycle storage facilities (bike lockers, cages, interior space, or similar as approved by the City Engineer) at all commercial and public facilities with 50 employees or more; • Incorporate a park-and-ride lot; • Install Level 2 electric vehicle (EV) charge stations at workplace sites with 50 or more employees (10% of total available parking spaces); and • Install publicly-available dual post Level 2 charge within commercial zones, and/or other zones as deemed acceptable by the City of Salinas. (Note: The 'level' of the charging station refers to the voltage that the electric vehicle charger uses. Level 1 charging is your typical traditional home outlet, while level 2 is a 240 Volt Portable Cordset or Wall-		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	mounted Charging Station (2-10 hours charging). **Mitigation Measure 3.1-8**: Prior to the approval of individual phases (i.e. tentative maps, commercial design review, etc.), the project applicant(s) shall develop an offsite mitigation program that provides funding to offset the project-generated air emissions that are still above the Air District's operational criteria pollutant thresholds after the adoption of other applicable air quality mitigation measures. The offsite mitigation program is subject to the review and approval of the Air District and the City of Salinas on a project-by-project basis (of phase-by-phase), and is intended to be in addition to offsets that are obtained through any on-site mitigation measures. Example projects that could be included in the offsite mitigation program may include, but are not limited to, the following: • Replace existing agricultural combustion-based generators/pumps with electric agricultural water pumps (in place of generators/pumps; • Replace combustion school buses with electric school buses within the local community; • Install adaptive traffic control systems; • Install solar photovoltaic (PV) systems.		
Impact 3.1-3: Project construction has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation (Potentially Significant) The Specific Plan maximum daily unmitigated emissions during construction of the Plan Area buildout in a single year is not expected to exceed the MBARD threshold of significance (82 pounds per day) for construction-generated PM_{10}. Nevertheless, since it is possible that future development proposed within the Plan Area could involve grading that exceeds 2.2 acres per day, MBARD recommends the implementation Mitigation Measure 3.1-9. (DEIR, pp. 3.1-23 through 3.1-25)	**Mitigation Measure 3.1-9**: Prior to the issuance of grading permits, the project applicant shall prepare a grading plan subject to review and approval by the City. In the event that ground-disturbance exceeds 2.2 acres per day for initial site preparation activities that involve extensive earth-moving activities (e.g., grubbing, excavation, rough grading), and 8.1 acres per day for activities that involve minimal earth-moving (e.g., finish grading), the required grading plans shall include the following measures to be implemented as needed to prevent visible dust emissions: • Water all active construction sites to prevent visible dust emissions. Frequency should be based on the type of operation, soil, and wind exposure; • Prohibit grading and earthmoving	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.1-9 be adopted. Mitigation Measure 3.1-9 requires preparation of a grading plan with measures to prevent visible dust emissions. Implementation of Mitigation Measure 3.1-9 would reduce this impact to a less-than-significant level.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	activities, and cover stock piles, during periods of high wind (over 15 mph); • Limit vehicle speed on construction sites to 15 mph. • Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days); • Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area; • Maintain at least 1-foot of freeboard in each haul truck; • Provide windbreaks on the windward perimeter of construction projects where adjacent to open land; • Cover inactive storage piles; • Sweep streets if visible soil material is carried out from the construction site; and/or • Post a publicly visible sign written in English and Spanish which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District (MBARD) shall be visible to ensure compliance with Rule 402 (Nuisance). The sign shall be in accordance with MBARD and/or City requirements, as applicable; • Use cleaner construction equipment that conforms to EPA's Tier 3 or Tier 4 emission standards; and/or • Further, where feasible construction should include the use of alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.		
Impact 3.1-4: The proposed project has the potential to have carbon monoxide hotspot impacts (Less Than Significant) This project is located in an area that is designated	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
attainment-unclassified for carbon monoxide. Therefore, no project-level conformity analysis is necessary for CO. Substantial concentrations of carbon monoxide are not expected at or along any streets or intersections affected by the development of the Plan Area. (DEIR, pp. 3.1-25 and 3.1-26)			
Impact 3.1-5: The proposed project has the potential for public exposure to toxic air contaminants (Potentially Significant) While implementation of the West Area Specific Plan, in and of itself, would not result in an increased exposure of sensitive receptors to localized concentrations of TACs, there is a potential for future commercial business activity, as permitted under the West Area Specific Plan, to result in increased exposure of sensitive receptors to localized concentrations of TACs. The emission sources could be stationary sources and/or mobile source (i.e. diesel truck traffic). Because, at the Specific Plan level of land use planning, the City does not yet know the precise locations, configurations, and sizes of any future land uses within the Specific Plan that uses may generate sufficient levels of TACs to create the possibility of adverse health effects, it is premature, at the Specific Plan stage, to undertake an overall health risk assessment for the Specific Plan. Future health risk assessments will be performed where warranted, as required by Mitigation Measure 3.1-10. (DEIR, pp. 3.1-26 through 3.1-30)	**Mitigation Measure 3.1-10:** Prior to issuance of building permits or commencing operation of any commercial building/use that would emit toxic air contaminants (such as gas stations or dry cleaning operations), the project applicant shall, at a minimum, perform prioritization screening in accordance with the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act. The prioritization screening shall be performed in accordance with the California Air Pollution Control Officers Association Air Toxic "Hot Spots" Program guidance. The prioritization screening shall also be conducted consistent with the guidance provided by the Monterey Bay Air Resources District, which will be responsible for determining which facilities based on their prioritization screening score, must perform a health risk assessment. In determining the need to prepare a health risk assessment, the Monterey Bay Air Resources District considers the potency, toxicity, quantity, and volume of hazardous materials released from the facility, the proximity of the facility to potential receptors, and any other factors specific to the facility that indicate that it may pose a significant health risk. If a health risk assessment is warranted for a facility based on its prioritization score, the project applicant shall assess the facilities for the potential to expose the public to toxic air contaminants in excess of the applicable thresholds (utilizing an air dispersion modelling program such as AERMOD). As of the time of this writing, the commonly accepted threshold for cancer risk is 10 in a million for carcinogens, and the reference exposure level for non-carcinogens (HI = 1). Facilities that exceed the applicable threshold(s) have the potential to expose the public to toxic air contaminants levels that would be considered significant. Facilities that exceed the applicable threshold(s) must incorporate mitigation to reduce the risks from emission of toxic air contaminants to an acceptable level (i.e.,	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.1-10 be adopted. Mitigation Measure 3.1-10 requires performance of a prioritization screening in accordance with the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act. Implementation of Mitigation Measure 3.1-10 would reduce this impact to a less-than-significant level.

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	to a level that does not exceed the applicable threshold[s]). Potential mitigation includes: reducing the size of the facility area; rearranging the site to reduce the potential for impacts on the nearest sensitive receptors; and utilizing products that reduce the level of toxic air contaminants, or removal of such products from the operational phase of the project.		
Impact 3.1-6: The proposed project has the potential for exposure to odors (Less than Significant) The Specific Plan does not propose sensitive receptors that could be exposed to odors in the vicinity; nor does it propose uses that would create odors that could expose receptors in the area. Therefore, operation of the proposed project would not result in significant objectionable odors. (DEIR, pp. 3.1-30 and 3.1-31)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.1-7: Cumulative impact on the region's air quality (Potentially Significant) As discussed under Impact 3.1-2, implementation of the Specific Plan would result in increased emissions primarily from vehicle miles travelled associated with project implementation and area sources. The MBARD has established operations-related emissions thresholds of significance and it was determined that the Specific Plan annual emissions of ROG, NOx, and PM_{10} at full buildout would exceed the MBARD's thresholds of significance for these pollutants, even with mitigation. As is currently proposed, the Specific Plan is expected to be built out under a staged approach, and all mitigation would be applicable to each stage. However, even with the application of mitigation measures, operational emissions levels would remain above the defined thresholds of significance. Exceedance of the threshold within an area designated as nonattainment would be a cumulatively considerable impact. (DEIR, pp. 3.1-31 and 3.1-32)	Implement Mitigation Measures 3.1-1 through 3.1-9.	CS and SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. The City Council has directed that Mitigation Measures 3.1-1 through 3.1-9 be adopted. Implementation of Mitigation Measures 3.1-1 through 3.1-9, which have been required or incorporated into the Project, will substantially lessen the severity of the significant effect, but will not reduce this impact to a less-than-significant level. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
BIOLOGICAL RESOURCES			
Impact 3.2-1: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Invertebrates (Less Than Significant) Based on field surveys, habitat conditions, and records searches, there are no special status invertebrate species that have the potential to be present within the Specific Plan Area. The proposed project would not, directly or indirectly, have a substantial adverse effect on invertebrate species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. (DEIR, pp. 3.2-30)			
Impact 3.2-2: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Reptile and Amphibian (Potentially Significant) There are numerous locations for refugia (debris, burrows, crevices, barns, sheds, etc.) within the Plan Area that could be used by migrating California tiger salamander (CTS). Higher quality upland habitat is found to the east; however, the Specific Plan Area cannot be completely discounted as having potential refuge sites. It is noted that there is not any known CTS taking refuge in the Specific Plan Area during their estivation period. It is also theoretically possible that a breeding CTS would emerge from the breeding basin and migrate west of Natividad Road to find refugia in the Specific Plan Area. The areas with potential upland habitat in the Specific Plan Area include the farmland fringe, irrigation ditch, roadside ditch, and farmland residence. The paved roads, dirt roads, and tilled farmland provide	**Mitigation Measure 3.2-1:** Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CTS. This is may, or may not, include the need to submit an application for incidental take to both the USFWS (Section 7 Consultation) and CDFW (2081 incidental take permit). If either USFWS, CDFW, or the City's Community Development Director determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CTS habitat. **Mitigation Measure 3.2-2:** Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to California tiger salamander, the proposed project activities shall be compliant with all Avoidance and Minimization Measures imposed by the USFWS and/or CDFW during Construction Activities. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CTS to be	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.2-1 through 3.2-4 be adopted. Mitigation Measure 3.2-1 would ensure a final concurrence is obtained from the regulatory agencies to ensure that there is no illegal take for CTS even though they are well documented as a hybrid population. Mitigation Measure 3.2-2 would require activities to avoid and minimize impacts to CTS to the extent feasible. Mitigation Measure 3.2-3 would ensure a final concurrence is obtained from the regulatory agencies to ensure that there is no illegal take for CRLF. Mitigation Measure 3.2-4 would require activities to avoid and minimize impacts to CRLF to the extent feasible. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
limited habitat because of the frequency of disturbance in these areas. Given that the entire Specific Plan Area is within the 1.3-mile migration radius, and there is potential aquatic breeding and upland habitat, the proposed project will affect this breeding population of CTS. There are numerous documented occurrences of California red-legged frog (CRLF) in the vicinity of the Specific Plan Area. Higher quality upland and aquatic habitat is found to the east; however, the Specific Plan Area cannot be completely discounted as having potential habitat within the drainage features (i.e. ditches). It is noted that there is not any known CRLF within the Specific Plan Area. The foothill yellow-legged frog (FYLF) is not documented in the vicinity of the Specific Plan Area. The ditches within the Specific Plan Area provide some limited habitat for FYLF. This species is known to occur in aquatic habitats, such as creeks or rivers in woodland, forest, mixed chaparral, and wet meadow habitats with rock and gravel substrate and low overhanging vegetation along the edge. They are usually found near riffles with rocks and sunny banks nearby. The conditions of the Plan Area, including the drainages, are not ideal for this species and they are presumed absent. (DEIR, pp. 3.2-30 through 3.2-38)	responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CTS migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CTS found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report. **Mitigation Measure 3.2-3:** Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CRLF. This may, or may not, include the need to submit an application for incidental take to both the USFWS (Section 7 Consultation) and CDFW (2081 incidental take permit). If either USFWS, CDFW, or the City's Community Development Director determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CRLF habitat. **Mitigation Measure 3.2-4:** Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to CRLF, the proposed project activities shall be compliant with all Avoidance and Minimization Measures imposed by the USFWS and CDFW during Construction Activities. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CRLF to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	traps to capture CRLF migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CRLF found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report.		
Impact 3.2-3: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Birds (Potentially Significant) Construction activities in the Specific Plan Area would create temporary sources of noise and light that could affect nesting songbirds if they are located adjacent to the Specific Plan Area in the future. The ongoing activities associated with the operational phase (i.e., human and/or domesticated animal presence, light, noise, etc.) could disrupt nesting birds if they are located adjacent to the Specific Plan Area in the future. (DEIR, pp. 3.2-38 through 3.2-40)	**Mitigation Measure 3.2-5:** Building and grading permits and plans issued for development in the Specific Plan Area shall note the following: If construction activities occur during the avian breeding season (February 1 – September 15) then the project proponent shall conduct pre-construction surveys to prevent impacts to nesting birds. No more than 15 days prior to the start of construction a bird survey shall be conducted by a qualified biologist to identify any active nests within 300 feet of the construction zone, and shall be submitted to the City. If construction stops for a period of 15 days or more during the avian breeding season than an additional bird survey shall be conducted. The biologist will conduct a survey within 300 feet of the construction zone for all special-status birds protected by the federal and state ESA, MBTA and CFGC. The biologist shall map all nests that are within, and visible from, 300 feet of the construction zone. If nests are identified, the biologist shall map the location and establish a minimum 300-foot buffer zone around active nests. Construction activity shall be prohibited within the buffer zones until the young have fledged. Nests shall be monitored at least twice per week during the nesting season and a report submitted to the City and CDFW monthly.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.2-1 through 3.2-5 be adopted. Mitigation Measure 3.2-5 would ensure a final concurrence is obtained from the regulatory agencies to ensure that there is no illegal take for CRLF. Mitigation Measure 3.2-4 requires a preconstruction survey of the Plan Area and immediate vicinity for all special-status birds protected by the federal and state ESA, MBTA and CFGC prior to construction. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.2-4: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Fish (Less Than Significant) field surveys, habitat conditions, and records searches, there are no fish species that have the potential to be present within the Specific Plan Area. The proposed project would not, directly or indirectly, have a substantial adverse effect on fish	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. (DEIR, pp. 3.2-41)			
Impact 3.2-5: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Mammals (Potentially Significant) The Specific Plan Area provides potential habitat for several special-status bats, including: Mexican free-tailed bat (*Tadarida brasiliensis),* California mastiff bat (*Eumops perotis californicus*), big brown bat (*Eptesicus fuscus),* Hoary bat (*Lasiurus cinereus),* spotted bat (*Euderma maculatum),* Townsend's big-eared bat (*Corynorhinus townsendii),* pallid bat (*Antrozous pallidus*), western pipistrelle (*Pipistrellus Hesperus),* small-footed myotis/bat (*Myotis ciliolabrum*), long-eared myotis/bat (*Myotis evotis*), California myotis (*Myotis californicus),* long-legged myotis/bat (*Myotis volans*), Yuma myotis/bat (*Myotis yumanensis*), and little brown bat *(Myotis lucifugus).* These species are not federal or State listed; however, most of them are considered California Species of Special Concern and/or are tracked by the CNDDB. Bats are found in a variety of habitats in the region, including buildings, bridges, mines, caves, tree cavities, under bark or rocks, etc. There is the potential for bats to roost in the two on-site farmland residence complexes along San Juan Grade Road, and/or the complexes located along Natividad Road. There is no evidence that bats are present in these locations at this time; however, they can become occupied at some future date. (DEIR, pp. 3.2-41 through 3.2-43)	**Mitigation Measure 3.2-6:** Grading and/or building permits and plans issued for development in the Specific Plan Area shall note the following: Fifteen days prior to construction activities within 200 feet of the residential complexes located along Natividad Road and San Juan Grade Road, the project applicant shall retain a qualified biologist familiar with bat biology to perform a preconstruction survey for roosting special-status bats; and shall be submitted to the City. The survey shall include a minimum of one daytime and one evening survey. The survey shall cover the trees, structures, and debris located within these complexes. If active roosting is observed, removal of the tree or building shall be avoided until the bats can be excluded. All active non-maternity roosting sites shall be fitted with passive exclusion devices, such as one-way flaps or doors, and all bats shall be allowed to leave voluntarily. Once it is confirmed that all bats have left the roost (minimum of five days), crews shall be allowed to continue work in the area. If a maternity roosting site is discovered, a minimum 50-foot buffer shall be established around the roost. The project applicant shall consult with the qualified biologist in order to determine if a greater buffer is warranted based on the bat species, roost location, and specific construction activities to be performed in the vicinity. The buffer shall stay in effect until all young are determined to be volant (i.e., able to fly and feed independently) by a qualified biologist. Once it is determined that all young are volant (generally by August 1st), passive exclusion devices shall be installed and all bats shall be allowed to leave voluntarily. Once it is determined by a qualified biologist that all bats have left the roost (minimum of five days), crews shall be allowed to work within the buffer zone. Project Improvement Plans will include this measure as a note in the plans.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.2-6 be adopted. Mitigation Measure 3.2-6 requires avoidance and minimization measures to avoid impacts to bat species. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.2-6: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS – Plants (Less Than Significant) The records search identified numerous special-status plants located within the region. Field surveys and habitat evaluations were performed in 2004 by Biotic Resources Group: March (26th and 31st), April (14th and 30th), May (17th), June (17th), July (26th). Additional field surveys were performed by De Novo Planning Group in 2015 September (11th) and in 2016 (April 18th). The collection of field surveys included surveys that coincided with the blooming period for special many status plants known to occur within the region. The conditions of the Specific Plan Area are highly disturbed due to the active agricultural operations. No special-status plants were observed within the Specific Plan Area during field surveys. The proposed project would not, directly or indirectly, have a substantial adverse effect on plant species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. (DEIR, pp. 3.2-43)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-7: The proposed project has the potential to have substantial adverse effect on federally - or state-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (Potentially Significant) The Specific Plan Area contains a roadside ditch located along the north side of East Boronda Road. The ditch was constructed to support agricultural operations, and drains agricultural runoff from most of the Specific Plan Area into the existing City storm water drainage system	**Mitigation Measure 3.2-7**: Prior to grading/building permit issuance in an area that would disturb the irrigation ditches and/or roadside ditches, the project applicant shall obtain a jurisdictional determination from the USACE and CDFW for the ditches that are proposed to be disturbed. If these regulatory agencies concur that these facilities are exempt, then no further mitigation is necessary. If it is determined that these facilities are not exempt, authorization for fill from the regulatory agencies (USACE-404 permit, RWQCB-401 certification, 1600 Streambed Alteration Agreement) will be	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.2-7 be adopted. Mitigation Measure 3.2-7 requires a 1:1 replacement of acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation or operations. Therefore, this impact is less than significant with mitigation incorporated.

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The USACE has regulatory responsibility for navigable waters as well as "all other waters such as...streams ...wetlands...and natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce" (33 CFR 323.2) under Section 404 of the CWA. A formal jurisdictional determination must be made by the USACE relative to the protected wetlands and jurisdictional waters within the Specific Plan Area. The agricultural irrigation ditches are manmade and believed to solely function to drain upland agricultural runoff. As such, they are expected to be exempted from the USACE jurisdiction under the Irrigation Ditch Exemption pursuant to Federal Regulations (33 CFR 323.4(a)(3)). However, a final determination must be made by the USACE prior to any filling of these ditches for urban use. (DEIR, pp. 3.2-43 through 3.2-45)	necessary and a permit shall be adhered to throughout the construction phase. At a minimum, the project applicant shall replace on a "no net loss" basis (minimum 1:1 ratio) the acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation or operations, although a higher mitigation measure may be required by the USACE, RWQCB, and CDFW through their permitting processes. Wetland habitat shall be replaced at acreage and location agreeable to the USACE, RWQCB, and CDFW and as determined during the Section 401, 404, and 1600 permitting processes.		
Impact 3.2-8: The proposed project has the potential to have substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Less Than Significant) The records search and field surveys did not reveal the presence of any riparian habitat or sensitive natural communities within the Specific Plan Area. The conditions of the Specific Plan Area are highly disturbed due to the active agricultural operations. The proposed project would not result in a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or UFWSF. (DEIR, pp. 3.2-45 and 3.2-46)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-9: The proposed project has the potential to interfere substantially with the movement of native fish or wildlife species or with established wildlife corridors, or impede the use of native wildlife nursery sites (Potentially Significant) The proposed project has the potential to interfere substantially with the movement of native fish or wildlife species or with established wildlife corridors, or impede the use of native wildlife nursery sites. Development of the proposed project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. (DEIR, pp.	No mitigation measures are feasible.	CS and SU	The EIR identified no mitigation measures to address this particular significant effect on the environment. Thus, the effect remains significant and unavoidable, and no mitigation is available to substantially lessen or avoid the effect. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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3.2-46 through 3.2-47)			
Impact 3.2-10: The proposed project has the potential to conflict with an adopted Habitat Conservation Plan or Natural Community Conservation Plan (Less Than Significant) The proposed project is not subject to a Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, the proposed project would not conflict with an adopted Habitat Conservation Plan or Natural Community Conservation Plan. (DEIR, pp. 3.2-47)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-11: The proposed project has the potential to conflict with local policies or ordinances protecting biological resources (Less Than Significant) The proposed project would not conflict with local policies or ordinances protecting biological resources. The project proponent is required to comply with the provisions of the City's General Plan and Municipal Code. The proposed project is generally consistent with the above relevant open space and conservation policies of the General Plan, as well as the City's Municipal Code. (DEIR, pp. 3.2-47 through 3.2-52)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-12: Cumulative loss of biological resources including habitats and special status species (Potentially Significant) The project would result in impacts to biological resources including habitats and special status species. Development of the proposed project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. Given the rareness of CTS and CRLF in the Bioregion, the incremental loss of movement habitat from the proposed project, when considered alongside all past, present, and probable future projects (inclusive of all communities within the Bioregion), is a significant and unavoidable cumulative impact, and the Specific Plan's incremental contribution to this impact is itself cumulatively considerable**.** (DEIR, pp. 3.2-52 and 3.2-53)	No mitigation measures are feasible.	CS and SU	The EIR identified no mitigation measures to address this particular significant effect on the environment. Thus, the effect remains significant and unavoidable, and no mitigation is available to substantially lessen or avoid the effect. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
CULTURAL AND TRIBAL RESOURCES			
Impact 3.3-1: Project implementation may cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines	**Mitigation Measure 3.3-1:** In the event that evidence of archaeological or historical features or deposits (e.g., ceramic shard, trash scatters,	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment.

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§15064.5 (Potentially Significant) No historical resources were found during field surveys for the proposed project. Additionally, there are no historical resources that have been identified in the Specific Plan Area on maps and files maintained by the Northwest Information Center (NWIC). There have been three previous cultural resource studies that examined approximately three-quarters of the Specific Plan Area and no historical resources were documented. The Monterey County Historic Property Data File Directory and National Register of Historic Resources do not list any historical resources in the Specific Plan Area. It is not anticipated that ground disturbing activities would result in impacts to historical resources given that none are believed to be present. However, as with most projects in California that involve ground disturbing activities, there is the potential for discovery of a previously unknown historical resource. Project implementation may cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5. (DEIR, pp. 3.3-12 and 3.3-13)	lithic scatters) are uncovered (discovered) during excavation and/or grading, all work shall stop in the area of the subject property until an appropriate data recovery program can be developed and implemented by a qualified archaeologist. This archaeologist shall determine whether the uncovered deposits or features qualify as either "historical resources" within the meaning of CEQA Guidelines section 15064.5, subdivision (a), "unique archaeological resources" as defined in Public Resources Code section 21083.2, subdivision (g), or "tribal cultural resources," as defined in Public Resources Code section 21074. If historical resources, unique archaeological resources, or tribal cultural resources are present, the project proponent shall preserve any such resources or implement any feasible mitigation measures identified by the archaeologist and imposed by the City. Recommended mitigation measures shall be reviewed by the City Planner and shall be approved if feasible in light of project design, logistics, and cost considerations and, if approved, shall be implemented and completed prior to commencing further work for which grading or building permits were issued, unless otherwise directed by the City Planner. Data recovery shall be an option if preservation in place is infeasible. Where resources have been determined to be "unique archaeological resources" but not "historical resources" or "tribal cultural resources," the project proponent's obligations shall be limited as set forth in Public Resources Code section 21083.2, subdivisions (d), (e), and (f). Grading/building permits and plans shall note this measure.		The City Council hereby directs that Mitigation Measure 3.3-1 be adopted. Implementation of Mitigation Measure 3.3-1 requires work to stop if an archaeological or historical feature or deposit is found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.3-2: Project implementation may cause a substantial adverse change in the significance of archaeological resource pursuant to CEQA Guidelines §15064.5 (Potentially Significant) No archaeological resources were found during field surveys for the proposed project. Additionally, no archaeological resources have been identified in the Plan Area on maps and files maintained by the NWIC. There have been three previous cultural resource studies that examined approximately three-quarters of the Specific Plan Area and no archaeological resources were documented. The Monterey County Historic Property Data File Directory and National Register of Historic	Implement Mitigation Measure 3.3-1	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.3-1 be adopted. Implementation of Mitigation Measure 3.3-1 requires work to stop if an archaeological or historical feature or deposit is found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.

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Resources do not list any archaeological resources in the Specific Plan Area. It is not anticipated that ground disturbing activities would result in impacts to archaeological resources given that none are believed to be present. However, as with most projects in California that involve ground disturbing activities, there is the potential for discovery of a previously unknown archaeological resource. Project implementation may cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5. (DEIR, pp. 3.3-13)			
Impact 3.3-3: Project implementation may directly or indirectly destroy a unique paleontological resource (Potentially Significant) A search of the University of California, Berkeley Museum of Paleontology collections database of Paleontology Localities did not identify any paleontological resources (fossils or fossil formations) within the Specific Plan Area. The Monterey County General Plan Draft EIR (2007) included a review of known fossil localities conducted by paleontologists in 2001. Twelve fossil sites were identified as having outstanding scientific value. For the most part, the fossils at these 12 sites reflect the type of assemblages found throughout the county (microorganisms or invertebrates); however, each has special characteristics that make it unique or rare, or in some way provide important stratigraphic or historic information. None of the 12 identified high value sites are located on or near the Specific Plan Area. Additionally, the Salinas General Plan Final EIR (2002) does not identify any high value sites in the Specific Plan area or in the City as a whole. However, unknown important paleontological resources have the potential to occur within the planning area including the undeveloped future growth areas, which include the Specific Plan Area. The construction of new development would involve grading and other earthwork that can disturb important fossils. Therefore, project implementation may directly or indirectly destroy a unique paleontological resource. (DEIR, pp. 3.3-13 and 3.3-14)	**Mitigation Measure 3.3-2**: If paleontological resources are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the City of Salinas shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where the resource could be curated and displayed for public education purposes. Grading/ building permits and plans shall note this measure.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.3-2 be adopted. Implementation of Mitigation Measure 3.3-2 requires work to stop if a paleontological resource is found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.3-4: Project implementation may disturb human remains, including those interred outside of	**Mitigation Measure 3.3-3:** If human remains are found during construction within the Specific	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

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formal cemeteries (Potentially Significant) No human remains or known burial sites were found during field surveys for the proposed project. Additionally, there are no human remains or known burial sites that have been identified in the Plan Area on maps and files maintained by the NWIC. It is not anticipated that ground disturbing activities would result in impacts to human remains or known burial sites given that none are believed to be present. However, as with most projects in California that involve ground disturbing activities, there is the potential for discovery of previously unknown human remains or known burial sites. Project implementation may disturb human remains, including those interred outside of formal cemeteries. (DEIR, pp. 3.3-14 and 3.3-15)	Plan Area, or at off-site infrastructure improvement locations, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until a qualified archeological monitor and the coroner of Monterey County are contacted. If it is determined that the remains are Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. Grading permit/building permits and plans shall note this measure.		environment. The City Council hereby directs that Mitigation Measure 3.3-3 be adopted. Implementation of Mitigation Measure 3.3-3 requires work to stop if human remains are found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.3-5: The project may contribute to cumulative impacts on known and undiscovered cultural resources (Less Than Significant) While there are extensive documented cultural resources in Salinas and unincorporated Monterey County, there are no cultural resources that were found during field surveys of the proposed project. Additionally, there are no cultural resources that have been identified in the Plan Area on maps and	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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files maintained by the NWIC. The Monterey County Historic Property Data File Directory and National Register of Historic Resources do not list any cultural resources in the Plan Area. Any significant discoveries during construction would be required to be preserved in place or mitigated through relocation or documentation; and the project is not anticipated to considerably contribute to a significant reduction in cultural resources. The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts. The proposed project would not have cumulatively considerable impacts associated with cultural resources. (DEIR, pp. 3.3-15 and 3.3-16)			
GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY			
Impact 3.4-1: Potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (Potentially Significant) Short-term construction GHG emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate change over the lifetime of the Specific Plan. Even after incorporation of the mitigation measures provided in Section 3.1: Air Quality, overall GHGs generated by the proposed project are expected to be greater than the applicable thresholds of 1,150 MT of CO_2e per year for construction emissions, 1.94 MT CO_2e/service population/year for operational emissions during Year 2035, and 0.80 MT CO_2e/service population/year for operational emissions during Year 2050. The project would generate GHG emissions, directly and indirectly, that may have a significant impact on the environment. (DEIR, pp. 3.4-31 through 3.4-38)	**Mitigation Measure 3.4-1**: Prior to the approval of the tentative maps and development review permits, as applicable, pursuant to CEQA Guidelines section 15183.5(b), Plans for the Reduction of Greenhouse Gas Emissions, the project applicant shall prepare a Greenhouse Gas Reduction Plan (GGRP) aimed at achieving specific performance standards. The GGRP shall include the following: 1) The GGRP shall achieve a per capita operational emissions level of 1.94 MT CO_2e/service population/year by year 2035, and 0.80 MT CO_2e/service population/year by year 2050. 2) Calculation of GHG emissions projection using an acceptable modeling tool such as the most recent version of CalEEMod. GHG reduction measures may include building and site energy reduction measures, measures to reduce project-generated vehicle miles traveled, or other measures. Off-site measures such as participation in a community-wide GHG reduction program(s), if any are adopted, or payment of GHG reduction fees (carbon offsets) into a qualified existing program, if one is in place, may be considered after all feasible on-site reduction measures are considered. The effectiveness of the GHG reduction measures included in the GGRP must be verifiable based	SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. Even with implementation of Mitigation Measure 3.4-1, it is possible that individual projects within the Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant. Therefore, the impact is significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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	on evidence presented in the GGRP. Representative GHG reduction measures which may be considered may include, but are not limited to: • Measures identified by the California Air Pollution Control Officers' Association in Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures or updates to this document as may occur from time to time. • Applicable measures identified in guidance from MBARD, if any, and/or in guidance provided by other regional air districts such as the Bay Area Air Quality Management District, Sacramento Metropolitan Air Quality Management District, San Luis Obispo County Air Pollution Control District, or other agencies with adopted GHG reduction guidance that is applicable on the date the project application is deemed complete by the City. If sufficient feasible GHG reduction measures are unavailable to reduce GHG emissions to below the threshold of significance, the project applicant shall include evidence in the GGRP to this effect. The GGRP shall be subject to review and approval of the City of Salinas Community Development Department prior to approval of the tentative map or development review application, as applicable. Implementation of this mitigation measure shall not be required if the City has a qualified GHG reduction plan in place on the date a future individual project application is deemed complete, the qualified GHG reduction plan reflects the most recent legislatively-adopted GHG reduction targets (e.g., the 2030 target set by SB 32), includes an inventory of projected GHG emissions from development within the Specific Plan Area, and includes GHG reduction measures applicable to development within the Specific Plan Area whose implementation is required as a condition of approval of such projects.		
Impact 3.4-2: Potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of	Implement Mitigation Measure 3.4-1.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

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reducing the emissions of greenhouse gases (Potentially Significant) The Specific Plan would generate GHG emissions that could conflict with the State's long-term GHG Reduction targets, even with implementation of Mitigation Measures 3.1-1 through 3.1-9 contained within Section 3.1: Air Quality. The Specific Plan would not interfere with the *2008 Monterey Bay Regional Energy Plan* objectives. (DEIR, pp. 3.4-38 through 3.4-42)			environment. The City Council hereby directs that Mitigation Measure 3.4-1 be adopted. Implementation of Mitigation Measure 3.4-1 would ensure that GHG reduction measures required pursuant to it are consistent with the intent of current and future statewide GHG reduction legislation and regulations, and with current and future expectations of local, regional, and State stakeholders regarding the City's effort to reduce GHG emissions from new development, including Executive Order B-30-15 and S-03-05. Therefore, with implementation of Mitigation Measure 3.4-1, new development of the Plan Area would consistent with Executive Orders B-30-15 (and SB 32) and S-03-05. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.4-3: Project implementation may result in the inefficient, wasteful, or unnecessary use of energy resources (Less Than Significant) The proposed project would use energy resources for the operation of project buildings (electricity and natural gas), for on-road vehicle trips (e.g. gasoline and diesel fuel) generated by the proposed project, and from off-road construction activities associated with the proposed project (e.g. diesel fuel). Each of these activities would require the use of energy resources. The proposed project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. Overall, the incorporation of mitigation measures would ensure that the proposed project would avoid and reduce inefficient, wasteful, and unnecessary consumption of energy. The proposed project would comply with all existing energy standards, including those established by the City of Salinas, the local air district (MBARD), and the State of California, and would not be expected to result in significant adverse impacts on energy resources. (DEIR, pp. 3.4-42 through 3.4-48)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.4-4: Cumulative impact on climate change from increased project-related greenhouse gas emission (Potentially Significant) Implementation of the proposed project will generate GHG emissions that would not otherwise exist without the proposed project. Given the length of construction activities for a project of this size, the construction emissions would be a long-term release of approximately 168,734.3 MT CO_2e. The operational emissions would be a long-term release totaling approximately 51,939.2 MT CO2e per year without mitigation, and 47,684.9MT CO_2e	Implement Mitigation Measure 3.4-1.	CS and SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. The City Council hereby directs that Mitigation Measure 3.4-1 be adopted. Implementation of Mitigation Measure 3.4-1 would ensure that GHG reduction measures required pursuant to it are consistent with the intent of current and future statewide GHG reduction legislation and regulations, and with current and future expectations of local, regional, and State stakeholders regarding the City's effort to reduce GHG emissions from new

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per year with mitigation. The City of Salinas's planning efforts included targeted growth that accommodates the economic and social needs of the community, while recognizing and seeking to mitigate environmental impacts when growth occurs. The State of California continues to implement measures that are intended to reduce emissions on a State-wide scale (i.e. vehicle fuel efficiency standards in fleets, low carbon fuels, etc.) that are consistent with AB 32 and SB 32. These types of statewide measures will benefit the proposed project (and city as a whole) in the long-term as they come into effect; however, the City does not have the jurisdiction to create far-reaching (i.e. statewide) measures to reduce GHG emissions. (DEIR, pp. 3.4-48 through 3.4-49)			development, including Executive Order B-30-15 and S-03-05. Therefore, with implementation of Mitigation Measure 3.4-1, new development of the Plan Area would consistent with Executive Orders B-30-15 (and SB 32) and S-03-05. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
HAZARDS AND HAZARDOUS MATERIALS			
Impact 3.5-1: Potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment (Potentially Significant) The hazards assessments included site reconnaissance, interviews, historical land use research, database research, and soils testing. The project has the potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment. (DEIR, pp. 3.5-24 through 3.5-26)	**Mitigation Measure 3.5-1**: Prior to issuance of grading permits or building permits, (including the issuance of demolition permits for agricultural support buildings) as applicable, the applicant shall hire a qualified consultant to: 1) Provide a final evaluation of the soils around the agricultural operations support buildings (residences, warehouses, barns, etc.) before they are demolished. If toxic levels of residual agrichemicals or surface staining are found, the contaminated soil shall be excavated and disposed of at an off-site disposal facility permitted to accept such waste. Any contaminated areas shall be remediated by the project applicant in accordance with recommendations made by the Monterey County Health Department Hazardous Materials Management Services, Regional Water Quality Control Board, Department of Toxic Substances Control, or other appropriate federal, State, or local regulatory agencies. 2) Investigate structures for asbestos-containing materials and lead. If asbestos-containing materials and/or lead are found in the buildings, a Cal-OSHA certified ACBM and lead based paint contractor shall be retained to remove the asbestos-containing materials and lead in accordance with U.S. EPA and California	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.5-1 through 3.5-3 be adopted. Implementation of the Mitigation Measures 3.5-1 requires a final evaluation of the soils around the agricultural operations support buildings and investigation of structures for asbestos-containing materials and lead. Implementation of the Mitigation Measures 3.5-2 requires destruction of existing water wells. Implementation of the Mitigation Measures 3.5-2 requires that water wells serving the proposed building be constructed and tested for water quality under permit from the Monterey County Health Department Therefore, this impact is less than significant with mitigation incorporated.

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	Occupational Safety and Health Administration (Cal/OSHA) standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards. Any ACBM and lead shall be disposed of properly at an appropriate offsite disposal facility. **Mitigation Measure 3.5-2**: Prior to the issuance of grading permits, existing water wells within the grading area shall be destroyed under permit from the City of Salinas and/or the Monterey County Health Department, as applicable. Any destruction of these facilities shall be in accordance with the Monterey County Well Standards for Abandonment/Destruction. The project applicant shall provide the City of Salinas with a copy of the permit and a report or other information documenting the appropriate destruction of these facilities. **Mitigation Measure 3.5-3:** Prior to the issuance of building permits, the water well or wells that will be providing water for the applicable portion of the Specific Plan Area, shall be constructed and tested for water quality under permit from the Monterey County Health Department. The project applicant shall provide the City of Salinas with a copy of the permit and a report or other information documenting the appropriate construction and operation of these facilities.		
Impact 3.5-2: Create a significant hazard to school sites due to siting or the placement of infrastructure (Potentially Significant) The proposed project does not pose significant hazards from existing natural gas transmission piping, and mitigation measures identified under Impact 3.5-1 would ensure water well construction and abandonment impacts would be less than significant. However, implementation of the project may create a significant hazard to school sites due to siting or the placement of infrastructure (i.e., the due to the citing of school sites near power lines). (DEIR, pp. 3.5-26 through 3.5-28)	**Mitigation Measure 3.5-4:** The property line of all school sites (even if it is a joint use agreement as described in subsection (o) of § 14010) shall be at least the following distance from the edge of respective power line easements as identified in the California Code of Regulations Title 5, Article 2. School Sites § 14010. Standards for School Site Selection (c). • 100 feet for power lines that are between 50 and 133 kV.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.5-4 be adopted. Implementation of Mitigation Measure 3.5-4 ensures all future electrical transmission alignments are required to comply with California Code of Regulations Title 5, Article 2 (School Sites) § 14010 (Standards for School Site Selection) setback requirements. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.5-3: Cumulative impact related to hazards and hazardous materials (Less Than Significant) The proposed project includes the approval and	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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subsequent implementation of an approximately 797-acre Specific Plan Area that includes residential, mixed use commercial, a community park, neighborhood parks, small parks, schools, and open space (with supplemental storm water detention/retention basins). These uses are not expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, these uses are not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed Specific Plan land uses are not expected to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Mitigation measures have been included to minimize the risk of on-site hazards. (DEIR, pp. 3.5-28 through 3.5-29)			
HYDROLOGY AND WATER QUALITY			
Impact 3.6-1: The proposed project has the potential to violate water quality standards or waste discharge requirements during construction (Potentially Significant) Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas. (DEIR, pp. 3.6-21 through 3.5-23)	**Mitigation Measure 3.6-1:** Prior to issuance of grading permits, the project proponent shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the City of Salinas prior to submitting to the RWQCB to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ). The SWPPP shall be designed with Best Management Practices (BMPs) that the RWQCB has deemed to be effective at reducing erosion, controlling sediment, and managing runoff. These include: covering disturbed areas with mulch, temporary seeding, soil stabilizers, binders, fiber rolls or blankets, temporary vegetation, and permanent seeding. Sediment control BMPs, installing silt fences or placing straw wattles below slopes, installing berms and other temporary run-on and runoff diversions. These BMPs are only examples of what should be considered and shall not preclude the use of equally or more effective new or innovative approaches currently available or being developed. Final selection of BMPs will be subject to approval by City of Salinas. The SWPPP will be kept on site during construction activity and will be made available upon request	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.6-1 be adopted. Mitigation Measure 3.6-1 requires the use of BMPs during construction activities in order to reduce erosion, control sediment, and manage runoff from the Plan Area. Therefore, this impact is less than significant with mitigation incorporated.

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	to representatives of the RWQCB.		
Impact 3.6-2: The proposed project has the potential to violate water quality standards or waste discharge requirements during operation (Potentially Significant) The long-term operations of the proposed project (all phases) could result in long-term impacts to surface water quality from urban stormwater runoff. The proposed Project would result in new impervious areas associated with roadways, driveways, parking lots, buildings, and landscape areas. Normal activities in these developed areas include the use of various automotive petroleum products (i.e. oil, grease, and fuel), common household hazardous materials, heavy metals, pesticides, herbicides, fertilizers, and sediment. Within urban areas, these pollutants are generally called nonpoint source pollutants. The pollutants pollutant levels vary based on factors such as time between storm events, volume of storm event, type of uses, and density of people. The proposed project has the potential to violate water quality standards or waste discharge requirements during operation. (DEIR, pp. 3.6-23 through 3.6-26)	**Mitigation Measure 3.6-2:** Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department a Stormwater Control Plan detailing plans and calculations for water quality best management practices (BMPs) and water quality detention/retention basins designed to meet the applicable regulatory requirements and to reduce contaminant loadings to receiving waters to the maximum extent practicable. The Improvement Plans shall be consistent with the City's NPDES permit requirements at the time of permitting. The NPDES permit granted to the City of Salinas by the Central Coast RWQCB (CCRWQCB, 2012) requires the following: I. Erosion and Sediment Control BMPs – Erosion control and sediment control BMPs shall be designed, installed, and maintained to reduce the discharge of pollutants from construction sites to the maximum extent practical (MEP) and protect water quality; II. Erosion and sediment from slopes and channels shall be controlled by implementing an effective combination of erosion control (source control) and other sediment control BMPs; and II. Soil Stabilization – Stabilization of disturbed areas shall, at a minimum, be initiated immediately whenever any clearing, grading, excavating, or other earth disturbing activities have permanently ceased. Additionally, the Improvement Plans shall be consistent with the requirements of the City's Stormwater Development Standards for New and Redevelopment Projects. The City of Salinas Stormwater Standards for New and Redevelopment Projects (City of Salinas, 2013) require the following practices: I. Limit disturbance of creeks and natural drainage features and provide setbacks according to the City's latest NPDES permit; II. Minimize compaction of highly permeable	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.6-2 through 3.6-4 be adopted. Mitigation Measure 3.6-2 requires submittal of a Stormwater Control Plan that includes calculations, BMPs and plan of sufficient detail to confirm that contaminant loadings to receiving waters will be reduced to the maximum extent practicable. Mitigation Measures 3.6-3 and 3.6-4 require submittal of detailed plans and calculations for the water quality BMPs, water quality detention basins, and supplemental retention and peak flow control. The BMPs will be designed to meet regulatory requirements and to reduce peak flows during storm events below peak flows under pre-project conditions. The various RWQCBs have evaluated the effectiveness of the types of BMPs required by Mitigation Measures 3.6-2 through 3.6-4 and have determined that BMPs are known to be effective in protecting receiving waters. Therefore, this impact is less than significant with mitigation incorporated.

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	soils; and II. Limit clearing and grading of native vegetation to the minimum needed to build the project and provide fire protection. **Mitigation Measure 3.6-3:** Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department a Stormwater Control Plan detailing plans and calculations for water quality best management practices (BMPs) and water quality detention basins designed to prevent to the maximum extent practicable the creation of new sources of polluted runoff. The detailed plans and calculations shall be subject to review and approval by the Salinas Public Works Department. **Mitigation Measure 3.6-4:** Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department detailed plans and calculations for supplemental retention and peak flow control. BMPs will be designed to meet regulatory requirements and to reduce peak flows during storm events below peak flows under pre-project conditions. The detailed plans and calculations shall be subject to review and approval by the Salinas Public Works Department.		
Impact 3.6-3: The proposed project has the potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge (Potentially Significant) The proposed project, without mitigating features, would reduce infiltration of rainwater and runoff into the local groundwater system due to the increase in impermeable area. This may deplete groundwater supplies or interfere substantially with groundwater recharge. The total annual rainfall depth in an average year is approximately 16 inches and the project surface area is approximately 797 acres, producing an annual rainfall volume of approximately 1,060 AF. Nearly all of this area is currently in agriculture, while the proposed project could convert as much as 60 percent of the area to impervious surfaces, resulting in a reduction in groundwater recharge in the range of 400 to 600 AF. (DEIR, pp. 3.6-26 through 3.6-29)	**Mitigation Measure 3.6-5:** Prior to the approval of site improvement plans, the project applicant shall site, and design and include an Operation and Maintenance Plan for stormwater retention/infiltration basins and infiltration promoting BMPs sufficient to assure that there is no reduction in groundwater recharge. In order to assure there is no reduction in recharge, the plan shall result in circumstances which maintain infiltration to support baseflow and interflow to wetlands and surface waters, and deep vertical infiltration to groundwater. The site, design, and installation shall be consistent with the requirements of the City's Stormwater Development Standards for New and Redevelopment Projects. The contents of the site, design, and installation shall be included in a stormwater control plan. The stormwater control plan shall be reflected on the Improvement Plans, subject to review and approval by the Salinas Public Works Department.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.6-5 and 3.6-6 be adopted. Implementation of Mitigation Measure 3.6-5 requires an Operation and Maintenance Plan for stormwater retention/infiltration basins and infiltration promoting BMPs sufficient to assure that there is no reduction in groundwater recharge. Implementation of Mitigation Measure 3.6-6 requires an Operation and Maintenance Plan for post-construction BMPs and supplemental stormwater detention basins in accordance with City of Salinas stormwater development standards. Therefore, this impact is less than significant with mitigation incorporated.

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	Mitigation Measure 3.6-6: Prior to the approval of site improvement plans, the project applicant shall site, design, and include an Operation and Maintenance Plan for post-construction BMPs and supplemental stormwater detention basins in accordance with City of Salinas stormwater development standards. Maintenance procedures (including frequency of procedure, cleaning schedules, applicant responsibility for each procedure, performance standards, or other means) and funding mechanisms shall be established for those facilities to assure adequate long-term performance and success in treating the water and controlling infiltration into the groundwater. The Improvement Plans and Operation and Maintenance Plan shall be subject to review and approval by the Salinas Public Works Department.		
Impact 3.6-4: The proposed project has the potential to alter the existing drainage pattern in a manner which would result in substantial erosion, siltation, flooding, or polluted runoff (Less than Significant) The proposed project will not alter drainage patterns in a manner which will cause flooding, erosion, or siltation. Surface runoff from the area will be managed via parcel-based LID measures, detention/retention basins, and flow reducing BMPs to prevent local flooding within the site. These features will also reduce peak flows from the Plan Area to receiving creeks and storm drains to amounts less than such flows under existing conditions. Sediment in the stormwater flows will be captured in detention ponds designed to prevent siltation. Flooding, erosion, or siltation is not anticipated by the proposed project given the storm drain design and best management practices that will be implemented. (DEIR, pp. 3.6-29 through 3.6-30)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-5: The proposed project has the potential to otherwise substantially degrade water quality (Potentially Significant) The proposed project would not otherwise substantially degrade water quality. The use of BMPs are intended to treat runoff close to the source during the construction and long term operational phase of the project to reduce stormwater quality impacts. (DEIR, pp. 3.6-30 through 3.6-31)	Implement **Mitigation Measure 3.6-1**.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.6-1 be adopted. Mitigation Measure 3.6-1 requires the use of BMPs during construction activities in order to reduce erosion, control sediment, and manage runoff from the Plan Area. Therefore, this impact is less than significant with mitigation incorporated.

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Impact 3.6-6: Place housing or structures that would impede/redirect flows within a 100-year, or 200-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map (Less than Significant) The project would no place housing or structures that would impede/redirect flows within a 1-percent annual chance flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. Provided that the storm drain system and detention/retention facilities to be installed as part of the proposed development are adequately sized and properly installed and maintained, additional flooding and/or impedance or redirection of flows will not be induced by the proposed project. (DEIR, pp. 3.6-31)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-7: The proposed project has the potential to expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, seiche, tsunami, or mudflow (Less than Significant) The proposed project would not result in the exposure of people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, seiche, tsunami, or mudflow. (DEIR, pp. 3.6-31 through 3.6-32)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-8: Cumulative increases in peak stormwater runoff from the plan area (Less than Significant) With the design and construction of flood control improvements, the West Area Specific Plan would not increase peak stormwater runoff. The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures would control peak stormwater runoff. The proposed project would not have cumulatively considerable impacts associated with stormwater runoff. (DEIR, pp. 3.6-	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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32 through 3.6-33)			
Impact 3.6-9: Cumulative impacts related to degradation of water quality (Less than Significant) The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures would control storm water quality. The proposed project would not have cumulatively considerable impacts associated with water quality. (DEIR, pp. 3.6-33 through 3.6-35)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-10: Cumulative impacts related to degradation of groundwater supply or recharge (Less than Significant) The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures require maintaining water quality standards and preserving the infiltration of rainwater within the aquifer. The proposed project would not have cumulatively considerable impacts associated with groundwater supply/recharge. (DEIR, pp. 3.6-35 through 3.6-36)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-11: Cumulative impacts related to flooding (Less than Significant) Future development in the area must be sited and designed in accordance with the aforementioned City flood damage regulations (i.e., Article VI, Flood Damage Prevention, of the City's Code). The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures require designs that ensure structures are outside the base flood elevation and that storm water flows are maintained to prevent downstream flooding. The proposed project would not have cumulatively considerable impacts associated with flooding. (DEIR, pp. 3.6-36 through 3.6-38)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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NOISE			
Impact 3.7-1: The proposed project has the potential to increase traffic noise levels at existing receptors (Potentially Significant) As shown in Tables 3.7-8 through 3.7-11, some noise-sensitive receptors located along the Plan Area roadways are currently exposed to exterior traffic noise levels exceeding the City of Salinas 60 dB L_{dn} exterior noise level standard for residential uses. These receptors would continue to experience elevated exterior noise levels with implementation of the proposed project. As shown in Table 3.7-8, the segment of Natividad Road south of E. Boronda Road would experience unacceptable noise levels under Existing Plus Project conditions. The project would cause noise levels along this segment to increase by 1.6 dB. As shown in Table 3.7-9, the segment of Natividad Road south of E. Boronda Road would experience unacceptable noise levels under Existing Plus Project Plus CASP conditions. As shown in Table 3.7-10, the following roadway segments would experience unacceptable noise levels under Cumulative Plus Project conditions: • E. Boronda Road from San Juan Grade to McKinnon (2.4 dB increase); • E. Boronda Road from Independence to Hemmingway (1.8 dB increase); • E. Boronda Road from N. Sanborn to Williams (2.4 dB increase); • Natividad Road south of E. Boronda (3.7 dB increase); and • Natividad Road from E. Boronda to Future Russell Road (3.0 dB increase). As shown in Table 3.7-11, significant traffic noise increases are anticipated under the Cumulative Plus Project Plus CASP traffic condition include the following segments: • Constitution Blvd., South of E. Boronda – noise levels are predicted to increase by 3.5 dB from 62.2 dB to 65.7 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB,	Implement Mitigation Measures 3.7-1 and 3.7-8.	SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. Mitigation Measure 3.7-1 requires adherence to the requirements of the City of Salinas Municipal Code with respect to hours of operation during project construction. Mitigation Measure 3.7-2 requires all equipment to be fitted with factory equipped mufflers and in good working order. Mitigation Measure 3.7-3 requires sound walls for residents located along the primary Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. Mitigation Measure 3.7-4 requires 3-coat stucco and windows having a Sound Transmission Class (STC) 35, or higher, rating to be installed in second floor facades and rooms that have windows or doors that abut E. Boronda Road and/or Natividad Road. Mitigation Measure 3.7-5 requires mechanical ventilation for the first row of all residential dwellings that abut E. Boronda Road and/or Natividad Road. Mitigation Measure 3.7-6 requires the center of active play areas, such as football fields, soccer fields or other athletic fields, to be located at a minimum distance of 90-feet from the nearest residential property lines. Mitigation Measure 3.7-7 includes various project design requirements where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes abut residential areas. Mitigation Measure 3.7-8 includes various project design requirements fort the well and treatment plant facilities. Even with implementation of Mitigation Measures 3.7-1 through 3.7-8, there is the potential for noise levels to exceed the acceptable levels in some cases if encroachment into private property proves for the construction of sounds walls proves to be infeasible. Therefore, the impact is significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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as outlined in Table 3.7-7. • E. Boronda Road, Main to San Juan Grade – noise levels are predicted to increase by 1.5 dB from 66.5 dB to 68.1 dB L_{dn}. This would equal the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, San Juan Grade to McKinnon – noise levels are predicted to increase by 2.6 dB from 65.3 dB to 67.9 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, El Dorado to Natividad – noise levels are predicted to increase by 3.3 dB from 64.1 dB to 66.1 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Natividad to Independence – noise levels are predicted to increase by 2.6 dB from 66.6 dB to 69.3 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Independence to Hemmingway – noise levels are predicted to increase by 3.5 dB from 65.1 dB to 68.6 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Hemmingway to Constitution – noise levels are predicted to increase by 3.0 dB from 58.2 dB to 61.3 dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential receptors. • E. Boronda Road, N. Sanborn to Williams – noise levels are predicted to increase by 3.1 dB from 59.6 dB to 62.7dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a			

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new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential receptors. • Natividad Road., South of E. Boronda – noise levels are predicted to increase by 4.5 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • Natividad Road., E. Boronda to Future Russell Road – noise levels are predicted to increase by 3.8 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. However, it should be noted that this roadway segment is located between the West Area Specific Plan and Central Area Specific Plan projects and future sensitive receptors along this roadway would be constructed with noise control measures designed to achieve compliance with the City of Salinas exterior and interior noise level standards. • Russell Road, West of San Juan Grade – noise levels are predicted to increase by 1.9 dB from 67.5 dB to 69.4 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. (DEIR p. 3.7-14 through 3.7-23)			
Impact 3.7-2: The proposed project has the potential to increase noise levels associated with construction activities (Potentially Significant) Noise would also be generated during the construction phase by increased truck traffic on area roadways. The proposed project has the potential to increase noise levels associated with construction activities. (DEIR, pp. 3.7-23 and 3.7-24)	**Mitigation Measure 3.7-1:** Prior to the approval of site improvement plans and respective permits, plans shall note that construction activities shall adhere to the requirements of the City of Salinas Municipal Code with respect to hours of operation. **Mitigation Measure 3.7-2:** Prior to the approval of site improvement plans and respective permits, plans shall note that all equipment shall be fitted with factory equipped mufflers and in good working order. All stationary noise generating equipment (i.e. generators) shall be located at least 300 feet from a sensitive receptor. All construction staging areas shall be located at least 300 feet from a sensitive receptor.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.7-1 and 3.7-2 be adopted. Mitigation Measure 3.7-1 requires adherence to the requirements of the City of Salinas Municipal Code with respect to hours of operation during project construction. Mitigation Measure 3.7-2 requires all equipment to be fitted with factory equipped mufflers and in good working order. Therefore, this impact is less than significant with mitigation incorporated.

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Impact 3.7-3: The proposed project has the potential to increase noise vibration association with construction activities (Less Than Significant) The proposed project would not increase noise vibration associated with construction activities. Therefore, construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors. (DEIR, pp. 3.7-24 and 3.7-25)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.7-4: The proposed project has the potential to expose new sensitive receptors to excessive transportation noise (Potentially Significant) Table 3.7-14 data indicate that noise barriers 6- to 8-feet in height would generally be sufficient to achieve compliance with the City of Salinas 60 dB L_{dn} exterior noise level standard for the proposed residential uses. However, for the residential uses located along E. Boronda Road and Natividad Road, sound walls of 6- to 8-feet in height would only reduce exterior noise levels to 62 to 65 dB L_{dn}. While these noise level do not meet the City's preferred 60 dB L_{dn} noise standards, they would comply with the City's conditionally acceptable standard of 60 to 70 dB L_{dn}. Predicted interior noise levels would exceed the City's 45 dB L_{dn} interior noise level standard at the first row of residential uses located closest to E. Boronda Road and Natividad Road. Therefore, additional interior noise control measures would be required for these residential uses along E. Boronda Road and Natividad Road. To reduce interior noise levels to 45 dB L_{dn}, or less, it is likely that second floor facades would require windows having a Sound Transmission Class (STC) 35 rating, or higher. Exterior walls would also likely require 3-coat stucco and RC-channels. This would specifically apply to the first row of homes along E. Boronda Road and Natividad Road and would not apply to facades facing away from the roadway. (DEIR, pp. 3.7-25 through 3.7-28)	**Mitigation Measure 3.7-3:** Prior to the approval of site improvement plans and respective permits, the plans shall note the location, design and constructions details of the eight-foot to nine-foot tall sound attenuation walls and/or landscaped berm/wall combinations, as applicable, that will be constructed along the primary Specific Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. At the City's discretion, wall heights which achieve the City's conditionally acceptable 60-70 dB L_{dn} noise standard may be allowed. See the Draft EIR Table 3.7-14 for specific noise barrier/wall heights along each roadway. Noise barrier walls shall be constructed of concrete panels, concrete masonry units, stucco or manufactured materials (with a density of four pounds per square foot or greater), earthen landscaped berms, or any combination of these materials as determined appropriate by the City of Salinas. The design/appearance of the wall is subject to the design approval by the City of Salinas based upon the standards contained in the West Area Specific Plan and the Salinas Zoning Code, as applicable to ensure that it is visually pleasing. Wood is not permitted due to eventual warping and degradation of acoustical performance. The walls shall not have gaps or penetrations which allow sound to flank through or around the walls. Small gaps which may occur using materials such as "keystone" blocks shall be avoided. Additionally, in accordance with Section 5-03.19 of the City's Municipal Code, best management practices shall be incorporated into the sound wall design in order to control graffiti and/or mitigate the potential impacts of graffiti. These graffiti prevention best management practices may include, without limitation: (1) The use or the installation and maintenance of ant-graffiti materials and	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.7-3 through 3.7-5 be adopted. Mitigation Measure 3.7-3 requires sound walls for residents located along the primary Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. Mitigation Measure 3.7-4 requires 3-coat stucco and windows having a Sound Transmission Class (STC) 35, or higher, rating to be installed in second floor facades and rooms that have windows or doors that abut E. Boronda Road and/or Natividad Road. Mitigation Measure 3.7-5 requires mechanical ventilation for the first row of all residential dwellings that abut E. Boronda Road and/or Natividad Road. Therefore, this impact is less than significant with mitigation incorporated.

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	surface treatments approved by the City on likely graffiti-attracting surfaces. (2) Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. (3) Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. (4) Immediate removal of graffiti by appropriate means within seventy-two hours. (5) Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). (6) Authorizing right of access by city employees or contract agents to remove graffiti if not removed within specified time periods. (7) Supplying the city at its request with paint (of the appropriate color and type), cleaning agents, and/or other materials acceptable to the city to abate or to deter graffiti. (8) Other requirements, as deemed reasonably feasible by the city planner, to deter, to protect or to reduce the potential for graffiti defacement. **Mitigation Measure 3.7-4:** Prior to the approval of building permits, the first row of residential dwellings located along E. Boronda Road and Natividad Road shall include windows having a Sound Transmission Class (STC) 35, or higher, rating installed in second floor facades and rooms that have windows or doors that abut E. Boronda Road and/or Natividad Road. Exterior walls shall also require 3-coat stucco and RC-channels, sheathing, or another acceptable construction application that effectively attenuates noise intrusion to the interior of the house. The exterior wall specifications would specifically apply to the first row of homes that abut E. Boronda Road and/or Natividad Road and only applies to the facades facing these roadways. These specifications do not apply to single story homes,		

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	or the first floor of a two-story home, both of which are attenuated by the sound wall. These requirements shall be included in the building plans for the specific dwelling units and noted on the building permits. A detailed analysis of any additional interior mitigation measures shall be conducted when building plans are available and prior to building permit issuance to verify these requirements. These requirements shall also be noted in the site improvement plans prior to approval by the City. **Mitigation Measure 3.7-5:** Prior to the approval of building permits, mechanical ventilation shall be required in the first row of all residential dwellings that abut E. Boronda Road and/or Natividad Road, sufficient to allow residents, as desired for acoustical isolation, to keep their doors and windows closed and still maintain acceptable interior temperature and noise levels. This requirement shall be included in the building plans for the specific dwelling units and noted on the building permits. This requirement shall also be noted in the site improvement plans prior to approval by the City.		
Impact 3.7-5: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed park and school uses (Potentially Significant) Children playing at neighborhood parks or outdoor recreational fields (softball, soccer, basketball, tennis) are often considered potentially significant noise sources which could adversely affect adjacent noise-sensitive land uses. Typical noise levels associated with groups of approximately 50 children playing at 50 feet generally range from 55 to 60 dB L_{eq} and 70 to 75 dB L_{max}. It is expected that park activities would occur primarily during daytime hours. Therefore, noise levels from the playgrounds would need to comply with the City of Salinas exterior noise level standards of 60 dB L_{eq} and 70 dB L_{max} at the nearest residential uses. (DEIR, pp. 3.7-29 and 3.7-30)	**Mitigation Measure 3.7-6:** Prior to the approval of site improvement plans, as applicable, when parks or play areas are located near residential uses, the center of active play areas, such as football fields, soccer fields or other athletic fields, shall be located at a minimum distance of 90-feet from the nearest residential property lines. Large active play areas shall comply with the 60 dB L_{eq} and 70 dB L_{max} standards, and shall include these further noise level evaluations during the design phases of future park areas. Parks shall be designed such that residences front, or side in limited locations where approved by the City Planner, to the park. Minimum 6-foot tall sound walls and/or landscaped berms shall be constructed where school site directly abuts a residential property line in instances where site design (i.e., minimum distances, siting of activity areas, etc.) cannot achieve the 60 dB L_{eq} and 70 dB L_{max} noise standards. No wall shall be required where residential uses are fronted towards a park or school site and separated by a roadway or a walkway. Noise barrier walls shall be constructed of concrete panels, concrete masonry units, stucco	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.7-6 be adopted. Mitigation Measure 3.7-6 requires the center of active play areas, such as football fields, soccer fields or other athletic fields, to be located at a minimum distance of 90-feet from the nearest residential property lines. Therefore, this impact is less than significant with mitigation incorporated.

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	or manufactured materials (with a density of four pounds per square foot or greater), earthen landscaped berms, or any combination of these materials as determined appropriate by the City of Salinas. The design/appearance of walls is subject to the design approval by the City of Salinas based upon the standards contained in the West Area Specific Plan and the Salinas Zoning Code, as applicable to ensure that it is visually pleasing. Wood is not permitted due to eventual warping and degradation of acoustical performance. The walls shall not have gaps or penetrations which allow sound to flank through or around the walls. Small gaps which may occur using materials such as "keystone" blocks shall be avoided. Additionally, in accordance with Section 5-03.19 of the City's Municipal Code, best management practices shall be incorporated into the sound wall design in order to control graffiti and/or mitigate the potential impacts of graffiti (see mitigation 3.7.3 for further discussion of best management practices.)		
Impact 3.7-6: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed commercial mixed-uses (Potentially Significant) Mixed-use commercial land use activities can produce noise levels which affect adjacent sensitive land uses. The primary noise sources generally include truck deliveries, trash pickup, parking lot use, and heating, ventilation, and air conditioning (HVAC) equipment operation. These sources may result in noise levels exceeding the City's standards at nearby receptors. (DEIR, pp. 3.7-30 through 3.7-31)	**Mitigation Measure 3.7-7:** Prior to the approval of development review permits, the plans shall demonstrate: where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes abut residential areas, the following measures shall be included in the project design: • All HVAC equipment shall be located within mechanical rooms where possible or shielded from view with solid or grated barriers; • Emergency generators shall comply with the City's noise criteria at the nearest noise-sensitive receivers; • Delivery/loading activities shall comply with the Salinas Zoning Code standards and regulations; and • The applicant shall submit a noise study to verify that the appropriate noise control measures have been incorporated into the project design and will achieve compliance with the City's noise level standards.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.7-7 be adopted. Mitigation Measure 3.7-7 includes various project design requirements where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes abut residential areas. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.7-7: The proposed project has the potential to expose sensitive receptors to substantial noise from	**Mitigation Measure 3.7-8:** The potential well and treatment plant sites are shown in the	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
proposed well sites (Potentially Significant) Typical noise levels for well sites at 50 feet are expected to be 60 dB L_{eq}. If a backup generator is present and running, a noise level of 70 dB L_{eq} at 50 feet would be expected. It is expected that wells could operate during daytime or nighttime hours. Long-term operation of the backup generator would only occur under emergency conditions and would therefore not be subject to the City of Salinas exterior noise level standards for Class A noise. However, weekly exercising of the generator may be subject to the City's 60 dB L_{eq} daytime exterior noise level standard at the nearest noise-sensitive residential receptors. (DEIR, pp. 3.7-32)	Specific Plan. The actual well and treatment plant facilities are subject to the approval of a Conditional Use Permit (CUP) by the City pursuant to the requirements of the Salinas Zoning Code and the West Area Specific Plan. The potential well and treatment plant sites and the CUP requirement for said facilities shall be clearly noted on the site improvement plans. Prior to approval of the CUP and subsequent issuance of the building permits for the well and treatment plant facilities, the plans shall demonstrate that the following measures shall be included in the project design: • The well and treatment facilities have been designed and will be built to not exceed a noise level of 55 dB L_{eq} at the nearest residential or school property line during normal operation of the facilities; • The generators shall not be permitted to exceed the City's daytime noise standard of 60 dB L_{eq}; • The generators shall be tested only during daytime hours; and • Additionally, that the well and treatment facilities/sites have been designed (in accordance with the West Area Specific Plan) to incorporate decorative screen walls, landscaping and other features to ensure compatibility with surrounding land uses.		environment. The City Council hereby directs that Mitigation Measure 3.7-8 be adopted. Mitigation Measure 3.7-8 includes various project design requirements fort the well and treatment plant facilities. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.7-8: Cumulative exposure of existing and future noise-sensitive land uses to increased noise resulting from cumulative development (Potentially Significant) Significant traffic noise increases under the Cumulative Plus Project Plus CASP traffic condition include the following segments: • Constitution Blvd., South of E. Boronda – noise levels are predicted to increase by 3.5 dB from 62.2 dB to 65.7 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Main to San Juan Grade – noise levels are predicted to increase by 1.5	No mitigation measures are feasible.	CS and SU	The EIR identified no mitigation measures to address this particular significant effect on the environment. Thus, the effect remains significant and unavoidable, and no mitigation is available to substantially lessen or avoid the effect. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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dB from 66.5 dB to 68.1 dB L_{dn}. This would equal the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, San Juan Grade to McKinnon – noise levels are predicted to increase by 2.6 dB from 65.3 dB to 67.9 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, El Dorado to Natividad – noise levels are predicted to increase by 3.3 dB from 64.1 dB to 66.1 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Natividad to Independence – noise levels are predicted to increase by 2.6 dB from 66.6 dB to 69.3 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Independence to Hemmingway – noise levels are predicted to increase by 3.5 dB from 65.1 dB to 68.6 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Hemmingway to Constitution – noise levels are predicted to increase by 3.0 dB from 58.2 dB to 61.3 dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential receptors. • E. Boronda Road, N. Sanborn to Williams – noise levels are predicted to increase by 3.1 dB from 59.6 dB to 62.7dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential			

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
receptors. • Natividad Road., South of E. Boronda – noise levels are predicted to increase by 4.5 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • Natividad Road., E. Boronda to Future Russell Road – noise levels are predicted to increase by 3.8 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. However, it should be noted that this roadway segment is located between the West Area Specific Plan and Central Area Specific Plan projects and future sensitive receptors along this roadway would be constructed with noise control measures designed to achieve compliance with the City of Salinas exterior and interior noise level standards. • Russell Road, West of San Juan Grade – noise levels are predicted to increase by 1.9 dB from 67.5 dB to 69.4 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. (DEIR, pp. 3.7-33 through 3.7-37)			
POPULATION AND HOUSING			
Impact 3.8-1: The proposed Project has the potential to induce substantial population growth in an area (Less Than Significant) The West Area Specific Plan proposes development on the 797-acre Specific Plan Area including housing units that would result in direct population growth. The project includes a maximum of 4,340 total residential units. The addition of 4,340 housing units at full buildout has the potential to increase the population of the city by an estimated 16,101 persons (based on a U.S. Census Bureau estimate of 3.71 persons per household) (U.S. Census Bureau, 2017). The 2002 General Plan identifies areas for growth within the FGAs (which includes the Specific Plan Area). The Salinas General Plan Land Use Table LU-3 identifies the development capacity of the FGAs.	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
This includes 15,873 residential units, resulting in an additional population of 58,253 within the City's FGAs. The proposed West Area Specific Plan development proposes 4,340 units with the potential to increase the population of the city by an estimated 16,101 persons, which is within the projections identified in the Salinas General Plan. Implementation of the West Area Specific Plan would increase employment in the area through development of a maximum of 571,500 square feet of commercial space. The Salinas General Plan designates land uses to ensure a balance between new residential development and job-creating uses. Within the FGAs (including the Specific Plan Area) the General Plan assumes a development capacity that includes 178,000 square feet of retail space, 30,000 square feet of office space, 599,000 square feet of general commercial space, and 2,613,000 square feet of mixed use area (Salinas General Plan pg. LU 37: Land Use Element Table LU-3 Development Capacity). The proposed maximum 571,500 square feet developable by the proposed project is within the development capacities stated in the Salinas General Plan. (DEIR, pp. 3.8-14 through 3.8-19)			
Impact 3.8-2: Cumulative impact on the potential to induce substantial population growth in an area (Less Than Significant) Development of the North of Boronda FGA is a component of the City's planned long-term growth as identified in the City's General Plan. Infrastructure needed to support development of the site and the FGAs, and the subsequent population, housing and employment increases expected through implementation of the West Area Specific Plan, have already been planned and evaluated. The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts. The proposed project would not have cumulatively considerable impacts associated with population and housing. (DEIR, pp. 3.8-19 through 3.8-20)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
PUBLIC SERVICES			

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.9-1: The proposed project may require the construction of fire department facilities which may cause substantial adverse physical environmental impacts (Potentially Significant) The site-specific environmental impact of constructing a new fire facility to serve the West Area Specific Plan will be reviewed under CEQA as part of the Central Area Specific Plan Draft EIR, which is expected to be circulated in 2019. The proposed project may require the construction of fire department facilities which may cause substantial adverse physical environmental impacts. (DEIR, pp. 3.9-16 through 3.9-18)	**Mitigation Measure 3.9-1:** Prior to the issuance of a Certificate of Occupancy for each dwelling unit (and prior to issuance of building permits for non-residential uses), the applicant shall pay all applicable project impact fees per the impact fee schedule.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.9-1 be adopted. Mitigation Measure 3.9-1 requires payment of the project impact fees for each dwelling unit. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.9-2: The proposed project may result in, or have the potential to require the construction of police department facilities which may cause substantial adverse physical environmental impacts (Less Than Significant) The proposed project would not result in, or have the potential to require the construction of police department facilities which may cause substantial adverse physical environmental impacts. Development of the Specific Plan Area did not directly trigger the need for a new facility; however, additional staffing and patrols are required to serve the proposed Specific Pan Area. The City collects impact fees from new development based upon projected impacts from the development. The City also reviews the adequacy of impact fees on an annual basis to ensure that the fee is commensurate with anticipated future facilities demands, assessed on a fair share basis for new development. (DEIR, pp. 3.9-18 through 3.9-19)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.9-3: Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts (Potentially Significant) Physical impacts from construction of the school sites within the Specific Plan Area would be related to relevant environmental topics included in this EIR, such as: air quality (Section 3.1), biological resources (Section 3.2), cultural resources (Section 3.3), greenhouse gas emissions and climate change (Section 3.4), hazards and hazardous materials (Section 3.5), hydrology and water quality (Section 3.6), noise (Section 3.7) population (Section 3.8), public services (Section 3.9), transportation (Section 3.10), and utilities (Section 3.11). A	**Mitigation Measure 3.9-2:** Prior to the issuance of building permits for each dwelling unit, the applicant shall pay applicable school fees mandated by SB 50 to the Salinas Union High School District (SUHSD), and Santa Rita Union School District (SRUSD) and provide documentation of said payment to the City. Implement Mitigation Measures 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.9-2, 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34 be adopted. Mitigation Measure 3.9-2 requires payment of the applicable school fees. Under state law, the payment of school impact fees is deemed to be adequate mitigation for the need for new school facilities. Therefore, this impact is less than significant with mitigation incorporated.

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detailed discussion of relevant operational and construction impacts can be found in each respective section of this EIR. Furthermore, site-specific environmental review would be required for each school by the responsible school district prior to approval of a design for the facility and would consider any site-specific impacts unknown at this time. Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts. Potential environmental impacts associated with the future construction of each school within the Plan Area are addressed throughout this EIR. This EIR analyzes the physical environmental effects that may occur as a result of development and introduction of new urban land uses within the Plan Area. Each future school, if constructed, would fall within the range of environmental impacts disclosed in this EIR, and would be subject to relevant mitigation measures included in this EIR. It is noted, however, that development of a school within the proposed Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2, and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1, and 3.7-8), and transportation and circulation (Impacts 3.10-3, and 3.10-4). (DEIR, pp. 3.9-19 through 3.9-21)			
Impact 3.9-4: Project implementation may result in effects on parks, or has the potential to require the construction of park facilities which may cause substantial adverse physical environmental impacts (Potentially Significant) Physical impacts from construction of the park sites within the Specific Plan Area would be related to relevant environmental topics included in this EIR, such as: air quality (Section 3.1), biological resources (Section 3.2), cultural resources (Section 3.3), greenhouse gas emissions and climate change (Section 3.4), hazards and hazardous materials (Section 3.5), hydrology and water quality (Section 3.6), noise (Section 3.7) population (Section 3.8), public services (Section 3.9), transportation (Section 3.10), and utilities (Section 3.11). A detailed discussion of relevant operational and construction impacts can be found in each	Implement Mitigation Measures 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34.	SU	Changes or alterations have been required in, or incorporated into the project, which mitigate the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
respective section of this EIR. Project implementation may result in effects on parks, or has the potential to require the construction of park facilities which may cause substantial adverse physical environmental impact. Potential environmental impacts associated with the future construction of park and other recreational facilities within the Plan Area are addressed throughout this EIR. This EIR analyzes the physical environmental effects that may occur as a result of development and introduction of new urban land uses within the Plan Area. Each future park, if constructed, would fall within the range of environmental impacts disclosed in this EIR, and would be subject to relevant mitigation measures included in this EIR. It is noted, however, that development of 49.76 acres of park land within the Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2, and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1, and 3.7-8), and transportation and circulation (Impacts 3.10-3, and 3.10-4). (DEIR, pp. 3.9-22 through 3.9-23)			
Impact 3.9-5: Project implementation may result in effects on other public facilities (Less than Significant) Project implementation may result in effects on other public facilities. The West Area Specific Plan would result in new demand for public facilities, including library facilities and recreational facilities. The West Area Specific Plan does not propose a library or other public facility such as a community building within the Plan Area, therefore, it does not have a direct physical impact on the environment. The West Area Specific Plan would be responsible for paying the applicable impact fees, and ongoing revenues from the Specific Plan would be generated from property taxes, sales taxes, and other appropriate fees/payments. Such fees/payments would be the financial contribution for any new demand created by the West Area Specific Plan. (DEIR, pp. 3.9-23 through 3.9-24)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.9-6: Under cumulative conditions the proposed project may result in effects on public facilities (Potentially Significant) The construction and operation of future public	Implement Mitigation Measures 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34.	CS and SU	Changes or alterations have been required in, or incorporated into the project, which mitigate the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully

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facilities required to serve cumulative development (including the West Area Specific Plan Area) could potentially cause significant impacts. Cumulative development including additional parks, schools, library, and other public facilities within the city and service area would contribute to significant and unavoidable cumulative impacts that have been identified within this EIR related to: air quality (Impact 3.1-7), biological resources (Impact 3.2-12), greenhouse gases (Impact 3.4-4), noise (Impact 3.7-8), and transportation and circulation (Impacts 3.10-3, and 3.10-4). (DEIR, pp. 3.9-24 through 3.9-26)			avoid the effects. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
TRANSPORTATION AND CIRCULATION			
Impact 3.10-1: Under Existing Plus Project conditions, implementation of the proposed Specific Plan would conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Existing Plus Project conditions, implementation of the proposed Specific Plan would conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan, without mitigations, results in unacceptable operation at eight of the study intersections, and two of the U.S. 101 ramp junctions. All study segments of U.S. 101 performed within the County CMP standards. (DEIR, pp. 3.10-42 through 3.10-46)	**Mitigation Measure 3.10-1**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal at San Juan Grade Road/Van Buren Avenue, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans for each stage of project development shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-2**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of the existing signal timing at San Juan Grade Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.10-1 through 3.10-9 be adopted. Mitigation Measures 3.10-1 through 3.10-9 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and ramps. Therefore, this impact is less than significant with mitigation incorporated.

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	specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-3**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the signalization of the intersection at Hemingway Drive/East Boronda Road or equivalent traffic control (such as a roundabout), in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of roundabouts), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-4**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings at North Main Street/Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-5**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the widening of the intersection at Natividad Road/East Laurel Drive to add additional northbound and southbound through lanes, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building		

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	permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of a roundabout), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-6**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal or equivalent traffic control (such as a roundabout) at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of a roundabout), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-7**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings and to add an eastbound left turn pocket at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. This mitigation includes the addition of an eastbound left turn pocket and optimization of the existing signal timing to better accommodate the expected changes in traffic distribution and volume with implementation of the proposed project. The final improvement plans shall note		

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	this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-8**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the addition a southbound left turn lane and optimization of the traffic signal's timing at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share requirement. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-9**: Each project applicant for development within the Specific Plan Area shall contribute its fair-share funding to the Transportation Agency for Monterey County (TAMC) Regional Development Impact Fee (RDIF) Program and the City of Salinas' Traffic Impact Fee (TIF) Program, as determined by the TAMC and the City of Salinas, respectively, in proportion to the area planned for development by each project applicant. These programs include improvements to U.S. 101 that would improve mainline and ramp junction operations, which would mitigate the proposed project's impact to the U.S. 101 ramp junctions affected by the proposed project (i.e. the Northbound Road Off-Ramp and Northbound West Laurel Drive Off-Ramp). Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.		
Impact 3.10-2: Under Existing Plus Project and Central Area Specific Plan conditions, implementation	**Mitigation Measure 3.10-10**: Each project applicant for development within the Specific	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
of the proposed Specific Plan may conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Existing Plus Project and Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan would result in unacceptable operation at ten of the study intersections, and two of the U.S. 101 ramp junctions, under the Existing Plus Project and Central Area Specific Plan scenario. All study segments of U.S. 101 performed within the County CMP standards. (DEIR, pp. 3.10-53 through 3.10-56)	Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-11**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to convert the eastbound right turn lane to a shared through-right turn lane at Natividad Road/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-12**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for addition of an eastbound right turn pocket at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-13**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of a traffic signal at the intersection of Williams Road/East Boronda Road, in proportion to the area planned for		environment. The City Council hereby directs that Mitigation Measures 3.10-10 through 3.10-14 be adopted. Mitigation Measures 3.10-10 through 3.10-14 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and ramps. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-14**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at the South Sanborn/North Sanborn/John Street intersection, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.		
Impact 3.10-3: Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan under the cumulative Plus Project scenario would result in unacceptable operation at seventeen of the study intersections, and three of the freeway segments. All ramp junctions perform at or above the minimum standards set by the County CMP under this scenario. (DEIR, pp, 3.10-63 through 3.10-70)	**Mitigation Measure 3.10-15**: Each project applicant for development within the Specific Plan Area shall contribute its fair-share of funding to the TAMC Regional Development Impact Fee provides mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Southbound Ramps/Echo Valley Road/Crazy Horse Canyon Road. Regional fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-16**: Each project applicant for development within the Specific	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.10-15 through 3.10-27 be adopted. Mitigation Measures 3.10-15 through 3.10-27 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and segments. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	Plan Area shall contribute its fair-share of the TAMC Regional Development Impact Fee to provide mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Northbound Ramps/Crazy Horse Canyon Road. Total fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-17**: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Crazy Horse Canyon Road/San Juan Grade Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-18**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Rogge Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-19**: Each project		

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	applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Russell Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-20**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of southbound and westbound left turn lanes at the intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-21**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-22**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	for the installation of a traffic signal at the intersection of Old Stage Road/Williams Road/Private Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-23**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound through lane, the addition of a northbound right turn overlap phase, and the conversion of the westbound through lane to a westbound shared through-left turn lane at the intersection of North Main Street/East Bernal Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note these improvements and the fair-share funding requirement. **Mitigation Measure 3.10-24**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound and southbound through lanes at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	Mitigation Measure 3.10-25: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of South Davis Road/Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-26**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane and a southbound left turn lane at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-27**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound left turn lane at the intersection of South Main Street/West Blanco Road/East Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.		
Impact 3.10-4: Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by	**Mitigation Measure 3.10-28**: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.10-

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan would result in unacceptable operation at twenty-two of the study intersections, and four of the freeway segments, under the cumulative Plus Project with Central Area Specific Plan scenario. All ramp junctions perform at or above the minimum standards set by the County CMP under this scenario. (DEIR, pp, 3.10-76 through 3.10-81)	installation of a traffic signal at intersection of Old Stage Road/Hebert Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-29**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of northbound and southbound through lanes on Natividad Road and for the conversion of the existing eastbound right turn lane on East Laurel Drive to a shared through-right turn lane, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-30**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of eastbound and southbound left turn lanes at Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-31**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of North Sanborn Road/Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to		28 through 3.10-33 be adopted. Mitigation Measures 3.10-28 through 3.10-33 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and segments. Therefore, this impact is less than significant with mitigation incorporated.

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	issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-32**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane at Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-33**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of East Front Street/Sherwood Drive/Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.		
Impact 3.10-5: Implementation of the proposed Specific Plan would not result in changes to air traffic patterns (Less than Significant) The nearest air facility to the Specific Plan boundaries is Salinas Municipal Airport, located approximately four miles to the southeast. Additionally, Marina Municipal Airport is located approximately six miles to the southwest. The Specific Plan Area contains no existing or planned airport facilities. The proposed land use changes to and development of the Specific Plan Area are expected to have no effect on the Salinas Municipal Airport or Marina Municipal Airport approach or departure zones, or any other airport approach or	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
departure zones. Implementation of the proposed Specific Plan would not result in changes to air traffic patterns. (DEIR, pp, 3.10-81 through 3.10-82)			
Impact 3.10-6: Implementation of the proposed Specific Plan would not substantially increase hazards due to a design feature (Less than Significant) Implementation of the proposed Specific Plan would not substantially increase hazards due to a design feature. Development within the Specific Plan Area would include new streets, access points, paths, and other circulation improvements that would be reviewed and checked for compliance with design and safety standards as part of the entitlement process conducted by the City of Salinas. (DEIR, pp, 3.10-82)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.10-7: Implementation of the proposed Specific Plan would not result in impacts related to emergency access (Less than Significant) Buildout of the proposed Specific Plan would result in increased development densities and land use intensities within the Specific Plan Area. As a result of buildout of the West Area Specific Plan, which includes the development of an internal transportation network within the Plan Area, the volume of users travelling within the Specific Plan Area is expected to increase. Emergency access along proposed and existing roadways must be accommodated in conjunction within the expected population and employment growth. Plans submitted for individual developments to be constructed in the Specific Plan Area would be reviewed for compliance with emergency access requirements by public safety officials during the City's entitlement process. Implementation of the proposed Specific Plan would not result in impacts related to emergency access. (DEIR, pp, 3.10-82)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.10-8: Implementation of the proposed Specific Plan would not conflict with adopted multi-modal circulation policies, plans, or programs, and would not decrease the performance or safety of public transit, bicycle, or pedestrian facilities (Less than Significant) Implementation of the Specific Plan would be consistent with, and would expand upon, the pedestrian and bicycle network identified in the 2002 *Salinas Bikeways Plan*. The Specific Plan	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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would improve the existing bicycle and pedestrian circulation infrastructure within the Specific Plan Area, as well as adjacent areas in the City of Salinas. The West Area Specific Plan is estimated to generate approximately 1,000 new transit trips on a daily basis, as well as 140 trips in the morning peak hour and 150 trips in the evening peak hour (Fehr & Peers, 2018). These new transit trips alone are not expected to overburden existing transit service in the area. Implementation of the proposed Specific Plan would not conflict with adopted multi-modal circulation policies, plans, or programs, and would not decrease the performance or safety of public transit, bicycle, or pedestrian facilities. (DEIR, pp, 3.10-83 through 3.10-84)			

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UTILITIES			
Impact 3.11-1: The proposed project has the potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (Less than Significant) Wastewater generated within the Plan Area would be conveyed by the City of Salinas wastewater conveyance system to M1W Regional Treatment Plant. M1W, a regional agency, owns and operates M1W Treatment Plant. The wastewater treatment system treats domestic wastewater from residential and commercial sources. Waste Discharge Requirements (WDRs) Order No. R3-2018-0017 provides waste discharge requirements for M1W Treatment Plant, and a supply capacity of up to 29.6 MGD. Implementation of West Area Specific Plan would be covered under the existing capacity and would not exceed the wastewater discharge requirements in this Order. (DEIR, pp. 3.11-9)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-2: The proposed project has the potential to result in a determination by the wastewater treatment and/or collection provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (Less than Significant) The City of Salinas Sanitary Sewer Master Plan projects new development would increase the total wastewater discharge to an average dry weather flow to a maximum of approximately 22.1 MGD at full build-out of the entire City Sphere of Influence. The estimated wastewater discharge for full buildout of the proposed project would be approximately 1.0 MGD. The West Area Specific Plan would increase the amount of wastewater requiring treatment. The wastewater would be treated at M1W Treatment Plant. The (WDRs Order No. R3-2018-0017 allows M1W Treatment Plant to accept up to 29.6 MGD. Given a current demand of approximately 16 MGD (as provided by M1W Treatment Plant Engineer Jennifer Gonzalez), the M1W Treatment Plant currently has an additional capacity of approximately 11 MGD; given 1.0 MGD generated by the project, there is sufficient plant capacity. (DEIR, pp. 3.11-10 through 3.11-11)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.11-3: The proposed project has the potential to require or result in the construction of new wastewater treatment or collection facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant) The West Area Specific Plan project does not trigger a need to expand the M1W Treatment Plant. There would be a network of sewer collection infrastructure installed throughout the Plan Area to serve the West Area Specific Plan. The potential for environmental impacts associated with the installation of the wastewater collection system, and all construction activities within the Plan Area, are addressed throughout this EIR. (DEIR, pp. 3.11-11 through 3.11-12)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-4: Cumulative impact on wastewater utilities (Less than Significant) The M1W plant is designed and constructed to handle 29.6 MGD; which is more than 4 MGD than the project 2055 demand, under the worst case scenario modelled. The 1.0 MGD expected to be generated by full buildout of the proposed project would thereby leave approximately 3.6 MGD available in 2055, under the worst case scenario modelled. Moreover, it is more than likely that this represents an overestimate of cumulative wastewater demand, given that this estimate utilizes the higher end of the range of projected wastewater at the M1W Regional Treatment Plant in the future. Additionally, buildout of the Specific Plan is expected to occur over an approximately 20 to 30 year timeframe; therefore buildout is expected to occur no later than approximately 2048 (at latest). Therefore, using the year 2055 as the analysis year serves as a conservative date for buildout of the proposed project. (DEIR, pp. 3.11-12 through 3.11-13)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-5: The proposed project has the potential to require construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant) The proposed project would not require construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. The water infrastructure is sized to meet the	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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demand within the Plan Area. All offsite improvements are to be placed in or adjacent to existing streets to minimize potential impacts. Although the West Area Specific Plan would not require the expansion of existing water treatment facilities, the West Area Specific Plan may require the construction of a new centralized treatment facility within the Plan Area. This treatment facility would be specifically sized to serve the West Area Specific Plan and would not be upsized to ensure that it does not induce growth beyond what is anticipated by the West Area Specific Plan. (DEIR, pp. 3.11-37 through 3.11-38)			
Impact 3.11-6: The proposed project has the potential to have insufficient water supplies available to serve the project from existing entitlements and resources (Less than Significant) Water supplies are sufficient to meet the City's existing and projected future potable water demands, including those future water demands associated with the West Area Specific Plan, to the year 2035 under all hydrologic conditions. The three new groundwater wells would provide adequate groundwater for the proposed project. Additionally, the Cal Water Salinas District has sufficient water supply throughout its service area to serve the proposed project, even during the third year of a multi-year drought, and even if the proposed project's groundwater wells proved to not be sufficient to serve the entire Plan Area. Moreover, the development of the West Area Specific Plan would reduce consumption of groundwater (equivalent to increasing groundwater storage), when compared to the existing agricultural uses; this would also have the effect of reducing the potential for seawater intrusion into the groundwater basin, when compared to the existing agricultural uses. (DEIR, pp. 3.11-38 through 3.11-41)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-7: Cumulative Impact on Water Utilities (Less than Significant) There would be sufficient water resources available to provide supply for buildout of the cumulative scenario, so that no significant cumulative effect on the overall water supply would result. (DEIR, pp. 3.11-41 through 3.11-43)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.11-8: The proposed project has the potential to require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant) No new or expanded existing off-site infrastructure is proposed or would be required. Proposed project storm water infrastructure would be developed on-site, with connections made to off-site existing storm drain pipes along existing rights-of-way (such as along McKinnon Street). Installation of storm drainage infrastructure would occur during the construction phase of the proposed project. The construction of the new on-site stormwater drainage facilities, which are associated with the proposed project, has the potential to cause environmental impacts. The potential for environmental impacts associated with the installation of the stormwater system, and all construction activities within the Plan Area, are addressed throughout this EIR. (DEIR, pp. 3.11-63)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-9: Cumulative Impact on Stormwater Facilities (Less than Significant) The West Area Specific Plan includes an extensive system of on-site stormwater collection, treatment and retention facilities to accommodate the increased stormwater flows that would originate in the Specific Plan Area. Surface runoff from the area will be managed via detention/retention basins and flow reducing Best Management Practices (BMPs) to prevent local flooding within the Specific Plan Area. These features will also reduce peak flows from the Specific Plan Area to receiving creeks and storm drains to amounts less than such flows under existing conditions. The construction, maintenance, and operation of all stormwater facilities are not anticipated to cause substantial adverse impacts. The proposed project would not have cumulatively considerable impacts associated with stormwater facilities. (DEIR, pp. 3.11-63 through 3.11-65)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-10: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, State, and local statutes and regulations related to solid waste (Less than	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Significant) The West Area Specific Plan would be required to comply with applicable State and local requirements including those pertaining to solid waste, construction waste diversion, and recycling. The addition of the volume of solid waste associated with the West Area Specific Plan, approximately 24.5 tons per day at total buildout, would increase the total to the Johnson Canyon Landfill; however, this increase would not cause an exceedance of the landfill's remaining capacity. (DEIR, pp. 3.11-72)			
Impact 3.11-11: Cumulative Impact on Solid Waste Facilities (Less than Significant) The Salinas Valley Solid Waste Authority service area is expected to add numerous developments through 2055. The Central Area Specific Plan, East Area Specific Plan, and the Economic Development Element (EDE) are three such areas, located within the City of Salinas. These new areas would generate an estimated 75 to 100 tons per day at total buildout. Buildout of other communities within the Salinas Valley Solid Waste Authority' service area would also affect Johnson County Landfill. These jurisdictions within the region are likely to generate new sources of solid waste that would need to be processed at the landfill. The Johnson Canyon Landfill has the capacity to serve nearly three times as much waste per day as it does currently and will have sufficient capacity to serve communities within the Salinas Valley Solid Waste Authority service area. Implementation of the proposed project would have a less than significant cumulative impact relative to this environmental topic. (DEIR, pp. 3.11-72 through 3.11-73)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
OTHER ISSUES			
Aesthetics The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would allow development to occur in the City in both vacant and underdeveloped portions of the community, and that the introduction/expansion of urban uses into these areas has the potential to interrupt views of natural features, open space, the hillsides, and agricultural resources, reducing the aesthetic value of these resources. Additionally, new development	To minimize and mitigate the impacts on aesthetics, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented the following five mitigation measures: Mitigation Measure A1 requires the City to implement the City's Gateway Guidelines; Mitigation Measure A2 requires the City to strengthen and require compliance with the City's Design Guidelines; Mitigation Measure A3 requires the City to improve the Lighting Ordinance; Mitigation Measure A4 requires the	LTS	Three of the five mitigation measures included in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), including Mitigation Measures A1, A2, and A3, are requirements for the City of Salinas to implement. These measures do not apply to the proposed project. Mitigation Measures A4 and A5 are requirements for both the City and for proposed projects or discretionary projects. The proposed project would be subject to Mitigation Measure A4, which requires consistency with the landscaping requirements. All landscaping in the Specific Plan Area would be subject to the City's landscaping requirements. The proposed project would also be

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
in the City was found to increase the amount of light and glare in the community, particularly in areas planned for nonresidential development, such as retail and general commercial. It was also found that future development under the General Plan has the potential to change the visual character of the City. Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that aesthetic impacts associated with the FGAs, which includes the West Area Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). Any future development under the approved General Plan, which includes all development under the proposed project, would be required to comply with the above referenced regulations, policies, and standards. Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed in the in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). (See the Initial Study)	City to implement landscaping requirements for all proposed projects; and Mitigation Measure A5 requires the City to review all discretionary projects for aesthetics impacts.		subject to Mitigation Measure A5, which requires the City of review the proposed project for aesthetics impacts. Impacts to aesthetics are analyzed in the Initial Study for the project. See Appendix A of the Draft EIR for the West Area Specific Plan Initial Study. Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Agriculture and Forest Resources The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would result in the conversion of 3,525 acres of agriculture lands to urban uses. The *Final Environmental Impact Report,* also indicates that General Plan buildout would result in agricultural activity in proximity to residential and other urban uses, which may result in conflicts between the uses. It is noted that agricultural activity can cause nuisances related to air quality and noise that may disturb surrounding development. Urban activities may also negatively affect nearby agricultural uses, as increased vandalism often occurs and the introduction of domestic animals may disturb certain agricultural activities. The City of Salinas certified the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), adopted a statement of overriding considerations relative to this significant and unavoidable impact, and approved the Salinas	The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of Mitigation Measures AG1 through AG4, the impacts on potential compatibility issues would be reduced to a less than significant level; however, while the impacts on agricultural conversion would be reduced to the extent feasible, a significant and unavoidable impact would remain related to the loss of important farmland. Mitigation AG5 specifically addressed Agricultural Land Conservation Easement Program, which states that the City will work with the County of Monterey and other local jurisdictions to create and implement an agricultural land conservation easement program, including such measures as securing the dedication of easements or by paying a mitigation fee that could be used to purchase easements through a mitigation bank. Additionally, in 2006, the City Council adopted Resolution No. 19422, approving the Agricultural Land Preservation Program. The resolution adopted a $750.00 per acre mitigation fee for agricultural lands currently	LTS	All of the five mitigation measures included in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), including Mitigation Measures AG1 through AG5, are requirements for the City of Salinas to implement. These measures do not apply to the proposed project. Additionally, in 2006, the City Council adopted Resolution No. 19422, approving the Agricultural Land Preservation Program. The resolution adopted a per acre mitigation fee for agricultural lands currently designated by the California Department of Conservation's Farmland Mapping Program as "Prime" or "of Statewide Importance." The project would be subject to this fee. Impacts to agricultural resources are analyzed in the Initial Study for the project. See Appendix A of the Draft EIR for the West Area Specific Plan Initial Study. Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
General Plan. Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that agricultural impacts associated with the FGAs, which includes the Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). Any future development under the approved General Plan, which includes all development under the proposed project, would be required to comply with the above-referenced regulations, policies, and standards. Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). (See the Initial Study)	designated by the California Department of Conservation's Farmland Mapping Program as "Prime" or "of Statewide Importance."		
Geology and Soils Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). (See the Initial Study)	No additional mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Hazards and Hazardous Materials While the Draft EIR analyzes Hazards and Hazardous Materials, several topics were determined to not warrant additional analysis within the Chapter. The land uses proposed within the Specific Plan Area would not be expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, these uses are not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Furthermore, the proposed project is not located in the vicinity of an airport or private airstrip; therefore, it would not result in a safety hazard related to air traffic for people residing or working in the Specific Plan Area. These topics do not	No additional mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
warrant additional analysis and will not be addressed further in the EIR. Separately, the City has adopted a Multi-hazard Emergency Plan, which serves as extensions of the California Emergency Plan and the Emergency Resource Management Plan. The purpose of the Multi-hazard Emergency Plan is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The Emergency Operations Center (EOC) in City Hall serves as the center of the City's emergency operations. The Plan also addresses evacuation and movement of people in the event of an emergency. The proposed project does not impair implementation of or physically interfere with the Multi-hazard Emergency Plan. Implementation of the proposed project would have a less than significant impact relative to this environmental topic and will not be further analyzed or addressed further in the EIR. Lastly, the proposed project is not located in an area that is considered a high risk for wildfires. The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. (See the Initial Study)			
Land Use and Planning The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the impacts would be reduced to a **less than significant** level with mitigation. Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan Area, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). The City certified the Final Supplemental EIR and approved annexation of the North of Boronda FGA, which includes the West Area Specific Plan. The project, as proposed, is consistent with the Greater Salinas Area Memorandum of Understanding (GSA-MOU). All development under the proposed project would be required to comply with the regulations, policies, and standards identifies in the *Final Environmental*	No additional mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact Report, Salinas General Plan (Cotton Bridges Associates 2002), and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed within these supporting documents. (See the Initial Study)			
Mineral Resources It was determined in the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) that development of the FGA, including the Specific Plan Area, would not have a significant impact on mineral resources or mining activities. As such, implementation of the proposed project would have no impact on mineral resources. (See the Initial Study)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

EXHIBIT J

PROJECT FINDINGS FOR CONSIDERATION OF THE WEST AREA SPECIFIC PLAN (SPEC 2013-002), REZONING (RZ 2019-001), AND DEVELOPMENT AGREEMENT (DA 2019-001)

I. PROJECT DESCRIPTION AND APPROVALS

A. Project Location

The applicant, Brian Finegan, Esq. (representing multiple property owners and developers), is requesting a series of approvals that would enable the development of a 797-acre Specific Plan area ("project site") within the North of Boronda Future Growth Area (FGA) of the City . The project site is bounded by Boronda Road to the south, San Juan Grade Road to the west, Natividad Road to the east and Russell Road and Rogge Road to the north. Attachment 7 of the staff report, Project Site Location Map, shows the project site vicinity and the North of Boronda FGA.

The project site is bordered on the north primarily by existing residential development (the Bolsa Knolls area) and scattered residential and agricultural-related uses located in unincorporated Monterey County, on the east by agricultural uses in unincorporated Monterey County and the proposed Central Area Specific Plan area, on the south by existing residential and commercial development (Harden Ranch Specific Plan area), and on the west by existing residential development and commercial development (the Gateway Shopping Center Specific Plan). Attachment 8 of the staff report, Property Ownership/Existing Conditions Map, shows the project boundaries, owners and existing uses.

B. Project Description

The applicant is seeking the following approvals from the City Council: 1) Specific Plan (SPEC 2013-002); 2) Rezoning (RZ 2019-001); and 3) Development Agreement (2019-001), collectively referred to as the "Project". At build-out (estimated to occur over the next 20 to 30 years), the project would establish: 4,340 dwelling units provided as a mix of low, medium and high densities, a Village Center with up to 571,500 square feet of mixed-use commercial floor area, eleven parks, five schools (one high school, one middle school and three elementary schools), and other associated uses supporting the development including but not limited to open space and well-sites.

Specific Plan. A specific plan is a development guidance tool that is required for all new development proposed within the FGA pursuant to the General Plan. The draft *West Area Specific Plan* ("Specific Plan") prepared by the applicant under the direction of the City provides direction for the land uses, development regulations, design standards, circulation, infrastructure, storm water and water quality management, public financing and implementation and administration of the Specific Plan. The Specific Plan includes modifications to development regulations found in the City of Salinas Zoning Code to facilitate the New Urbanism development mandated under the General

Plan for this area. The changes to development regulations would apply only to development within the Specific Plan boundary, which is coterminous with the project site boundary. Attachment 11 of the staff report contains the Specific Plan and herein incorporated by reference. Table 1, Summary Land Use Plan, provides an overview of the project.

Table 1 Summary Land Use Plan

Land use		**Framework Acres**	**Projected Dwelling Units or Square Feet**
Residential Planning Areas	NE (Low)	227.72	1,361 du
	NG-1 (Medium)	188.44	1,803 du
	NG-2 (High)	59.84	1,085 du
	VC (Village Center)	4.55	91 du
	Total	**480.55**	**4,340 du**
Mixed use Village Center (1)		20.13	571,500 sq. ft.
Total Residential and Village Center		**500.68**	
High School		38.97	
Middle School		20.78	
Elementary School #1		10.98	
Elementary School #2		10.00	
Elementary School #3		10.00	
Community Park		30.83	
Neighborhood Parks (four)		12.52	
Small Parks (six)		6.41	
Supplemental Detention/Retention Basin Open Space		35.03	
Water Wells/Water Treatment		1.50	
Total Public Facilities		**177.02**	
Circulation Roadways (2)		118.85	
Total		**796.55**	

Rezone. The applicant is requesting approval of a rezone to establish zoning district classifications for the project site, which are consistent with the Salinas Zoning Code (and Map) and implement the existing General Plan land use designations for the project site. The existing zoning for the project site is New Urbanism Interim (NI) with a Specific Plan Overlay District. The proposed zoning

districts for the project site are Neighborhood Edge (NE)/Low Density Residential, Neighborhood General-1 (NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, and Village Center (VC). The proposed districts align with New Urbanism (NU) zoning districts contained in Division 8 of the Salinas Zoning Code and correspond with the Residential Low Density, Residential Medium Density, Residential High Density and Mixed Use Land Use Designations, respectively contained in the General Plan. Additional zoning districts proposed for the project site include Parks (P), Open Space (OS), and Public/Semipublic (PS). The proposed districts are shown in Attachment 12 of the staff report, incorporated herein by reference. The above-referenced districts also include a Specific Plan Overlay District.

Development Agreement. A development agreement has been prepared pursuant to Government Code Section 65864. The development agreement allows the applicant to proceed with the project in accordance with existing policies, rules, and regulations, subject to the conditions of approval, thus vesting certain development rights in the property.

C. Project Objectives

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

1. Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly;

2. Provide a variety of land uses in east walking distance of housing including a mixed use village, parks, and schools to lower vehicle miles traveled;

3. Provide parks and other public green space in accordance with General Plan standards that are designed to be safe and easily accessible to residents;

4. Provide a balance of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages;

5. Provide public services and infrastructure improvements that achieve and maintain City service standards;

6. Provide an inviting tree-lined street system which incorporates traffic calming and other measures;

7. Establish an interconnected path and open space system throughout the development that links to the greater North of Boronda FGA and City as a whole;

8. Create a sense of place and unique identity through the use of entry treatments, landscaping, streetscapes, public art, decorative street lighting, pedestrian amenities and other elements;

9. Provide for a reasonable jobs/housing balance;

10. Provide opportunities for senior housing and/or affordable housing; and

11. Provide for a site/parcel-based post construction Stormwater Control Measures (SCMs)/LID to the maximum extent practicable.

II. FINDINGS

For purposes of the following discussion, the Project is considered to be development of the project site as would be permitted upon the City's approval of the proposed Specific Plan, Rezone, and Development Agreement.

A. Specific Plan Findings

1. **Finding:** The proposed location of development and proposed conditions under which it will be operated and maintained is consistent with the goals and policies embodied in the Salinas General Plan and other applicable plans and policies adopted by the City Council.

   Evidence: The project site is located within the Future Growth Area (FGA) located north of East Boronda Road (referred to as the North of Boronda FGA). This area is designated under the General Plan to accommodate the anticipated future growth in the City. In accordance with the General Plan, the FGA is subject to the adoption of Specific Plans by the City Council prior to any development in this area. The Specific Plans are intended to specify the ultimate distribution, location and intensity of land uses in these areas in accordance with the total development capacities provided under the General Plan. As such, development of the project site has been planned for and has been anticipated by the City as part of a coordinated long-term development process for this area.

   The General Plan land use designations shown for land located with the FGA are illustrative in nature and subject to adjustment and refinement as part of the Specific Plan approval process. Under the Specific Plan, (encompassing approximately 797 acres of land), approximately 227.72 acres of land will be designated "Residential Low Density"; 188.44 acres of land will be designated "Residential Medium Density"; 59.84 acres of land will be designated "Residential High Density"; 24.68 acres of land will be designated "Mixed Use"; 49.76 acres of land will be designated "Park"; 35.03 acres of land will be designated "Open Space"; and 92.23 acres of land will be designated "Public/Semipublic". These proposed land uses are consistent with the land uses envisioned under the General Plan for this area.

The maximum number of dwelling units (without density bonus, conversion of commercial floor area, or accessory dwelling units) provided in the Plan Area is 4,340, which meets the overall minimum average density of nine dwelling units per net residential acre required under the General Plan for residential development in the FGA. The Specific Plan has also been designed and planned to ensure that 15%-25% of the dwelling units fall in the density range of 16-24 dwelling units per net residential acre, and 35%-45% fall in the density range of 7-14 dwelling units per net residential acre. These percentages are required under the General Plan to ensure a variety of dwelling types, specific densities and affordability levels are provided in the Plan Area.

The maximum square footage of proposed retail/commercial uses permitted under the Specific Plan is 571,500 square feet. Parks, schools (comprised of two existing schools and three proposed school sites) and open space (supplemental stormwater basins) are also provided in the Plan Area. These land uses and development intensities are consistent with the types of uses and development capacity anticipated for the North of Boronda FGA under the General Plan.

The Specific Plan has incorporated New Urbanism Design Principles, Crime Prevention Through Environmental Design (CPTED) and other design principles in accordance with the requirements of the General Plan to guide development in the FGA. Emphasis on pedestrian-friendly development through traffic calming, narrow streets, pedestrian linkages and dwellings oriented to the street promote walkability and foster a sense of community as envisioned under the General Plan. On-street bicycle lanes and routes will also be provided along the southerly and northerly greenways, East Boronda Road, Russell Road , San Juan Grade Road, McKinnon Street, El Dorado Drive and Natividad Road to promote the use of alternative forms of transportation and provide off-site connections to surrounding facilities. The Project also includes provisions for electrical vehicle charging to promote energy conservation and to reduce fossil fuel consumption as encouraged by the General Plan.

Appendix C of the Specific Plan further substantiates the project's consistency with the General Plan and is herein incorporated by reference.

2. **Finding:** The development will not be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to such a development, nor detrimental to properties or improvements in the vicinity or the general welfare of the City.

Evidence: The potential environmental effects of the Project were fully evaluated in the Final Program Environment Impact Report (EIR) prepared for the project. The project includes significant and unavoidable impacts as well as impacts that can be mitigated to a less than significant level. The full explanation (of environmental impacts) is discussed in Attachment 20 of the staff report, CEQA Findings and Statement of Overriding

Considerations, incorporated herein by reference.
The Specific Plan proposes land uses and improvements, which are generally compatible with and complementary to surrounding development located to the north, south, east and west of the Plan Area. It also includes standards, which implement design principles such as CPTED to promote "eyes on the street" through the use or porches and other elements to discourage criminal activity and promote safer neighborhoods.

The Specific Plan incorporates Low Impact Development (LID) and other features to ensure the Project is in compliance with the requirements of the General Plan, City's Storm Water Management Program and the City's National Pollutant Discharge Elimination System Permit.

Local demand for housing is high, particularly for affordable housing. The project will contribute to public welfare by providing dwelling units across a variety of housing types, densities and affordability levels. Market rate and inclusionary housing will be provided. The Project will be subject to City's Inclusionary Housing Ordinance.

3. **Finding:** The Specific Plan and resulting development will be consistent with the provisions of Article 8 of Chapter 3 of California Government Code, commencing with Section 65450 as may be subsequently amendment by the State of California.

Evidence: The California Government Code sections referenced above include Sections 65450 through 65457. Of these, Sections 65451, 65454 and 65455 are directly applicable to the adequacy of the Specific Plan and to discretionary actions related to its implementation.

California Government Code Section 65451 addresses the content requirements of a specific plan. The West Area Specific Plan has been reviewed by City staff and the City Attorney and found to be consistent with the content requirements in Section 65451.

California Government Code Section 65454 requires that a specific plan may not be adopted or amended unless it is consistent with the City's General Plan. As described in Finding "A.1" herein, and the proposed Planning Commission resolution recommending approval and adoption of the Specific Plan, the West Area Specific Plan has been found to be consistent with the Salinas General Plan.

California Government Code Section 654455 provides that no public works project may be approved, no tentative or parcel map may be approved, and no zoning ordinance may be adopted or amended within the areas covered by a specific plan unless it is consistent with the adopted specific plan. The on-site infrastructure needed for the Project has been designed to support the proposed uses and development in the Specific Plan area. Any parcel or tentative map proposed for the Project site will be required to be consistent with the Specific Plan in order to be approved. Development within the Specific Plan area will be subject to the

requirements of the Salinas Zoning Code except as modified by the Specific Plan. Should any conflict arise between the two regulations, the Specific Plan regulations will prevail.

B. Rezoning Findings

1. **Finding:** The amendment (Rezone) is consistent with the Salinas General Plan, any applicable specific plan, and other plans and policies adopted by the Salinas City Council.

   Evidence: The proposed amendment (Rezone) will facilitate the development of the West Area Specific Plan within the North of Boronda FGA, which is consistent with the City's General Plan policy to plan for and manage future growth within designated future growth areas of the City. The Project incorporates New Urbanism and other design principles and provides a variety of dwelling types and densities in accordance with the land use and housing mix required by the General Plan. The proposed Rezone will not conflict with other plans and policies of the Salinas City Council.

   Appendix C of the Specific Plan further substantiates the project's consistency with the General Plan and is herein incorporated by reference.

2. **Finding:** The amendment (Rezone) will not have the effect of reversing the policies of the Salinas General Plan, any applicable specific plan, and other plans and policies adopted by the Salinas City Council.

   Evidence: The proposed amendment (Rezone) will facilitate the approval and development of the proposed West Area Specific Plan. The Specific Plan provides specific policies to implement the General Plan, Zoning and other plans and policies adopted by the Salinas City Council. There are no policies in the Salinas General Plan that will be reversed as a result of this amendment.

   Appendix C of the Specific Plan further substantiates the project's consistency with the General Plan and is herein incorporated by reference as additional evidence of the project's consistency.

3. **Finding:** The amendment (Rezone) would not create an isolated district unrelated to adjacent zoning districts.

   Evidence: The proposed Rezone will enable the project site to be developed as a New Urbanism Specific Plan as envisioned under the General Plan. Upon annexation of the project site in 2008, the site was zoned New Urbanism Interim (NI) with a Specific Plan Overlay to provide an interim holding zone until such time specific plans were approved by the City Council for the North of Boronda FGA and the ultimate zoning districts for the area were established. As such, upon the approval of the Specific Plan and Rezone, the project site will be rezoned from the New Urbanism Interim (NI) with a Specific Plan Overlay zoning district to

Neighborhood Edge (NE)/Low Density Residential, Neighborhood General-1(NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, and Village Center (VC) as well as the Park (P), Open Space (OS) and Public/Semipublic zoning districts. The Specific Plan Overlay district will continue to be applicable to each of the districts as well. These districts are compatible with and complementary to the existing residential (low, medium and high density), commercial, park and open space districts located across the major arterial roads, which form the project boundaries.

The proposed Rezone will facilitate the development of a variety of dwelling types and densities, neighborhood commercial retail and services, parks and supporting uses necessary to serve the proposed Specific Plan community and surrounding area. For example, the various residential districts (NE, NG-1 and NG-2) and the Village Center (VC) district will allow the development of 4,340 dwelling units in the Plan Area. Additionally, other types of dwellings such as density bonus units and accessory dwelling units will also be permitted. The Parks (P) district will facilitate the development of 11 parks, which will provide a variety of recreational opportunities for residents of the plan area and the surrounding area. The Open Space (OS) district will facilitate the development of the supplemental detention/retention basins located throughout the site. These basins create open space, passive recreation opportunities and are intended to serve the storm water surface run-off needs of the West Area. The Public/Semipublic district will provide sites for two new elementary schools and one middle school. Lastly, the Village Center (VC) district will facilitate the development of the Specific Plan's town center. This area (including the town square and mixed-use commercial and residential development) is intended to be a destination and focal point for both residents of the Plan Area and surrounding area.

4. **Finding:** The City has the capability to provide public utilities, roads, and services to serve the uses allowed by the proposed Rezoning.

Evidence: The EIR and Specific Plan thoroughly analyzed the infrastructure including public utilities, roads, and services necessary to serve the Project. Respectively, sections 3.11, 3.10, and 3.9 of the EIR address these topics. Through adoption of the Specific Plan, Development Agreement, West Area Specific Plan Final Program Environmental Impact Report (FEIR) and associated Mitigation Monitoring and Reporting Program, the City will ensure the provision of public utilities, roads and services necessary to serve the proposed development is provided.

According to the fiscal impact analysis prepared for the project (Attachment 14), the cost of City services would be offset by increased revenues generated by the Project. No unfunded City services costs have been identified. The West Area Specific Plan is projected to generate an annual surplus of between approximately $1,541,619 to $3,376,303.

C. Development Agreement Findings

1. Finding: The Development Agreement is consistent with the Salinas General Plan, any applicable specific plan, and other applicable plans and policies adopted by the Salinas City Council.

Evidence: The Development Agreement is proposed in conjunction with the West Area Specific Plan in accordance with the Salinas General Plan. The Specific Plan implements the goals and policies of the General Plan by providing a comprehensively planned and orderly development in the North of Boronda FGA, designed to incorporate and implement the tenets of New Urbanism, CPTED and other design principles. Additionally, it provides potential employment and recreational opportunities for future and nearby residents and increased tax revenue and expansion to support City services. In this regard, the *Fiscal Impact Analysis* prepared for the Project (included as Attachment 14 to the staff report), is projected to generate an annual revenue surplus of approximately $1,541,619 to $3,376,303 to the City's General Fund. Most importantly; the project will provide critically needed housing in a variety of dwelling types, densities and affordability levels to address the City's housing shortage and overcrowding issues.

Appendix C of the Specific Plan further substantiates the project's consistency with the General Plan and is herein incorporated by reference.

2. Finding: A development agreement that includes a subdivision shall not be approved unless the agreement provided that any tentative map prepared for the subdivision will comply with the provisions of Government Code Section 66473.7.

Evidence: Government Code Section 66473.7 addresses the provision of adequate water supply. A Water Supply Assessment was prepared for the project, and is included in the Appendices of the West Area Specific Plan Final Program EIR as Appendix G. California Water Services Company (Cal Water), the water purveyor to the project site, has provided a "Can and Will Serve" letter for the subject project.

Exhibit K Rezone Map – Rezone 2019-001

RECORDING REQUESTED BY
AND WHEN RECORDED RETURN
TO:

City of Salinas
Office of the City Attorney
200 Lincoln Avenue
Salinas, CA 93901

Record for the Benefit of
The City of Salinas

Exempt from Recording Fee
Government Code Section 23783

Space Above Reserved for Recorder's Use
Only

DEVELOPMENT AGREEMENT

BY AND BETWEEN

THE CITY OF SALINAS

and

REXFORD TITLE, INC.
PATRICIA JANE BONDESEN
ALVIN C. and KAREN RAE MORTESEN, TRUSTEES
RAY HARROD, JR., DBA HARROD CONSTRUCTION COMPANY
RCS SALINAS INVESTMENT I LLC
ANN AAROE, INDIVIDUALLY AND AS SUCCESSOR TRUSTEE

For the

WEST AREA SPECIFIC PLAN PROJECT

(North of Boronda Future Growth Area)

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This Development Agreement ("**Development Agreement**" and sometimes "**Agreement**"), dated as of XXXX, 2019, is entered into by and between the **CITY OF SALINAS**, a California charter city and municipal corporation, (hereinafter "**City**"), and the following, all of which are collectively referred to herein as "the Developers" and sometimes individually referred to herein as a "Developer":

REXFORD TITLE, INC., a California corporation (hereinafter "Rexford"),
PATRICIA JANE BONDESEN, a married woman dealing with her sole and separate property (hereinafter "Bondesen"),
ALVIN C. and KAREN RAE MORTENSEN, TRUSTEES (hereinafter "Mortensen"),
RAY HARROD, JR., dba **HARROD CONSTRUCTION COMPANY** (hereinafter "Harrod"),
RCS SALINAS INVESTMENT I LLC, a Colorado limited liability company (hereinafter "Global")
ANN AAROE, an individual and Successor Trustee (hereinafter "Kantro")

under the authority of Section 65864 *et seq*. of the California Government Code and the City's police powers. (The Developers and the City are, from time to time, referred to individually in this Agreement as a "Party" and collectively as the "Parties").

This Agreement is entered into on the basis of the following facts, understandings and intentions of the Parties.

RECITALS

A. Purpose. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California adopted Government Code Sections 65864 *et seq*. (the "Development Agreement Statute") which authorize cities to enter into agreements for the development of real property with any person having a legal or equitable interest in such property in order to establish certain development rights in such property. In accordance with the Development Agreement Statute, the City has enacted Article VI, Division 11 of Chapter 37 of the Salinas Municipal Code (the "Development Agreement Regulations") to implement procedures for the processing and approval of development agreements in accordance with the Development Agreement Statute. (The provisions of the Development Agreement Statute and the Development Agreement Regulations are collectively referred to herein as the "Development Agreement Law.") This Agreement has been drafted and processed pursuant to the Development Agreement Law.

B. Developer's Interest in Property. The Developers own or have contractual rights to purchase approximately 625.38 acres of real property in the City which is a part of the ±796.55-acre West Area of the City's North of Boronda Future Growth Area (the "Project Area") as depicted on the map attached hereto as **Exhibit A-1**. The Project Area is located within the city limits of Salinas and is bounded by Boronda Road on the south, San Juan Grade Road on the west, Russel Road Extension and Rogge Road on the north, and Natividad Road on the east.

The part of the Project Area that Developer Rexford owns is shown on the map attached hereto as **Exhibit A-2** (the "Rexford Property"). The part of the Project Area that Developer Bondesen owns is shown on the map attached hereto as **Exhibit A-3** (the "Bondesen Property"). The part of the Project Area that Developer Mortensen owns is shown on the map attached hereto as **Exhibit A-4** (the "Mortensen Property"). The portion of the Project Area as to which Developer Harrod has contractual rights to purchase is shown on the map attached hereto as **Exhibit A-5** (the "Harrod Property"). The part of the Project Area that Developer Global has contractual rights to purchase is shown on the map attached hereto as **Exhibit A-6** (the "Global Property"). The part of the Project Area the Developer Kantro owns is shown on the map attached hereto as **Exhibit A-7** (the "Kantro Property").

C. Planning Uses. Consistent with the City of Salinas General Plan, the Developers have proposed, and the City has approved in the Project Approvals, a Specific Plan for the entirety of the Project Area. The Specific Plan, referred to herein as the "West Area Specific Plan," is a planned community comprised of residential uses with a minimum of 3,553 and a maximum of 4,340 dwelling units ("Total West GP Target"), a community park, four neighborhood parks, six small parks, up to five schools (two of which are existing as of the Effective Date), and up to ±571,500 square feet of mixed- use commercial uses (the Village Center) with a minimum of 91 residential units, together with retail, office, restaurant, entertainment and other non-residential uses, all as more specifically provided for in the Specific Plan, together with construction, site preparation and installation of infrastructure (the "Project"). The maximum number of dwelling units authorized under the Specific Plan excludes Density Bonus Dwelling Units allowed pursuant to Section 37-50.060 of the Salinas Municipal Code, Accessory Dwelling Units allowed pursuant to Section 37-50.250 of the Salinas Municipal Code, and/or any dwelling units allowed pursuant to Section 3.9.3 of the Specific Plan, which allows up to a maximum of 250,000 square feet of the allowable 571,500 square feet of mixed use commercial floor area which may be converted to up to a maximum of 250 dwelling units on the basis of 1,000 square feet of mixed use commercial floor area for one residential dwelling unit.

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D. Project Approvals. The following approvals, entitlements, and findings (the "Project Approvals") were adopted by the City with respect to the Project after duly and properly noticed public hearings:

1. Certification and adoption of a Subsequent Program Environmental Impact Report for the West Area Specific Plan (the "Project EIR"), including project-specific mitigation measures as certified and adopted by City with the Project EIR and as specified within the adopted Mitigation Monitoring and Reporting Program adopted by the City Council of Salinas by Resolution No. _____ adopted on **{To be inserted at City Council Approval}.**

2 The West Area Specific Plan, ("**Specific Plan**") approved by the City Council of Salinas by Resolution No. _____ adopted on **{To be inserted at City Council Approval}.**

3. Zoning Ordinance map amendments adopted by the City Council of the City of Salinas by Ordinance No. _____ adopted on **{To be inserted at City Council Approval}.**

4. This Development Agreement approved by the City Council of Salinas by Ordinance No. ____, adopted on **{To be inserted at City Council Approval}** (the "Enacting Ordinance").

5. All Subsequent Project Approvals, as defined below, immediately upon approval.

E. Subsequent Project Approvals. In addition to the Project Approvals, the Project will require various additional future land use and construction approvals and permits from City in connection with development of the Project ("**Subsequent Project Approvals**"), which shall be deemed to be part of the Project Approvals as they are approved. Subject to the terms and requirements of this Development Agreement, Developers may convey fee title interest in portions of the Property to Affiliates or to third parties who will complete development of those portions of the Property. Developers may also convey portions of the Property to users who will apply to City, as needed, for required Subsequent Project Approvals to complete development of their portions of the Property. The Subsequent Project Approvals also include any review required by the California Environmental Quality Act (CEQA), including implementation of all mitigation measures, Mitigation Monitoring and Reporting Program, and conditions adopted as part of the Project Approvals.

F. Development Assurances. Developers desire to carry out the development of the Property as a master-planned community development consistent with the General Plan, the Project Approvals and this Agreement. The complexity, magnitude and build-out of the Project would be difficult for Developers to undertake if the City had not determined, through this Agreement, to inject a sufficient degree of certainty in the land use regulatory process to justify the substantial financial investment and risk associated with development of the Project. As a result of the execution of this Agreement, both Parties can be assured that the Project can proceed without disruption, which assurance will thereby reduce the risk of planning, financing and proceeding with construction of the Project and promote the achievement of the private and public objectives of the Project.

G. City Interests. City desires to advance the housing and economic interests of the City and its residents by encouraging quality residential development and economic growth in the incorporated portion of the North of Boronda Future Growth Area, in accordance with and envisioned by the Salinas General Plan, thereby enhancing and expanding housing and employment opportunities for residents and growing the City's tax base.

H. Public Benefits. City is also desirous of gaining the public benefits of the Project under the Project Approvals and this Agreement, which are in addition to those dedications, conditions and exactions required by laws or regulations, and which advance the planning objectives of, and provide benefits to, the City. Among the public benefits to be realized from the Project are those identified in Sections 2.2.1 and 2.2.2 of the Specific Plan and the following:

1. The Project will produce a significant portion of the residential development needed to house the City's projected population for the next 30+ years, as envisioned by and as provided for in the Salinas General Plan.

2. By incorporating the principles of New Urbanism, the Project promotes alternative modes of transportation with an emphasis on pedestrian and bicycle transportation to potentially reduce vehicle trips.

3. New Urbanism design helps bring a variety of land uses together in a relatively compact manner (close proximity), providing residents with the opportunity for healthier, more active lifestyle choices.

4. Greater accessibility to mixed use, commercial land uses will allow

residents living in or near the village centers, for example, to save travel time and spend less on transportation, as well as numerous other benefits which potentially add to a healthier economy.

5. New Urbanism encourages green transportation and utilizes various sustainable building methods. This will help the City achieve a greater level of environmental accountability and sustainability.

6. The Project provides a variety of housing options and affordability levels for residents at various stages of life.

7. The Project will comply with the City's Inclusionary Housing Ordinance and related Guidelines to ensure housing for workforce and very low, low, and moderate income households.

8. The Project incorporates a variety of housing sizes, types, densities and designs which create a pleasing residential environment.

9. The Project provides a wide array of recreation opportunities, including bike lanes, public parks, greenways, walkways, and open spaces, supporting a healthy, sustainable and pleasing physical environment community.

10. The Project and the surrounding community will be served by a ±30-acre community park which includes a variety of features and amenities.

11. The Project is designed to retain and detain stormwater in accordance with adopted Stormwater Development Standards and Best Management Practices, thus alleviating increased off-site flooding, siltation and erosion, and contributing to the recharge of groundwater aquifers.

12. The Project will provide or contribute to infrastructure improvements (streets, parks, sewers, stormwater management facilities) that benefit the City and further the City's long-range infrastructure goals.

13. As demonstrated by the Fiscal Impact Report prepared by the City's consultant (Economic & Planning Systems, Inc., July 2018), the Project will have a fiscally positive impact on the City's finances.

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14. According the WASP area Water Supply Assessment (California Water Service (Cal Water), December 2015) conversion of the WASP area from agricultural to urban land use could result in an estimated reduction of consumptive groundwater use (or increase in groundwater storage) of 2,170 acre feet per year, which is a significant contribution toward reducing overdraft in the Salinas Valley Ground Water basin.

I. City Council Findings. City has given the required notice of its intention to adopt this Development Agreement and has conducted public hearings thereon pursuant to Government Code Section 65857 and Article 6, Division 11 of Chapter 37 of the Salinas Municipal Code. As required by Government Code Section 65867.5, City has found that the provisions of this Development Agreement and its purposes are consistent with the public health, safety and general welfare of the City and that all of its provisions are consistent with the goals, policies, standards and land use designations specified in the General Plan, as well as all other applicable plans, policies and regulations of the City.

J. Compliance with CEQA. The environmental impacts of the Project including the Project Approvals have properly been reviewed and assessed by the City pursuant to the California Environmental Quality Act, Public Resources Code Section 21000 et seq.; California Code of Regulations Title 14, section 15000 et seq. (collectively, "**CEQA**"). On _____, pursuant to CEQA and following consideration of the recommendations of the Planning Commission, the City Council certified and adopted a program level environmental impact report as provided in Section 15168 of the CEQA Guidelines (the "**Project EIR**"). The Project EIR provides the "first tier" environmental review of the Project, and also provides the City with a single environmental document as a baseline to evaluate related entitlements at a project level of analysis as well as subsequent development projects within the Specific Plan area. Unless one of the events set forth in Public Resources Code §21166 occurs, no subsequent or supplemental environmental impact report shall be required. Subsequent individual development that requires further discretionary approvals will be examined in light of the Project EIR to determine whether additional environmental documentation must be prepared.

K. Planning Commission. On _____, _____, the City of Salinas Planning Commission (the "**Planning Commission**"), the initial hearing body for purposes of Development Agreement review, recommended approval of this Development Agreement pursuant to Resolution No. _____ **{To be inserted upon approval by the Planning Commission}** to the City Council.

L. Enacting Ordinance; City Council. On_____, _____, the City Council of City adopted its Ordinance No. ___ approving this Development Agreement and authorizing its execution, and that Ordinance ("**Enacting Ordinance**") became effective on _____, _____{**To be inserted upon City Council approval**}.

M. Project Provides Substantial Benefits. For the reasons recited herein, City and Developers have determined that the Project is a development for which this Agreement is appropriate. Through the establishment of vested rights as provided herein, this Agreement will reduce risk and eliminate uncertainty regarding Project Approvals and Subsequent Project Approvals, thereby encouraging investment in and commitment to use and development of the Property. Continued use and development of the Property will in turn provide substantial housing and employment opportunities and tax benefits, and other public benefits to City, and contribute to the provision of needed infrastructure for area growth, thereby achieving the goals and purposes for which the Development Agreement Law was enacted.

N. Applicability to Property. This Agreement shall be applicable to the Property and all portions thereof, the City, and the existing owners of the Property, the Developers and their successors in interest, all of whom shall be bound by the terms hereof.

O. Voluntary Commitments. To ensure that the intent of the City and of the Developers with respect to the Project Approvals and Subsequent Project Approvals is carried out, the Parties desire to voluntarily enter into this Agreement to facilitate development of the Project subject to the conditions and the requirements included in this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants and promises contained herein and other valuable consideration, the Parties hereby agree as follows:

SECTION 1
ADMINISTRATION

1.1 Definitions. As used in this Agreement, the following terms, phrases and words shall have the meanings and be interpreted as set forth in this Section. To the extent that any capitalized terms contained in this Agreement are not defined below, then such terms shall have the meaning otherwise ascribed to them in this Agreement.

1.1.1 "**Affiliate**" means any person, limited liability company, partnership, joint venture, trust, or corporation or other legal entity who now or hereafter (a) is a member of Developer; (b) directly or indirectly through one or more intermediaries Controls, or is Controlled by, or is under common Control with, the Developer; or (c) in which fifty percent (50%) or more of the equity interest of which is held beneficially or of record by the Developer, as the context may require; or (d) is Controlled by or under the day-to-day management of a member of Developer.

1.1.2 "**Agreement**" shall mean this Development Agreement, as set forth in the preamble of this Agreement.

1.1.3 "**Applicable City Regulations**" shall mean all of the following to the extent the following do not conflict with or are not inconsistent with the Project Approvals: Except as may be otherwise expressly set forth herein, the rules, regulations, ordinances, and official policies of the City (whether adopted by the City Council or the voters of the City) existing on the Effective Date governing the permitted uses of the land, density, design, improvement, and construction standards and specifications, applicable to development of the Property. Applicable City Regulations may include in whole or in part without limitation, (i) the General Plan, Specific Plan, the Inclusionary Housing Ordinance (Ordinance no. 2594, adopted June 6, 2017) and associated Guidelines (Resolution No. 21175, adopted June 6, 2017), and the Municipal Code (including standard specifications, design standards, and relevant public facility master plans adopted and published by the City), (ii) Exactions listed on **Exhibit B** to this Agreement, or elsewhere in this Agreement; and (iii) all other City laws that relate to or specify the permitted uses of land or improvements, the density or intensity of use, the subdivision of land for development, that are existing and in effect on the Effective Date; and (iv) all those existing and approved permits, entitlements, agreements, and other grants of approval having force and effect on the Effective Date relating to the Project and Property, including without limitation their text, terms and conditions of approval. A list of Applicable City Regulations, other than the Exactions and the Project Approvals, is set forth in **Exhibit C** to this Agreement. Exceptions to Applicable City Regulations include Uniform Codes (as defined in **Section 1.1.41** and referenced in **Section 2.3**), and the application of New City Laws (as defined in **Section 1.1.25**) permitted under **Section 2.4**.

1.1.4 "**CEQA**" shall mean the California Environmental Quality Act (California Public Resources Code Section 2100, *et seq*.), and the State CEQA Guidelines, (California Code of Regulations, Title 14, Section 15000, et seq.), as each is amended as of the Effective Date.

1.1.5 "**City**" shall mean the City of Salinas.

1.1.6 "**City Council**" shall mean the City Council of the City.

1.1.7 "City Planner" shall mean the officially designated city employee or their designee charged with the responsibility for the interpretation and administration of the Zoning Code, having the authority provided in **Section 37-10.160** of the Zoning Code. As defined in Section 37-10.160 of the Zoning Code, the City Planner is the Community Development Director.

1.1.8 "Community Development Director" shall mean that city official designated by the City Manager with such title and any city official who is authorized by the City Manager to assume and carry out the duties of such official under the same or a different title.

1.1.9 "**Control**" means the possession, directly or indirectly, of the power to cause the direction of the management and policies of any entity including but not limited to a limited liability company, a partnership, a joint venture, a trust, or a corporation, whether through the ownership of voting securities, by contract, or otherwise.

1.1.10 "**Developers**" shall mean **REXFORD TITLE, INC.,** a California corporation, **PATRICIA JANE BONDESEN,** a married woman dealing with her sole and separate property, **ALVIN C. and KAREN RAE MORTENSEN, TRUSTEES**, **RAY HARROD, JR.,** dba **HARROD CONSTRUCTION COMPANY, and GLOBAL INVESTMENT & DEVELOPMENT LLC,** a California limited liability company**, ANN AAROE,** an individual and Trustee, and, subject to **Section 5.3**, their successors and assigns.

1.1.11 "**Development Agreement Law**" shall have the meaning given in Recital A.

1.1.12 "**Development Agreement Regulations**" shall have the meaning given in Recital A.

1.1.14 13 "**Development Agreement Statute**" shall have the meaning given in Recital A.

1.1.14 " Boronda Road Congestion Relief Project" (the "Congestion Relief Project") means the City-sponsored project to widen East Boronda Road into a four-lane roadway with two-lane roundabouts, landscaped median, and bike lanes to accommodate future (year 2064) traffic demands on East Boronda Road (including the build-out of the WASP area).

1.1.15 "**Effective Date**" shall mean the date determined under **Section 1.2.1.**

1.1.16 "**Project EIR**" shall have the meaning given in **Recital J**.

1.1.17 "**Enacting Ordinance**" shall mean the Ordinance Approving this Agreement as first referenced in **Recitals J and K** of this Agreement.

1.1.18 "Exactions" shall mean exactions that may be imposed by the City as a condition of developing the Project, including but not limited to City Impact Fees, in-lieu payments, requirements for acquisition, dedication or reservation of land, obligations to construct on-site or off-site public and private improvements, whether such exactions constitute subdivision improvements, mitigation measures in connection with environmental review of the Project, measures imposed for the protection of the public health or safety, or impositions made under Applicable City Regulations.

1.1.19 "Fiscal Impact Report" shall mean the report entitled "Fiscal Impact of Salinas' WASP and CASP Future Growth Areas" (EPS, July 26, 2018) commissioned by the City that analyzed, among other things, estimated costs associated with providing required public services to, and the revenues generated by, the Project.

1.1.20 "Frontage Improvements" shall mean the public improvements made necessary by that development. Construction of frontage improvements includes 20-foot width of pavement, plus curb, gutter, sidewalk, landscaping, and sound wall (if required) and dedication of 30-feet of right-of-way.

1.1.21 "**Force Majeure Event**" shall mean an event that causes a delay in performance beyond the control of the Party claiming the same. For the purpose of this definition, a cause shall be beyond the control of the Party whose performance would otherwise be required only if such cause would prevent or hinder the performance of such a requirement by any reasonable person similarly situated and shall not apply to causes peculiar to the Party claiming the benefit of a Force Majeure Event (such as the failure to order materials in a timely fashion). A Force Majeure Event shall include, without limitation, any of the reasons set forth in this **Section 1.1.21**: (a) delay attributable to acts of God, accident, strikes or labor disturbances or disputes, (b) delay attributable to the actions or inaction of any governmental agency including the City that unreasonably delays development of the Property, (c) delays of the City in processing any Project Approval beyond the period of time permitted by law or required by this Agreement for the processing of such Project Approval, (d) delay attributable to inclement weather, earthquake or other natural disaster resulting in suspension of Project work for safety purposes, e.g., extended periods of heavy rainfall, (e) delay attributable

to inability to procure or a general shortage of labor, equipment, materials or supplies in the open market, rationing or restrictions on the use of utilities, or failure of transportation (but not attributable to a mere increase in price unless such price is commercially unreasonable and will extend for a period of time under the circumstances), (f) delay caused by acts of a public enemy, war, terrorism, insurrections, civil disturbance, riots, mob violence, sabotage, malicious mischief, or casualty, (g) delay attributable to a development moratorium (including but not limited to a sewer or water moratorium) approved by the City or other entity having jurisdiction, (h) delay caused by litigation or administrative action preventing or delaying the approval or development of the Project or adversely affecting the ability of the City or other public entity or the Developer or its successors or assigns to obtain financing for the Project, (j) delay attributable to local, state or federal laws or regulations (other than those expressly permitted by this Development Agreement), (k) delay attributable to governmental agencies in issuing permits or approvals or taking other actions required for development of the Project, (l) delay attributable to the commencement of circulation of an initiative or referendum petition or the filing of any court action to set aside or modify this Development Agreement for the Project Approvals or any Subsequent Project approvals, or (m) delay attributable to insufficient water available to serve the Project or any phase, increment or portion thereof, or (n) any delay claimed by a Party in the performance of any term, covenant, condition or obligation under this Agreement caused by a default of the other Party.

1.1.22 "**General Plan**" shall mean the City of Salinas General Plan adopted September 17, 2002.

1.1.23 "**Moratorium**" shall mean any action by or on behalf of the City or another public entity having jurisdiction (including but not limited to action taken by virtue of a referendum or initiative) which delays or halts the processing, implementation or approval of subdivision maps, building permits or other Project Approvals.

1.1.24 "**Municipal Code**" shall mean the City of Salinas Municipal Code.

1.1.25 "**New City Laws**" shall mean any ordinances, resolutions, orders, rules, official policies, standards, specifications or other regulations, which are promulgated or adopted by the City Council or the City's electorate (through their power of initiative) after the Effective Date. The application of New City Laws to the Project shall be governed by **Section 2.4**.

1.1.26 "**Non-Curable Default**" shall mean a default for which a cure period shall not exist, as set forth in **Section 4.1.2**.

1.1.27 "Parcelization Map" shall mean a parcel map processed administratively for the purpose of creating master parcels for sale, financing or phasing purposes and on which no development may occur without further subdivision or other entitlement approval by the City.

1.1.28 "Park Impact Fees" shall mean and refer to City-wide impact fees levied on all new development in the City of Salinas for the purpose of funding the acquisition and improvement of new and existing parks within the City of Salinas, including the North of Boronda Future Growth Area. The term "Park Impact Fees" shall not include the West Area Park Impact Fee, which is defined in **Section 1.1.45**, below.

1.1.29 "**Planning Commission**" shall mean the Planning Commission for the City of Salinas.

1.1.30 "**Project**" shall mean the project commonly known as the "**West Area Specific Plan**" which is proposed to be constructed on the Property as more fully described in **Recital C**.

1.1.31 "**Project Approvals**" shall mean the permits and approvals granted by the City for the Project, including each Subsequent Project Approval, as set forth in **Recital D**.

1.1.32 "**Property**" shall mean the real property described in **Recital B**.

1.1.33 "**Processing Fees**" shall have the meaning given in **Section 2.8.2**.

1.1.34 "**Rights of Access**" shall mean the right of developer to enter or encroach on certain public improvements as set forth in **Section 2.10.8.**

1.1.35 "**Specific Plan**" shall mean the West Area Specific Plan as adopted by the City Council, and amended from time to time.

1.1.36 "**Subsequent Project Approvals**" shall have the meaning given in **Recital E**.

1.1.37 "**Subdivision Map Act**" shall mean that legislation set forth in California Government Code Sections 66410 through 66499.58.

1.1.38 "**Tentative Map**" shall mean one or more tentative subdivision maps, whether a Parcel Map or not, for the Property, including any conditions of approval applied to such map. .

1.1.39 "**Term**" shall have that meaning as set forth in **Section 1.2.2** of this Agreement.

1.1.40 "TFO" shall mean the City of Salinas Traffic Impact Fee Program (Traffic Fee Ordinance) with its implementing resolutions.

1.1.41 "Uniform Codes" shall mean any and all codes and regulations applicable to improvements, structures, and development in the City, and the applicable version or revision of such codes and regulations as modified and adopted by the City. Uniform Codes includes the Uniform Building, Plumbing, Electrical, and Fire Codes, City standard construction specifications and details, City grading standards, Title 24 of the California Code of Regulations, and similar codes and regulations relating to Building Standards, in effect at the time of approval of the appropriate permit.

1.1.42 "**Vested Elements**" shall have that meaning as set forth in **Section 2.1.1** of this Agreement.

1.1.43 "West Area" shall mean the portion of the North of Boronda Future Growth Area bordered by Boronda Road on the south, San Juan Grade Road on the west, Russell Road Extension and Rogge Road on the north, and Natividad Road on the east, being the land regulated by the West Area Specific Plan.

1.1.44 "WASP" shall mean and refer to the West Area Specific Plan.

1.1.45 "West Area Park Impact Fees" (WAPIF) shall mean the impact fee levied on development within the West Area of the North of Boronda Future Growth Area for the purpose of funding the acquisition and the improvement of parks within the WASP.

1.2 Effective Date and Term.

1.2.1 The Effective Date of this Agreement is _____, 20____.

1.2.2 The term of this Agreement shall commence upon the Effective Date and continue for a period of twenty (20) years from the Effective Date (the "Original Term"), unless the Term is terminated, modified, or extended by the terms of this Agreement. The Original Term may be extended only upon the mutual written consent of the Parties and only for five (5) year periods ("Extended Term"). Consent for the Extended Term shall be granted by the City to Developers demonstrating good faith compliance as described in Section 4.5, Annual Review. Developers may request the

Extended Term within two (2) years of the current term expiration. Requests for an Extended Term must be submitted in writing with an accompanying City issued "Notice of Compliance," (Section 4.5.4) issued for the previous year, In no event shall there be more than two (2) Extended Terms such that the total of the Original Term and Extended Terms may not exceed thirty (30) years in total. The Original Term has been established by the Parties as a reasonable estimate of the time required to develop and to build out the Project, taking into consideration the complexity of the Project, anticipated actions or other public agencies, normal market and economic conditions, and other contemplated potential circumstances which could affect the timing of development.

In the event that a Developer, within its individual portion of the Property, has not (i) conducted site improvements and grading over at least ten percent (10%) of its Property pursuant to permits issued by the City; (ii) provided documentation to the satisfaction of the City that Developer has installed infrastructure or improvements totaling more than three million dollars ($3,000,000); or (iii) in the event that three (3) or more Developers, collectively, have not, pursuant to the formation of an assessment district for the purpose of financing Project infrastructure, had assessments levied totaling $15 million in the aggregate prior to the tenth (10th) anniversary of the Effective Date, the Term of this Agreement, as to any single Developer pursuant to subsections (i) or (ii) herein, or as to all Developers pursuant to subsection (iii), shall end fifteen (15) years after the Effective Date without the opportunity for extension, unless otherwise mutually agreed to in writing by the Developer and City. Developers shall each demonstrate compliance with this provision on or before the tenth (10th) Annual Review, per Section 4.5 of this Agreement.

1.2.3 In accordance with Government Code Section 66452.6(a), the term of any Tentative Map, including modifications or amendments thereto, relating to the Property or any portion thereof shall automatically be extended to and until the later of the following: (1) the duration of this Agreement; or (2) the expiration of the Tentative Map in accordance with the Subdivision Map Act without reference to any extension given under this Agreement.

1.2.4 If this Agreement terminates for any reason before expiration of rights given under the Project Approvals or any Tentative Map pursuant to the Subdivision Map Act, such termination shall not affect the Developers' rights and obligations to proceed in accordance with the law governing such Project Approvals and/or Tentative Map, nor shall it affect any other covenants of the Developers specified in this Agreement to continue after the termination of this Agreement. If this Agreement terminates for any reason, including expiration of the Term, the terms and conditions of this Development Agreement, and Project approvals shall continue to govern the Project

unless the City has previously specifically amended such rules, regulations and policies until such time as the City amends such rules, regulations and policies.

1.2.5 The term of any and all Project Approvals shall automatically be extended for the longer of the Term of this Agreement or the term otherwise applicable to such Project Approvals.

1.2.6 This Agreement shall terminate with respect to any lot and such lot shall be released and no longer be subject to this Agreement, without the execution or recordation of any further document, when a final certificate of occupancy has been issued for the building(s) on the lot. Termination of this Agreement for any residential dwelling lot shall not in any way be construed to terminate or to modify any assessment district, fee district, public financing district, special tax district, tax and/or any Mello Roos Community Facilities District lien affecting such lot at the time of termination.

1.2.7 Notwithstanding anything to the contrary in this Agreement, the term of any Permit Approval shall not include the period of time during which any moratorium, lawsuit, referendum, initiative or other legal challenge involving the Permit Approval was or is pending. If this Agreement or a Project Approval is unsuccessfully appealed or otherwise legally challenged, the term of this Agreement shall be extended until such appeal or legal challenge is finally resolved or adjudicated (including the expiration of time for further appeals). In addition, the term may be extended for a reasonable time upon the request of the Developer with the consent of the City. The Developers understand and agree that the City does not have authority or jurisdiction over another public agency's authority to impose a moratorium.

1.2.8. Execution and Recording. The Developers have executed and acknowledged this Agreement. Not later than ten (10) days after the Effective Date, the City Clerk will cause recordation of this Agreement with the Monterey County Recorder against the Property, provided that a referendum applicable to the Enacting Ordinance has not been timely submitted to the City.

1.3 City's Police Power. The Parties understand, acknowledge, and agree that the limitations, reservations, and exceptions contained in this Agreement are intended to reserve to the City that part of its police power which cannot be limited by contract and this Agreement shall be construed to reserve to the City that part of its police power which cannot be restricted by contract.

SECTION 2
DEVELOPMENT OF THE PROPERTY

2.1 Vested Elements.

2.1.1 The permitted uses of the Property, the density or intensity of use, the maximum height and size of proposed buildings, provisions for reservation or dedication of land for public purposes, the subdivision of land and requirements for infrastructure and public improvements, the general location of public utilities, and other terms and conditions of development of the Property shall be governed by the Project Approvals, Applicable City Regulations and this Development Agreement (collectively "**Vested Elements**"), except as expressly provided in this Agreement.

2.1.2 The Developers shall have a vested right to develop the Property in accordance with the Vested Elements subject to the terms and conditions of this Agreement and also subject to a referendum that specifically overturns the City's approval of the Project Approvals or Subsequent Project Approvals.

2.2 Applicable City Regulations. Except as may otherwise be specifically provided in this Agreement, the City shall have the right to regulate the development of the Property and uses within the Project pursuant to the Applicable City Regulations if, and only to the extent, such regulations do not conflict with or are not inconsistent with the Project Approvals or the Vested Elements.

2.3 Uniform Codes. In the construction of the Project, each particular improvement shall be subject to all Uniform Codes in force and effect when a building, grading or other application for a building permit or equivalent permit is granted by the City.

2.4 Applicability of New City Laws.

2.4.1 New City Laws (including amendments to Applicable City Regulations) shall not be applicable to the Property unless such New City Laws are (a) generally and uniformly applicable on a city-wide basis and not otherwise inconsistent with the Vested Elements or terms of this Agreement or (b) meet one of the following requirements: (i) they are mandated by State or Federal law pursuant to **Section 2.5**; or (ii): they are imposed as part of a declaration of a local emergency or state of emergency as defined in Government Code Section 8558, or a finding that an otherwise permitted use represents a current and immediate threat to public health, safety or welfare pursuant to Government Code Section 65858. Examples of New City Laws that would be generally

and uniformly applicable on a city-wide basis and applicable to the Property pursuant to subdivision (a) of this section are storm water utility programs, rent control regulations, rental registry and/or inspection programs, and accessory-dwelling unit restrictions.

Nothing herein shall be construed to limit the authority of the City to adopt ordinances, policies, and regulations which have the legal effect of protecting persons or property from conditions which create a health, safety, or welfare risk.

To the extent any future changes in the General Plan, Zoning Code, or any future rules, ordinances, regulations, or policies are not inconsistent with the terms and the conditions of the Specific Plan and this Agreement, such future changes in the General Plan, Zoning Code, or such future rules, ordinances, regulations, and policies shall be applicable to the Property.

A Developer, by giving written notice to the City, may elect to have all or part of the Property subject to any New City Laws that are otherwise not applicable to the their portion of the Property under this Section. In the event a Developer so elects, the Developer shall provide written notice to the City and the other Developers of that election (such notice to be provided pursuant to this Agreement) and thereafter such New City Law shall be deemed part of the Applicable City Regulations applicable to that Developer. Such notice shall be in a form provided by the City Attorney which notice shall be recorded and which shall contain a copy of the New City Law which is being made applicable to a portion of the Property.

2.4.2 Developer shall have the right to challenge the application under subsections (a) and (b) of **Section 2.4.1** of New City Laws to the Project. If Developer chooses to challenge the application of a New City Law to the Project, Developer shall give written notice to the City Attorney in accordance with **Section 6.11** of this Agreement. Developer's written notice shall inform the City of the factual and legal reasons why Developer believes the City cannot apply the New City Law to the Project consistent with the Vested Elements and this Agreement. The City shall respond to Developer's notice within thirty (30) days of receipt of such notice. Thereafter, the Parties shall meet and confer within thirty (30) days of the date of Developer's receipt of the City's response with the objective of attempting to arrive at a mutually acceptable solution to this disagreement. If no mutually acceptable solution is reached at the conclusion of the meet-and-confer period, the Parties may initiate dispute resolution proceedings in accordance with **Section 4.4** below, or Developer may initiate a legal action or proceeding challenging such application. If it is determined at the conclusion of such dispute resolution process or legal action that such New City Laws apply to the

Project, and if such New City Laws have the effect of substantially and materially preventing development of the Project in accordance with the Vested Elements (i) the Parties shall process an amendment to this Agreement in accordance with the Development Agreement Law, and/or (ii) the Parties shall amend the Project Approvals or amend the Applicable City Regulations without amending this Development Agreement to allow the Project to be built as originally intended.

2.4.3 There shall be a presumption that any New City Laws affecting the Project and having any of the following effects shall be considered inconsistent with the Vested Elements and this Agreement:

2.4.3.1 Limiting or reducing, directly or indirectly, the total number of residential units in the Project, the mix of residential types in the Project, or the maximum number of residential units allocated to an identified ownership interest within the Project.

2.4.3.2 Limiting or reducing the total retail square footage in the Project or the amount of retail square footage allocated to an identified ownership interest within the Project.

2.4.3.3 Limiting or materially changing the location of buildings, parking, grading, or other improvements on the Property.

2.4.3.4 Imposing new, modified, increased or additional dedication requirements.

2.4.3.5 Imposition of a Moratorium. This limitation on the City shall not apply when a Moratorium meets the requirements of **Section 2.4.1** for application of New City Laws to the Property; provided that the application of any such Moratorium to the Property shall be limited in both scope and time to only effectuate the purpose for which it was imposed. The Developers understand and agree that the City does not have authority or jurisdiction over another public agency's authority to grant a moratorium.

2.4.3.6 Except as required in **Section 2.13** (Inclusionary Housing), imposing requirements for dedication, sale, or other conveyance of residential units and/or lots for less than market price as determined by the Developers.

2.4.3.7 Fees, charges, or exactions that have the same effect as a Development Impact Fee, as defined in Chapter 9, Article V of the Salinas Municipal Code and/or as shown on **Exhibit B** and **Table 1 to Exhibit B**.

2.4.3.8 Materially frustrating the intent or purpose of the Vested Elements, except with respect to increased costs. Increased costs may be considered by the City when determining whether the intent or the purpose of the Vested Elements have been materially frustrated by a New City Law, but increased costs shall not be a sole determining factor.

2.5 As provided in Government Code Section 65869.5, this Agreement shall not preclude the application to the Property of changes in laws, regulations, plans, or policies, to the extent that such changes are specifically mandated and required by changes in state or federal laws or regulations. In the event State or Federal laws or regulations enacted after the Effective Date of this Development Agreement or action by any other governmental agency other than City prevent or preclude compliance with one or more provisions of the Vested Elements or this Development Agreement, or require changes in plans, maps or permits approved by City, this Development Agreement shall be modified, extended or suspended as may be necessary to comply with such State or Federal laws or regulations or the regulations of such other governmental agency. Immediately after enactment of any such new law or regulation, the Parties shall meet and confer in good faith to determine the necessity of any such modification or suspension based on the effect such modification or suspension would have on the purposes and intent of this Development Agreement. It is the intent of the Parties that any such modification or suspension be limited to that which is necessary, and to preserve to the extent possible the original intent of the Parties in entering into this Development Agreement. If the Parties are unable to reach agreement on the modification, then either party may submit the issue to dispute resolution pursuant to **Section 4.4** or may terminate this Agreement.

To the extent that any actions of federal or state agencies (or actions of other governmental agencies, including the City, required by federal or state agencies, or actions of the City taken in good faith to prevent adverse impacts upon the City by actions of federal, state, or other governmental agencies) have the effect of preventing, delaying, or modifying the development of the Property or any portion thereof, the City shall not in any manner be liable for any such prevention, delay, or modification.

2.6 Processing and Development

2.6.1 The Tentative Map includes a condition as required by Government Code Section 66473.7(b)(1). Final maps shall comply with Section 66473.7. This provision is included in this Agreement to comply with Section 65867.5 of the Development Agreement Statute. City agrees that Developer may file and process tentative maps or vesting tentative maps, including Parcelization Maps, in accordance with Chapter 4.5

(commencing with Section 66498.1) of Division 2 of Title 7 of the California Government Code, as the same may be amended from time to time, and the Applicable City Requirements. If final maps are not recorded for an entire parcel before such tentative map(s) would otherwise expire, the term of such tentative map(s) automatically shall be extended for the term of this Agreement or the term otherwise applicable to such map if this Agreement is no longer in effect. The term of any other permit (except building permits which shall not be extended), or other land use entitlements approved as a Project Approval or Subsequent Project Approval shall automatically be extended for the longer of the Term of this Agreement (including any extensions) or the term otherwise applicable to such Development Approval or Subsequent Project Approval if this Agreement is no longer in effect.

2.6.2 The City shall promptly accept, process, review and act upon all applications for permits and approvals for the Project, in a professional, timely manner including Subsequent Project Approvals under **Section 2.9** hereof. Upon request of the Developer, the City shall inform the Developer of the necessary application requirements for any requested City approval or requirement relating to the Project.

2.6.3 City and Developer shall cooperate in processing all applications for permits and approvals for the Project, provided, however, that such cooperation shall not include any obligation, on the City's part, to incur any un-reimbursed expense, and the City shall be entitled, subject to the terms of this Agreement and Developer's rights hereunder, to exercise all discretion to which it is entitled by law in processing and issuing any permits and approvals for the Project.

2.6.4 The Developers and the City shall comply with the time frames set forth in the Subdivision Map Act, and, if applicable, the Permit Streamlining Act (Government Code sections 65920 through 65963.1). The City shall endeavor to make sure that adequate staff is available to process the Developers' applications for permits and approvals within the time periods required by the Permit Streamlining Act and the Developers shall pay the City Processing Fees with respect thereto. If requested by the Developers (or any of them), the City in its sole direction may retain additional staff and overtime staff assistance or staff consultants as may be necessary to timely process some or all applications for permits and approvals for the Project on an expedited schedule. If the Developers request that City pursue such expedited processing, City agrees to provide the Developers with reasonable prior notice of the amount and due date of the additional costs associated therewith. If the City determines to retain additional staff or to provide overtime staff assistance or staff consultants, the staff and the consultants shall be at the sole selection of the City and shall be paid for at the sole cost and expense of the

Developers. Upon the City's written request, the Developers shall advance a deposit sufficient to cover the City's estimated costs. Such deposit shall be replenished, as necessary, from time to time, to assure that the City shall not bear any of the costs associated with additional staff, overtime, or staff consultants.

2.6.5 The Parties shall cooperate and diligently work to implement any zoning, tentative map, final development plan and/or land use, grading or building permits or approvals which are necessary or desirable in connection with the development of the Project in substantial conformance with the Vested Elements.

2.6.6 Notwithstanding any administrative or judicial proceedings, initiative or referendum concerning any of the Project Approvals, City shall process applications for permits and approvals as provided herein to the fullest extent allowed by law and Developer may proceed with development of the Project pursuant to the Project Approvals or Subsequent Project Approvals to the fullest extent allowed by law. City shall be entitled, subject to the terms of this Agreement and Developer's rights hereunder, to exercise all discretion to which it is entitled by law in processing and issuing any permits and approvals for the Project.

2.6.7 The term of any Permit Approval shall not include the period of time during which any moratorium, lawsuit, referendum, initiative or other legal challenge involving the Permit Approval was or is pending.

2.7 Development Timing.

The Parties acknowledge that Developer cannot at this time predict when or the rate at which the Property will be developed or the order in which each increment of the Project will be developed. Such decisions depend upon numerous factors which are not within the control of the Developer, such as market conditions and demand, interest rates, absorption, and other similar factors. Buildout of the Project, and the resulting need for public service facilities, will take many years. Development of the Project may be phased as homebuilding goes forward and creates the need for additional capacity. In particular, and not in any limitation of any of the foregoing, since the California Supreme Court held in *Pardee Construction Co. v. City of Camarillo*, 37 Cal.3d 465 (1984), that the failure of the Parties therein to consider and expressly provide for the timing of development resulted in a later-adopted initiative restricting the timing of development to prevail over such parties' agreement, it is the Parties' desire to avoid that result by acknowledging that, unless otherwise expressly so provided in this Agreement, Developer shall have the vested right to develop the Project in such order and at such rate and at such times as Developer deems appropriate in the exercise of its business judgment provided

Developer is in compliance with the Project Approvals, provided, however, nothing herein shall override any phasing or timing for development set forth in a Parcelization Map conditions of approval, Mitigation Monitoring and Reporting Program (the West Area, Salinas General Plan FEIR (2002), and Final Supplement to the Salinas General Plan Final Program FEIR 2007) mitigation measures, and Section 9.4 and other applicable sections of the Specific Plan.

2.8 Property Taxes; Processing Fees.

2.8.1 The Property shall remain subject to general property taxes, as well as special taxes, assessments, and fees, existing as of the Effective Date and to increases in such taxes, assessments, and fees permitted by law and Developer shall be obligated to incur Exactions in addition to those set forth in **Exhibit B** required to be imposed pursuant to State or Federal law, under the provisions of **Section 2.5**

2.8.2 Developer shall be obligated to pay all applicable application and processing fees, permitting fees, including development review applications, plan check, map review, inspection and monitoring fees and fees of outside consultants, for land use approvals, grading and building permits, temporary use of land permits, and other administrative and ministerial permits, and other permits and entitlements ("**Processing Fees**") in connection with the Project established and in effect at the time of application processing.

2.9. Subsequent Project Approvals. City may deny an application for a Subsequent Project Approval if such application is incomplete or otherwise does not comply with this Agreement or Applicable City Regulations or is materially inconsistent with the Project Approvals. The City may approve an application for a Subsequent Project Approval subject to any conditions reasonably necessary to bring the Subsequent Project Approval into compliance with this Agreement or Applicable City Regulations, or as necessary to make the Subsequent Development Approval consistent with the Project Approvals or if an amendment has been previously approved by the City to allow the requested deviation. If City denies any application for a Subsequent Project Approval, City shall specify in writing the reasons for such denial.

2.9.1. Nothing herein shall limit the ability of the City to require the necessary reports, analyses, or studies to assist in determining whether any of the requested Subsequent Approvals are consistent with applicable law and this Agreement.

2.10 Streets and Related Improvements.

2.10.1 The City had adopted a Traffic Improvement Fee Program (TFO) in recognition that the traffic impacts of new development are not limited to the immediate vicinity of the new development, but have an impact upon the major streets throughout the city and in part to ensure that new development contributes toward offsetting the burden it imposes upon the City's traffic system.

The City last updated its Traffic Improvement Fee Program (TFO) on January 19, 2010 (Resolution No. 19802). The City intends to update the TFO when it updates its General Plan, which is anticipated to begin in early 2020 ("TFO Update"). The TFO Update will be comprehensive and while the City cannot commit to a particular date by which the General Plan update and TFO Update will be completed, to a particular result, or to a particular approach or methodology, the TFO Update may take into consideration a number of factors including, but not limited to, cost estimates and elimination of the two-tier fee structure. Except as otherwise specifically set forth in this Agreement, in their development of the Project the Developers shall comply with the TFO. However, when the TFO update is complete, the Developers may choose, at their discretion, to initiate an amendment to this Agreement pursuant to **Section 3** of this Agreement to reflect changes resulting from the TFO Update. The Developers may also, at their discretion, request that the City form an assessment district or adopt a plan area fee as additional mechanisms to finance construction of the roadways and related improvements necessary for the Project.

2.10.2 The City plans to complete the Congestion Relief Project along the entire frontage of the WASP as a four-lane expressway with landscaped median, turn lanes, bike lanes, roundabouts, and traffic signage. The Congestion Relief Project will also include a widened four-lane bridge over Gabilan Creek within the Central Area Specific Plan (CASP). The Congestion Relief Project will include roundabouts at the intersections of Boronda Road with McKinnon Street and with Natividad Road. The Congestion Relief Project (which consists of four-lanes, landscaped median, turn lanes, bike lanes, roundabouts, and traffic signage) will be paid from a variety of sources including TFO funds, supplemented with Measure X funds, Senate Bill 1, potential grant funds, and other City revenues. Developers' contribution to the cost of the Congestion Relief Project shall include payment of TFO fees. Developers shall also be responsible for related improvements along the Boronda Road frontage including the Frontage Improvements (curb and gutter, sound wall, sidewalk, landscaping, street lighting, and right-of-way dedication). The Developers' responsibility shall also include the landscaping, irrigation,

and maintenance of the landscaping in the ultimate third lane (10-feet) buildout of Boronda Road. (Exhibit D)

The Parties understand and acknowledge that completion of the Congestion Relief Project along the entire frontage of the WASP is important to the completion of development within this Project Area. The Parties further understand and acknowledge that the City cannot predict when or the rate at which the Congestion Relief Project will be commenced or will be completed. When the Congestion Relief Project will begin and will be completed depend upon numerous factors, not all of which are within the control of the City, such as weather, cost, challenges to the project, and similar factors. Consequently, the City cannot commit to a date certain by which its work on the Congestion Relief Project will begin or will be completed; however, in acknowledgement of the importance of the Congestion Relief Project to the Project, notwithstanding what is otherwise provided in **Section 1.2.2** of this Agreement, in the event the City has not completed the Congestion Relief Project along the entire frontage of the WASP (from McKinnon Street to Natividad Road) within seven (7) years of the Effective Date, the Original Term of this Agreement and the deadline for the Developers to meet their Project improvement obligations under Section 1.2.2, shall automatically be extended for five (5) years for any of the Developers who are not at that time in default of this Agreement.

2.10.3 The following streets within the West Area may by action of the City Council be designated as Major Thoroughfares: Collector Feature Street Section 3 (Road C), a segment of the Southerly Greenway, Collector Feature Street Section 4 (Road G), a segment of the Northerly Greenway, Boronda Road between McKinnon Street and Natividad Road, San Juan Grade Road between Boronda Road and the Russell Road Extension, Russell Road between San Juan Grade Road and Natividad Road, Rogge Road between the westerly boundary of the high school site and Natividad Road, and El Dorado Drive and McKinnon Street within the Project. Access to abutting lots and on-street parking are not allowed on these streets.

2.10.4 Improvements for other streets or street segments which are required by the Project EIR to mitigate cumulative impacts, but which are not included within the TFO shall be paid for by the Developers on a fair-share basis. These fair-share payments shall be indexed annually and shall be paid by the Developers in the same manner and at the same time that TFO payments are made.

2.10.5 All of the other interior streets not designated as major thoroughfares within the WASP will be constructed and paid for by Developers in accordance with the street sections contained in **Section 5** of the Specific Plan.

2.10.6 WASP streets shall be constructed in phases on a subdivision-by-subdivision basis in conjunction with the review and approval of individual tentative subdivision maps. Streets within the WASP shall be dedicated as part of the public street system, shall be accepted by the City upon completion, and shall be maintained by the City through an assessment district upon expiration of the Developer's one-year warranty period.

2.10.7 When a Developer applies for a building permit and there are still traffic impact fees due to the City after applying all traffic fee credits assigned to that Developer, the Developer shall pay the difference at the then applicable rate. If the traffic impact fee credits issued on all of the Developer's buildings in the Project exceed the total traffic impact fees due, the City shall repurchase the excess traffic impact fee credits from the Developer at the then current rate.

2.10.8 The City shall grant to Developer Rights of Access subject to City's standard conditions for such Right of Access as may be necessary across, under, and over the surface and subsurface of all City streets as may be required from time to time for construction and installation of the following improvements:

2.10.8.1 Gas, electricity, water, wastewater, drainage, telephone, cable media, computer, security, telecommunications, and all other utilities, facilities and like improvements (including without limitation their related conduits, wires, lines, pipes, mains, pumps, meters and other structures, stations and improvements) necessary or desirous to the Project; and

2.10.8.2 Construction, paving, striping, cleaning, and repairing streets within the Project.

2.11. Parks and Recreation Facilities

2.11.1 Public Parks Provided. As described in **Section 2.9** of the WASP, the Project shall provide a total of 49.76 net acres of parkland ("the WASP Parkland") to meet the General Plan and Subdivision Ordinance requirement of 3 acres of developed parkland per 1,000 residents assuming buildout with 3.67 people per dwelling unit. The City will determine the final design of public park facilities, including the number and the type of sports fields that can be accommodated within the park configuration and acreage in accordance with City standards. The Community Park is ±30.83 net acres. Neighborhood parks vary from ±2.4 acres to ±3.6 acres in size. Small parks are typically less than two acres in size, but in no case less than 0.5 acres in size. Net acreage of each

park will be refined in connection with tentative subdivision map review. The location, size and type of each park shall be substantially as shown in **Table 2-4 and Figure 2-7** of the WASP. The design standards for the WASP's parks shall be substantially as described in **Section 2.9.1** of the WASP. No additional dedication or reservation of park land or open space, or the payment of any additional *in lieu* fee or exaction for park or open space land, shall be required of the Project.

2.11.2 Park Improvements. Improvements to dedicated parkland made by a Developer in accordance with the City's Park and Sports Facility Standards (May 2018) as approved by the Library and Community Services Director shall be deemed consistent with the General Plan, the Specific Plan, the City's park and sports facility standards and any other applicable standards adopted by the City.

2.11.3 Park Improvement Fees. The City shall adopt, and Developers shall pay, a new West Area Park Improvement Fee ("WAPIF") in an amount sufficient to fund the acquisition of designated WASP parkland, the cost of street improvements abutting such designated parkland, and the cost of park improvements to equip such parklands within the WASP in accordance with adopted park improvement standards. Developers who construct park improvements in accordance with adopted park improvement standards shall receive Park Improvement Fee credits in the amount of the actual cost of such improvements as constructed (hard and soft costs), not to exceed the per acre cost as calculated in the Park Facilities Development Impact Fee Update Study (Willdan, November 5, 2019) referred to herein as he WAPIF Fee Study, by type of park constructed. The fee credit for land will be $250,000 per acre and will be adjusted annually by the construction cost index change as published by the Engineering News Record in April along with all of the other development impact fees. The fee credits for the construction soft cost will be limited to the percentages of each category that were used in the WAPIF Fee Study, provided however, that costs actually be incurred but assigned to a "contingency" category may be converted to hard costs at the option of the Developer. WAPIF fees collected will be accounted for in a separate fund with Park Impact Fees so that, to the extent feasible, sufficient funds are available to pay fee credits as accrued. If sufficient funds are not available in the WAPIF fund to reimburse the Developer as provided herein, reimbursement will not occur until such time as sufficient funds become available. In the case of parkland purchased by the City from third parties, or park improvements constructed or installed by the City, the cost recovered by the City from WAPIF Fees or from the WAPIF fund shall be limited to the acquisition cost and park improvement costs (hard and soft costs) calculated in the WAPIF Fee Study by type of park constructed, and any cost overage shall not be charged to the Developers.

2.11.4 Timing of Park Dedications and Improvements. Dedications of WASP parkland and improvements to WASP parkland shall be coordinated on a subdivision-by-subdivision basis with the development of the overall WASP to the extent feasible to assure the availability of recreational facilities to serve the residents of the area. Developers shall not be required to dedicate or improve designated park land until such park land is included in a recorded final subdivision map. The City shall coordinate its acquisition of parklands and construction of park improvements funded with Park Impact Fees so that, to the extent feasible, such improved parklands are available for use at the time of issuance of the first certificate of occupancy for residential development for which Park Impact Fees have been paid.

2.11.5 Community Park. The WAPIF will be in an amount sufficient to fund the cost of street improvements abutting such designated parkland, and the cost of park improvements to equip the community park in accordance with adopted park improvement standards.

2.11.5.1. Improvement of Community Park. Improvement of the Community Park shall be funded through the use of West Area Park Impact Fees as provided, in part, in **Section 8.5** of the Specific Plan. The recreation center buildings shall be funded through the Public Facilities Impact Fee (Recreation Services Impact Fee).

2.11.5.2. Sequential Development. Acquisition and improvement of WASP Community Park land shall be coordinated and sequenced on a subdivision-by-subdivision basis with the development of the overall WASP to the extent feasible.

2.12. School Sites.

2.12.1. The Project shall include sites for two (2) new elementary schools (±10 acres each) and one (1) new middle school (±20 acres).). The Project includes one (1) existing elementary School (McKinnon Elementary School) and one (1) existing high school (Rancho San Juan High School).

2.12.2. Sites for new schools within the West Area may be provided pursuant to a written agreement between Project Developers and the school districts. In the absence of such agreement, school sites shall be reserved by the Developer and acquired by the school district in accordance with **Section 31-804 *et seq***. of the Salinas Municipal Code.

2.12.3. Responsibility for development of public schools, including the acquisition of school sites and the construction of school facilities, lies with the respective

school districts.

2.12.4. Project Developers and the City shall cooperate with school districts to facilitate joint use of school sites and facilities.

2.12.5. If not needed for school purposes, as determined by the applicable school district, school sites may be developed for residential use up to a maximum of fifteen (15) units per net residential developable acre.

2.12.6. The Project Developers shall be responsible for the payment of school impact fees pursuant to Government Code Section 65996 as specified by the Project EIR as full and complete school facilities mitigation.

2.13. Inclusionary Housing.

2.13.1 Inclusionary Housing Ordinance. All residential development within the Project shall comply with the City's Inclusionary Housing Ordinance embodied in Ordinance No. 2594, as adopted June 6, 2017, and Resolution No. 2567 (collectively the "Inclusionary Ordinance") and the Guidelines adopted pursuant thereto. For those Developers that choose to pay in lieu fees (for sale and rental) the in-lieu fees shall be set at the amount pursuant to the Inclusionary Housing Ordinance as of the Effective Date of this Agreement. The housing in lieu fees and/or rental housing impact fees will be adjusted by the percentage increase in the Engineering News Record (ENR) cost index, based on the most current April edition. The Inclusionary Ordinance is attached hereto as **Exhibit E**.

2.14. Infrastructure Financing.

2.14.1 Level of Municipal Services. In determining the level of improvement and service to be applied to and required by the Project, the City, the City's consultants, the FGA Developers and their consultants shall apply the factors and assumptions set forth in the City of Salinas Public Facilities Impact Fee Study (February 2014, adopted April 8, 2014) (the "Nexus Study") and in the Fiscal Impact Report.

2.14.2 City Development Impact Fees. Except as provided in **Sections 2.14.2.1 or 2.14.2.2** of this Agreement, the Developers shall be obligated to pay only those City Development Impact Fees as set forth in **Exhibit B** attached and incorporated herein by this reference. The City may not impose or exact additional or increased City Development Impact Fees on the Developers or the Project.

2.14.2.1 State and Federal Fees; Permits and Approvals. Notwithstanding **Section 2.14.2**, Developer shall be obligated to pay fees that may be

imposed pursuant to State or Federal law (subject to **Section 4.6** of this Agreement). The Developers shall also comply with lawful requirements of, and obtain all permits and approvals required by other local, regional, state, and federal agencies having jurisdiction over the Developers' activities in furtherance of this Agreement. The Developers shall pay all required fees when due to federal, state, regional, or other local government agencies other than the City and acknowledge that the City does not control the amount of such fees.

2.14.2.2 Subsequent Project Approvals and City Processing Fees. This Development Agreement shall not limit the authority of the City to charge any and all lawfully enacted City Processing Fees required for Subsequent Project Approvals, including application, inspection and monitoring fees, fees for staff and consultants used by the City in connection with processing permit and other approvals, and fees for preparation of environmental analysis under CEQA, which are in force and effect on a city-wide basis and are in compliance with Government Code Section 66014.

2.14.2.3 Other Agency Impact Fees. Notwithstanding the provisions of **Section 2.14.2**, Developer shall be obligated to pay school impact fees imposed pursuant to the provisions of Government Code 65995 through 65996 and Education Code sections 17620 through 17626 and traffic impact fees imposed by the Transportation Agency for Monterey County (TAMC), in addition to whatever other agency impact fees may be imposed and applicable to the Project through the Term of this Agreement. Such fees shall be payable upon issuance of building permits, or at such other time as may be negotiated with the applicable agency.

2.14.2.4 Exactions. Except as expressly provided in this Agreement or mandated by state or federal law, the City shall not impose any additional development impact fees or charges or require any additional dedications or improvements through the exercise of the police power or otherwise, with the following exception: The City may impose reasonable additional fees, charges, dedication requirements as conditions of the City's approval of an amendment to the (i) Project Approvals, (ii) Subsequent Project Approvals, or (iii) this Agreement, which amendment is either requested by the Developers or agreed to by the Developers; and

2.14.3 Mitigation Measures. Nothing contained in this Agreement shall relieve Developer of the obligation to implement feasible mitigation measures identified in the Project EIR for the purpose of mitigating or avoiding significant environmental effects of the Project; provided, however, that City retains the authority to adopt substituted measures or findings of overriding circumstances as provided by CEQA and

the CEQA Guidelines.

2.14.3.1. Agricultural Mitigation. The City's Agricultural Land Preservation Program (ALPP) was adopted on April 8, 2008 (Resolution No. 19422). The WASP, as part of the Salinas Future Growth Area Annexation and Sphere of Influence (SOI) Area, is a "GSA-MOU identified growth area" as defined in the ALPP. Developers shall comply with the ALPP as described in Section 9.5 of the Specific Plan. As set forth in Section 9.3 of the Specific Plan, the Developers will not be required to establish agricultural mitigation easements for the lands within the Project area and will be required to pay an agricultural land mitigation fee in the amount of $750 per acre of converted land designated by the California Department of Conservation's Farmland Mapping and Monitoring Program as "Prime" or "of Statewide Importance" (Designated Farmland).

2.14.4. Drainage/Stormwater. The City and the Developers acknowledge and agree that the analysis, plans, polices and design of the drainage and stormwater management facilities of the Specific Plan conform with or exceed the requirements of the (stormwater management plan in effect as of the Effective Date). The City and the Developers further acknowledge that the storm water requirements and stormwater fees imposed upon development and redevelopment projects, as well as to individual properties, in the city change from time-to-time and that the Project will be subject to whatever storm water requirements, storm water programs and utilities, and stormwater fees are in effect as of the date of application for a Project Approval or a Subsequent Project Approval. Developer shall implement the drainage and stormwater management policies of the Specific Plan in phases as provided in **Section 8.3** of the Specific Plan.

2.14.5. Reimbursement Ordinance. On June 3, 2014, the City adopted an ordinance to provide for the establishment of one or more zones of benefit and the reimbursement for costs incurred in connection with the annexation and entitlement of lands in the North of Boronda Future Growth Area (Ordinance No. 2549, the "Reimbursement Ordinance")

2.14.6. Installation of Improvements; Inspections. In any instance where a Developer is required to install improvements that are subject to inspection and approval by the City, Developer shall obtain City approval of the plans and specifications, and provided Developer has supplied all information required by the City, the City shall promptly review and act on the application for such approval in a diligent manner in accordance with law. The commentary on plans shall specify the changes required to comply with City regulations. Developer shall correct the plans as requested

or shall explain in writing why any changes were not made, or deviated from the changes requested by the City.

2.15. Significant Actions by Third Parties Necessary for Approval. At Developer's sole discretion, but consistent with the Project Approvals, Developer may apply for such other permits, grants of authority, agreements, and other approvals from other private, public and quasi-public agencies, organizations, associations or other public entities as may be necessary to the development of, or the provision of services and facilities to, the Project. The City shall cooperate with Developer in its endeavors to obtain such permits and approvals.

2.16. Cooperation of Parties. Each of the Parties shall act toward each other and the tasks necessary or desirous to the Project in a fair, diligent, expeditious and reasonable manner (except in those cases where a Party is given sole discretion under this Agreement), and no Party shall take any action that will unreasonably prohibit, impair or impede the other Party's exercise or enjoyment of its rights and obligations secured through this Agreement. This agreement to cooperate shall not require either Party to incur any un-reimbursed expenses.

2.17. Developer's Right to Rebuild. City agrees that Developer may renovate or rebuild portions of the Project within the Term of this Agreement should it become necessary due to fire, earthquake, or other natural disaster or changes in seismic requirements. Such renovations or reconstruction shall be processed as a Subsequent Project Approval. Any such renovation or rebuilding shall be subject to all design, density and other limitations and requirements imposed by this Agreement, and shall comply with the Project Approvals, the building codes existing at the time of such rebuilding or reconstruction, and the requirements of CEQA.

2.18. Fiscal Neutrality. The Fiscal Impact Report was prepared to summarize, among other things, estimated costs associated with providing required public services to, and the revenues generated by, the Project. Based upon the findings of the Fiscal Impact Report, the City has determined that the economic impact of the Project on the City will be fiscally positive. The conclusions of the Fiscal Impact Report are predicated among other things on the following assumptions regarding the shared responsibilities for ownership and maintenance of infrastructure between the City and the West Area of the Future Growth Area:

2.18.1 Construction and Dedication of Streets. The Developer shall construct or install all improvements within the City-maintained areas described in **Section 2.18.1** above. If Developer installs landscaping within the City-maintained areas,

Developer shall maintain such landscaping in a healthy weed-free condition for one year following the City acceptance of the Project improvements. Developer shall dedicate such landscaped areas to the City.

2.19 Landscaping and Lighting Maintenance District. A Landscaping and Lighting Maintenance District ("LLMD") will be established by the City in connection with the development of the West Area to reimburse the City for the costs of maintenance performed by the City within the public areas of the Project, including but not limited to the following maintenance tasks:

(a) Maintenance of public parks less than two (2) acres in size.

(b) Operation and maintenance (including replacement as needed) of all street path lighting.

(c) Maintenance of all low-impact development (LID) areas within public streets, parcels, and rights-of-way, and in supplemental detention and retention basins (open space).

(d) Slurry coating of all interior streets and alleys every 5-7 years, depending on the deterioration of the asphalt as determined by the Public Works Director or his designee.

(e) Maintenance of all traffic calming devices, such as the center median islands, roundabouts, bulb-outs, and traffic circles, including landscaping.

(f) Maintenance and replacement of the public paths, street trees, decorative street furniture, and traffic/street signs.

(g) Maintenance of the landscaping and the walls within the abutting half of the right-of-way of the arterial streets surrounding the West Area.

(h) Maintenance of alleys (including paving) and the adjacent landscaping within alley rights-of-way and/or easements.

(i) Maintenance of landscaping located within the public right-of-way of the southerly greenway street/path and landscape easement.

The LLMD shall be established in phases on a subdivision-by-subdivision basis in conjunction with the review and approval of individual tentative subdivision maps. Prior to establishment of the LLMD the Developers shall provide all of such maintenance

work. Developers shall maintain all areas of the LLMD until such time as the City reasonably determines there is sufficient residential development within the Project to support the City's costs of such maintenance.

2.20 Completion of Improvements. The City generally requires that all improvements necessary to service new development be completed prior to issuance of building permits (except model homes). However, the Parties acknowledge that some of the backbone improvements associated with the development of the Property may not need to be completed to adequately service portions of the Property as such development occurs. Therefore, as and when portions of the Property are developed, all backbone infrastructure improvements required to service such portion of the Property in accordance with the Project Approvals and Subsequent Project Approvals shall be completed prior to issuance of any building permits within such portion of the Property (except permits for model homes). Provided, however, the Community Development Director may approve the issuance of building permits prior to completion of all such backbone improvements if the improvements necessary to provide adequate service to the portion of the Property being developed are substantially complete to the satisfaction of the City Engineer or the Developer has entered into an agreement with the City as provided in Section 66462 of the California Government Code, and that the Developer's performance to complete all of the backbone infrastructure is secured in the manner provided in Chapter 5 of the Subdivision Map Act (beginning with Section 66499).

2.21 Obligations of the Developers. The Developers shall develop the Property in accordance with and subject to the terms and the conditions of this Agreement, the Project Approvals, and the Subsequent Project Approvals, if any, and any amendments to the Project Approvals or this Agreement as may, from time to time, be approved pursuant to this Agreement. The failure of a Developer to comply with any term or condition of or fulfill any obligation of the Developers under this Agreement, the Project Approvals or the Subsequent Project Approvals or any amendments to the Project Approvals or to this Agreement as may have been approved pursuant to this Agreement, shall constitute a default by that Developer under this Agreement. An individual Developer's default under this Agreement shall not affect the rights or the obligations of the other non-defaulting Developers who have entered into this Agreement.

Except as otherwise provided herein, the Developers shall be responsible, at their sole cost and expense, to make the contributions, improvements, dedications, and conveyances set forth in this Agreement and the Project Approvals.

SECTION 3
AMENDMENT OF AGREEMENT
AND SUBSEQUENT APPROVALS

3.1. Amendment of This Agreement. This Agreement may be amended from time to time in accordance with the Development Agreement Statute, only upon the mutual written consent of the City and Developer.

3.1.1. Major Amendments and Minor Amendments. Any amendments to this Agreement which affects or relates to (a) the Term of this Agreement, (b) permitted uses of the Property, (c) provisions for the reservation or dedication of land, (d) conditions, terms, restrictions, or requirements for subsequent discretionary action, (e) the density or the intensity of use of the Property or the maximum height or gross square footage of proposed non-residential buildings, or (f) monetary contributions by the Developers, shall be deemed a "Major Amendment" and shall require giving notice and a public hearing before the Planning Commission and the City Council. Any amendment which is not a Major Amendment shall be deemed a "Minor Amendment."

The Parties acknowledge that refinement and further implementation of the Project may demonstrate that certain minor changes may be appropriate with respect to the details and performance of the Parties under this Agreement. The Parties desire to retain a certain degree of flexibility with respect to the details of the Project and with respect to those items covered in the general terms of this Agreement. If and when the Parties fine that clarifications, minor changes, or minor adjustments are necessary or appropriate and do not constitute a Major Amendment, they shall effectuate such clarifications, minor changes, or minor adjustments through a written Minor Amendments approved in writing by the Developers and the City Manager. Unless otherwise required by law, no such Minor Amendment shall require prior notice or hearing, nor shall it constitute an amendment to this Agreement.

The City Attorney shall have the authority to determine if an amendment is a Major Amendment or a Minor Amendment. The City Attorney's determination may be appealed to the City Council.

3.2 Amendment of Project Approvals. The Project Approvals from time to time, may be modified in the following manner:

3.2.1. Amendment to this Agreement Not Contemplated. Subsequent Project Approvals and (except as expressly provided below) modifications to Project Approvals shall not require an amendment to the terms of this Agreement, and the terms

of this Agreement shall apply to all Subsequent Project Approvals and amendments to modifications to Project Approvals, without any further action of the Parties.

3.2.2. Determination of Need for an Amendment. Upon the written request of the Developer, the City Attorney shall determine whether any requested modification of the Project Approvals requires an amendment to the terms of this Agreement. If the City Attorney finds that the proposed modification does not result in a material change to the terms of this Agreement, the modification shall be approved administratively as a Minor Revision as provided in **Section 9.7.1** of the Specific Plan without amendment of this Agreement.

3.2.3. Processing of Amendments. Any request by the Developer for a modification of the Project Approvals that is determined by the City Attorney to require an amendment to this Agreement shall be processed as an amendment to this Agreement in accordance with the Development Agreement Statute and **Section 9.7.2** of the Specific Plan..

3.2.4. Administrative Approval of Minor Revisions. Minor modifications to Project Approvals that do not materially change the character of the Project, such as minor adjustments in location or area that do not increase the overall size of the Project site, minor changes in the location of buildings, substitution of custom homes in the place of pre-designed homes, or the area designated for year-round outdoor/sidewalk/parking lot display by the anchor tenant, design and architectural details, floor plan or landscaping, as well as modifications listed in **Section 9.7.1** of the Specific Plan, do not require amendment of this Agreement, and shall be approved administratively through the building permit process without the necessity of notice, hearing, CEQA review, separate application or process.

3.2.5. CEQA Review. The City has conducted extensive environmental review of the Project Approvals and has certified the West Area Specific Plan Final Environmental Impact Report (the "Project EIR") pursuant to the requirements of CEQA. To the maximum extent permitted by law, the City shall process Subsequent Project Approvals under the existing CEQA approvals (or as an addendum or supplement to the existing CEQA approvals) and shall not require further CEQA action unless such additional review is legally mandated under the CEQA Guidelines. The Parties acknowledge that certain discretionary Subsequent Project Approvals, if any, may be legally required to be subject to additional review under CEQA. The City shall process all documents required under CEQA for the Project. Notwithstanding any other provision of this Agreement, nothing contained in this Agreement is intended to limit or restrict the discretion of the City to take any appropriate action as may be required by

CEQA with respect to any such discretionary Subsequent Project Approvals. The Developers are responsible for all costs associated with any additional CEQA review required for Subsequent Project Approvals, including the payment of recording fees (if any) and the Notice of Determination Fee or Notice of Exemption Fee, as applicable.

SECTION 4
DEFAULT, REMEDIES, TERMINATION

4.1 Defaults.

4.1.1 Except for Non-curable Defaults, any failure by the City or Developer to perform any term or provision of this Agreement, which failure continues uncured for a period of thirty (30) days following written notice of such failure from the other Party (unless such period is extended by written mutual consent), shall constitute a default under this Agreement. Any notice given pursuant to the preceding sentence shall specify the nature of the alleged failure and, where appropriate, the manner in which such alleged failure may be satisfactorily cured. If the nature of the alleged failure is such that it cannot reasonably be cured within such 30-day period, then the commencement of the cure within such time period, and the diligent prosecution to completion of the cure thereafter, shall be deemed to be a cure, provided that if the cure is not diligently prosecuted to completion, the default shall continue and no additional cure period shall be provided. If the alleged failure is cured, then no default shall exist and the noticing Party shall take no further action. If the alleged failure is not cured, then a default shall exist under this Agreement and the non-defaulting Party may exercise any of the remedies available under **Section 4.3**.

4.1.2 Any Assignment or other transfer in violation of **Section 5** shall be considered a Non-curable Default.

4.1.3 No failure or delay in giving notice of default shall constitute a waiver of default; provided, however, provision of notice and opportunity to cure shall nevertheless be a prerequisite to the enforcement or correction of any Default.

4.2 Actions During Cure Period. During any cure period specified under **Section 4.1.1** and during any period prior to delivery of any notice of default, the Party charged shall not be considered in default for purposes of this Agreement. If there is a dispute regarding the existence of a default, the Parties shall otherwise continue to perform their obligations hereunder, to the maximum extent practicable in light of the disputed matter and pending its resolution or formal termination of the Agreement as provided herein.

4.3 Remedies for Non-Defaulting Party.

4.3.1 In the event either Party is in default under the terms of this Agreement, subject to any applicable requirements of **Section 4.4**, the other Party may elect to pursue any of the following courses of action: (i) waive such default; (ii) pursue administrative remedies as provided in this Agreement; and (iii) pursue any judicial remedies available.

4.3.1.1 Developers' Default; Enforcement. No building permit shall be issued or building permit application accepted for the building shell of any structure on the Property if the permit applicant owns or controls any property subject to this Agreement and if such applicant or any entity or person controlling such applicant is in default under the terms and the conditions of this Agreement unless such default is cured or this Agreement is terminated. The Developer shall cause to be placed in any covenants, conditions, and restrictions applicable to the Property, or in any ground lease or conveyance thereof, express provision for an owner of the Property, lessee or City acting separately or jointly to enforce the provisions of this Agreement and to recover reasonable attorneys' fees and costs for such enforcement.

4.3.2 Unless otherwise provided in this Agreement, either Party, in addition to any other rights or remedies, may institute legal action to cure, correct, or remedy any default by the other Party to this Agreement, to enforce any covenant or agreement herein, or to enjoin any threatened or attempted violation hereunder or to seek specific performance.

4.4 Dispute Resolution; Legal Action.

4.4.1 Mediation. Except as otherwise provided herein, no action or proceeding with respect to any dispute, claim or controversy arising out of or relating to this Agreement ("**Dispute**") may be commenced until the matter has been submitted to mediation. Either Party may commence mediation by providing to the other Party a written request for mediation, setting forth the subject of the Dispute and the relief requested. The Parties shall cooperate with one another in selecting a mediator and in scheduling the mediation proceedings in Monterey County (unless otherwise agreed by the Parties). The Parties covenant that they will participate in the mediation in good faith, and that they will share equally in its costs. All offers, promises, conduct and statements, whether oral or written, made in the course of the mediation by any of the Parties, their agents, employees, experts and attorneys, and by the mediator are confidential, privileged and inadmissible for any purpose, including impeachment, in any litigation or other proceeding involving the Parties, provided that evidence that is otherwise

admissible or discoverable shall not be rendered inadmissible or non-discoverable as a result of its use in the mediation. Either Party may seek equitable relief prior to the mediation to preserve the status quo pending the completion of that process. Except for such an action to obtain equitable relief, neither Party may commence a civil action or proceeding with respect to the matters submitted to mediation until after the completion of the initial mediation session, or 45 days after the date of filing the written request for mediation, whichever occurs first. Mediation may continue after the commencement of a civil action or proceeding, if the Parties so desire. The provisions of this **Section 4.4.1** may be enforced by any court of competent jurisdiction, and the Party seeking enforcement shall be entitled to an award of all costs, fees and expenses, including attorneys' fees, to be paid by the Party against whom enforcement is ordered.

4.4.2 If the mediation required under the provisions of this Agreement has not resolved the Dispute any Party to this Agreement may then commence an action or proceeding relating to a Dispute. Jurisdiction over any such dispute(s) shall be had in Monterey County or in the appropriate federal court with jurisdiction over the matter.

4.5 Annual Review.

4.5.1 Each year during the Term of this Agreement beginning on or about the first anniversary date of the execution of this Agreement, the City shall review the extent of good faith compliance by Developers with the terms of this Agreement. This review shall be conducted by the Community Development Director and shall be limited in scope to compliance with the terms of this Agreement pursuant to the Development Agreement Statute.

4.5.2 A finding by the Community Development Director of good faith compliance by Developers with the terms of this Agreement, or a lack of a finding to the contrary, shall conclusively determine such good faith compliance up to and including the date of such review.

4.5.3 The burden of proof, by substantial evidence, of good faith compliance shall be upon the Developers. The Developers shall provide the evidence determined to be necessary by the City Attorney to demonstrate good faith compliance with the provisions of this Agreement. The Community Development Director may conduct the annual review notwithstanding the Developers' failure to submit the written request or to provide substantial evidence of compliance. Costs reasonably incurred by the City in connection with the annual review and any related hearing shall be paid by the Developers in accordance with the City's schedule of fees in effect at the time of the review. If, following such review, the Community Development Director is not satisfied

that the Developers have demonstrated good faith compliance with all the terms and the conditions of this Agreement, the Community Development Director may refer the matter along with her or his recommendation to the City Council. Similarly, in the event the Developers disagree with the Community Development Director's determination of non-compliance with all the terms and the conditions of this Agreement, the Developers may appeal the Community Development Director's determination to the City Council to determine whether the Developers are in compliance.

4.5.4 With respect to each year for which an annual review of compliance with this Agreement is conducted, upon request of Developers (or any of them), the City shall provide Developer with a written "**Notice of Compliance**," or, based on substantial evidence of a material failure of Developer to comply in good faith with the terms of this Agreement after notice and a reasonable opportunity to Developer to cure such failure, "**Notice of Non-compliance**," as applicable, duly executed and acknowledged by the City. Either Party shall have the right to record any such notice.

4.5.5 Failure by the Developers (or any of them) to request review under this **Section 4.5** or failure of City to initiate review under this **Section 4.5** shall not invalidate any provisions of this Agreement or constitute a default hereunder.

4.6 Force Majeure Delay, Extension of Times of Performance.

4.6.1 In addition to specific provisions of this Agreement, performance by any Party hereunder shall not be deemed to be in default where delays or defaults are due to a Force Majeure Event.

4.6.2 Any Party claiming a delay as a result of a Force Majeure Event shall provide the other Party with written notice of such delay, the reason for the delay and an estimated length of delay. Upon the other Party's receipt of such notice, the period of time for performance of any obligation or duty shall be automatically extended for the period of the Force Majeure Event, unless the other Party objects in writing within thirty (30) days after receiving the notice. In the event of such objection, the Parties shall meet and confer within thirty (30) days after the date of objection to arrive at a mutually acceptable solution to the disagreement regarding the delay. If no mutually acceptable solution is reached at the conclusion of the meet and confer session(s), either Party may initiate dispute resolution proceedings as set forth in **Section 4.4** of this Agreement. During the period of any Force Majeure Event extension, the Parties shall use their best efforts to minimize potential adverse effects resulting from the Force Majeure Event.

4.7 Legal Challenge by Third Party.

4.7.1 It is specifically understood and agreed by the Parties that the Project contemplated by this Agreement is a private development, that the City has no interest in or responsibility for or duty to third persons concerning any of said improvements, except for those improvements that are accepted by the City for maintenance and responsibility, and that the Developers shall have the full power over and exclusive control of the Property subject only to the limitations and the obligations of the Developers under this Agreement.

4.7.2 In the event of any administrative, legal or equitable action or other proceeding instituted by any person, entity or organization (not a Party to this Agreement) challenging the validity or enforceability of this Agreement, the Parties shall cooperate with each other in the defense of any such challenge, provided such cooperation shall not extend to payment of funds or expenses in defending such challenge unless agreed by the cooperating Party.

4.7.3 Developer shall indemnify, defend and hold harmless the City, its officers, agents, employees, officers from any claim, action or proceeding brought by a third party within the applicable statute of limitations (i) challenging the validity of this Agreement or seeking to attack, set aside, void or annul any action, decision or approval taken by the City pursuant to this Agreement, (ii) any development of the Property during the term of this Agreement or the Project Approvals, (iii) any actions or inactions by the Developers (or any of them) or their contractors, subcontractors, agents, or employees in connection with construction of the improvement of the Property and the Project, or (iv) seeking damages which may arise directly or indirectly from the negotiation, formation, execution, enforcement or termination of this Agreement. Nothing in this Section shall be construed to mean that Developer shall hold the City harmless or defend it to the extent that such claims, costs or liability arise from, or are alleged to have arisen from, the sole negligence or willful misconduct of the City. The City shall cooperate with Developer in the defense of any matter in which Developer is defending or holding the City harmless and for such purpose Developer shall retain competent legal counsel approved by the City, which approval shall not be unreasonably withheld or delayed; provided, however, that the City and the Developers shall each bear their own respective costs, if any, arising from such defense. The City shall promptly notify the Developers of any such claim, action or proceeding. If the City fails to promptly notify the Developers of any such claim, action or proceeding, or if the City fails to cooperate fully in the defense, the Developer shall not thereafter be responsible to defend, indemnify or hold harmless the City. Nothing contained in this Agreement

prohibits the City from participating in the defense of any claim, action or proceeding if the City bears its own attorney's fees and costs, and the City defends the action in good faith.

4.8 Estoppel Certificate.

4.8.1 Either Party may, at any time, and from time to time, deliver written notice to the other Party requesting such Party to certify in writing that, to the knowledge of the certifying Party:

4.8.1.1 This Agreement is in full force and effect, and unless otherwise indicated has not been amended.

4.8.1.2 To best of knowledge, the Party requesting such certificate is not in default of the performance of its obligations under this Agreement, or alternatively, if a default exists or notice of default has been given, the nature and amount of any such defaults.

4.8.2 A Party receiving a request hereunder shall execute and return such certificate within twenty (20) business days following the receipt thereof. The Parties acknowledge that any certificate given hereunder may be relied upon by any governmental agency, any assignee, and other persons having an interest in the Project, including holders of any deed of trust. The City Manager shall be authorized to execute any such certificate for the City, unless otherwise directed by the City Council.

4.9 Termination of Agreement. This Agreement is terminable by mutual written consent of the Parties, and such termination shall not require or be contingent upon the approval or consent of any other person or entity. Any obligations of indemnification and defense relating to matters arising before termination of this Agreement shall survive termination of this Agreement. Any unused fees, fee credits or deposits shall be refunded to Developers forthwith. Any one or more of the Developers may terminate this Agreement upon the City's mutual written consent. In the event any one or more of the Developers so terminates this Agreement with respect to their portion of the Property, the rights and obligations of the remaining Developers under this Agreement shall not be effected and this Agreement shall remain in full force and effect as to those remaining Developers.

4.9.1 Except as otherwise set forth in this Agreement, if this Agreement is terminated by mutual written consent of the Parties, neither Party shall have any further rights or obligations under this Agreement. Subject to **Section 4.9.3**, each Party

understands that it may have sustained damages that arise, or may arise out of, or relate to the termination of this Agreement that may not be apparent and that are presently unknown. Each Party waives, with respect to termination of this Agreement by mutual written consent of the Parties, any claims for all such damages. The waivers and releases in this Agreement include waivers and releases of any claims for unknown or unanticipated injuries, losses, or damages arising out of or relating to termination of this Agreement by mutual written consent of the Parties.

4.9.2 Subject to **Section 4.9.3**, each Party waives, with respect to termination of this Agreement by mutual written consent of the Parties, all rights or benefits that it has or may have under Section 1542 of the California Civil Code to the extent it would otherwise apply. Section 1542 reads as follows:

> A general release does not extend to claims which the creditor does not know or suspect to exist in his favor at the time of executing the release, which if known by him must have materially affected his settlement with the debtor.

4.9.3 Nothing herein contained shall release or excuse Developer in the performance of its obligations to indemnify and defend the City as provided in this Agreement.

4.10 Limitation on Legal Actions. In no event shall the City, or its officers, employees, or agents be liable in damages for any breach or violations of this Agreement, it being expressly understood and agreed that the Developers sole legal remedy for a breach or a violation of this Agreement by the City shall be a legal action in mandamus, specific performance, or other injunctive or declaratory relief to enforce the provisions of this Agreement.

SECTION 5
ASSIGNMENTS

5.1 Limitation As To Assignment. Except as permitted by **Section**s 5.2 and 5.3 of this Agreement, Developer shall not assign, or attempt to assign or otherwise transfer this Agreement or any right herein (each referred to as an "**Assignment**") in whole or in part, without the prior written approval of the City, which approval shall not be unreasonably withheld, conditioned or delayed. The City may refuse to give its consent only if, in light of the proposed assignment and financial resources, such assignee would not in the City's reasonable opinion be able to perform the obligations proposed to be assumed by such assignee. The Developers acknowledge that the identity, make-up and

proposal of the Developers are of particular concern to the City and it is because of these matters that the City has entered into this Agreement.

5.2 Permitted Assignment. The prior written approval of the City shall not be required for the following Assignments:

5.2.1 Any Assignment to one or more Affiliates of Developer; or

5.2.2 The merger, consolidation, restructuring or sale of substantially all of the assets of Developer or of any Affiliate; or

5.2.3 The assignment to any trustee by way of a deed of trust in favor of holder or beneficiary under such deed of trust, or the absolute or collateral assignment, pledge, grant or transfer to such holder, of the Developer's right, title and interest in, to and under this Agreement for the purpose of creating an encumbrance on or security interest in such interest, or to or by any such holder or other purchaser in connection with its acquisition of the Project Site by foreclosure or deed in lieu of foreclosure; or

5.2.4 The sale of individual parcels to third parties (provided, however, that such parcels shall be subject to the Specific Plan and Project Approvals).

5.3 Assumption of Assigned Obligations. As a condition to any Assignment under this Agreement, any person or entity accepting such Assignment ("**Assignee**") shall assume all of the obligations of this Agreement as they pertain to the portion of the Property being transferred to the Assignee. The assumption shall be on a form acceptable to the City and following the Assignment shall be recorded on the portion of the Property transferred. This requirement shall apply whether or not the transfer requires approval of the City.

5.4 Release of Developer. Upon the effectiveness of any Assignment and assumption of Developer's obligations by any Assignee, the Developer shall be fully relieved and released of each of its duties and obligations with respect to the portion of the Property transferred to the transferee from and after the date of such transfer, except as to those obligations of Developer under this Agreement, Project Approvals or Applicable City Regulations that affect more than the portion of the Property being transferred.

5.5 Successive Assignment. In the event of any Assignment under the provisions of this **Section 5**, the provisions of this **Section 5** shall apply to each successive Assignment and Assignee. The Developer's obligations under this Agreement with respect to the portion of the Property transferred which are to be assumed by the

Assignee shall be set out in substantially the form of the Assignment and Assumption Agreement.

5.6 Unapproved Transfers Void. Any Assignment, or attempted Assignment, that is not approved by the City as required under this **Section 5**, or that is inconsistent with the provisions of this **Section 5,** shall be unenforceable and void and shall not release Developer from any rights or obligations hereunder.

SECTION 6
GENERAL PROVISIONS

6.1 Notice of Default to Mortgage, Deed of Trust or Other Security Interest Holders; Right to Cure. The Developer's breach of any of the covenants or restrictions contained in this Agreement shall not defeat or render invalid the lien of any mortgage or deed of trust made in good faith and for value as to the Project, or any part thereof or interest therein, whether or not said mortgage or deed of trust is subordinated to this Agreement, but, the terms, conditions, covenants, restrictions and reservations of this Agreement shall be binding and effective against the holder of any such mortgage or deed of trust or any owner of the Project, or any part thereof, whose title thereto is acquired by foreclosure, trustee's sale or otherwise.

6.2 Covenants Binding on Successors and Assigns. This Agreement and all of its provisions, agreements, rights, powers, standards, terms, covenants and obligations, shall be binding upon the Parties and their respective successors (by merger, consolidation, or otherwise) and assigns, and all other persons or entities acquiring the Property, or any interest therein, and shall inure to the benefit of the Parties and their respective successors (by merger, consolidation or otherwise) and assigns.

6.3 Covenants Run With Land. The provisions of this Agreement shall be enforceable during the Term as equitable servitudes and constitute covenants running with the land pursuant to applicable law, including, but not limited to Section 1468 of the Civil Code of the State of California. Each covenant to do or refrain from doing some act on the Property which is for the benefit of the Property or shall constitute a burden upon the Property, as applicable, shall run with the land, and is binding upon each Party and each successive owner during its ownership of the Property, or any portion thereof.

6.4 Bankruptcy. The obligations of this Agreement shall not be dischargeable in Bankruptcy.

6.5 Reimbursement of Development Agreement Costs and Fees. Prior to the City's issuance of any Subsequent Project Approvals, the Developers shall reimburse the City for all its reasonable and actual costs, fees, and expenses incurred in drafting, reviewing, revising, and processing this Agreement, including, but not limited to, recording fees, ordinance publication fees, staff time in preparing staff reports, and staff time, including legal counsel and special counsel fees, for preparation and review of this Agreement and changes requested by the Developers (or any of them). Exhibit F.

6.6 Reimbursement of Annexation Costs and Fees. Prior to the City's issuance of any Subsequent Project Approvals, the Developers shall reimburse the City for all its reasonable and actual costs, fees, and expenses incurred in relation with the annexation of the Property into the City including, but not limited to, staff time, legal counsel fees, consultant fees, and publication fees. Exhibit G.

6.7 Preamble, Recitals, Exhibits. References herein to "**this Agreement**" shall include the Preamble, Recitals and all of the exhibits of this Agreement.

6.8 Attorneys Fees. Should any legal action or proceeding be brought by either Party regarding any matter arising out of or relating to this Agreement, the prevailing Party in such action shall be entitled to recover reasonable attorneys' fees actually incurred, court costs, and such other costs as may be determined by the court.

6.9 Project as a Private Undertaking. It is specifically understood and agreed by and between the Parties hereto that the development of the Project is a separately undertaken private development and Developer shall have full power over and exclusive control of the Project subject only to the limitations and obligations of Developers under this Agreement and the Project Approvals and Subsequent Project Approvals. No partnership, joint venture, agency or other association of any kind between Developers and the City is formed by this Agreement. The only relationship between the City and Developer is that of a governmental entity regulating development and the owner of the Project.

6.10 Construction. As used in this Agreement, and as the context may require, the singular includes the plural and vice versa, and the masculine gender includes the feminine and neuter and vice versa.

6.11 Notices. All notices, demands, or other communications which this Agreement contemplates or authorizes shall be in writing and shall be personally delivered, mailed by certified mail, return receipt requested, or delivered by reliable overnight courier, to the respective Party as follows:

If to City:
City of Salinas
200 Lincoln Avenue
Salinas, CA 93901
Attn: City Manager

With a Copy To:
City Attorney
City of Salinas
200 Lincoln Avenue
Salinas, CA 93901
Attn: City Attorney

And

Community Development Director
City of Salinas
65 West Alisal, 2nd Floor
Salinas, California 93901

If to Developer:

Rexford Title, Inc.
Attention: Mark Kelton
2716 Ocean Park Blvd., Suite 3006
Santa Monica, CA 90405

Ray Harrod, Jr.
365 Victor Street, Suite S
Salinas, CA 93907

Patricia Jane Bondesen
Three Ravine Way
Kentfield, CA 94904

RCS Salinas Investment I, LLC
Attention: Joseph Rivani
3470 Wilshire Blvd. Suite 1020
Los Angeles, CA 90010

DRAFT

Alvin C. and Karen Rae Mortensen
27840 Mesa Del Toro Road
Salinas, CA 93908

Ann Aaore
[We need the contact information]

With a Copy To:
Brian Finegan
Attorney at Law
P. O. Box 2058
Salinas, CA 93902

A notice shall be effective on receipt. Any Party may change the address stated herein by giving written notice to the other Party, and thereafter notices shall be addressed and transmitted to the new address. Any notice given to the Developer as required by this Agreement shall also be given to any lender which provides written request to City for notice.

6.12 Invalidity of Agreement; Severability. If this Agreement shall be determined by a court to be invalid or unenforceable, this Agreement shall automatically terminate as of the date of final entry of judgment.

If any term or provision of this Agreement, or the application of any term or provision of this Agreement to a specific situation, is found to be invalid, or unenforceable, in whole or in part for any reason, the remaining terms and provisions of this Agreement shall continue in full force and effect unless an essential purpose of this Agreement would be defeated by loss of the invalid or unenforceable provisions, in which case either Party may terminate this Agreement by providing written notice thereof to the other. In the event of such termination, the provisions of **Section 4.9** relating to termination of the Agreement by mutual written consent of the Parties shall apply. Without limiting the generality of the forgoing, no judgment determining that a portion of this Agreement is unenforceable or invalid shall release Developer from its obligations to indemnify the City under this Agreement.

6.13 Applicable Law; Venue. The interpretation, validity, and enforcement of the Agreement shall be governed by and construed under the laws of the State of California. Any suit, claim, or legal proceeding of any kind related to this Agreement

shall be filed and heard in a court of competent jurisdiction in Monterey County. The Developers acknowledge and agree that the City has approved and has entered into this Agreement in the sole exercise of its legislative discretion and that the standard of review of the validity or the meaning of this Agreement shall be that accorded legislative acts of the City.

6.14 Waivers. No waiver of any obligations under this Agreement shall be enforceable or admissible unless set forth in a writing signed by the Party against which enforcement or admission is sought. No delay or failure to require performance of any provision of this Agreement shall constitute a waiver of that provision as to that or any other instance. Any waiver granted shall apply solely to the specific instance expressly set forth in such writing. Waiver of a breach or default under this Agreement shall not constitute a continuing waiver or a waiver of a subsequent breach of the same or any other provision of this Agreement.

6.15 Signatures. The individuals executing this Agreement represent and warrant that they have the right, power, legal capacity, and authority to enter into and to execute this Agreement on behalf of the respective legal entities of Developer and the City. This Agreement shall inure to the benefit of and be binding upon the Parties hereto and their respective successors and assigns.

6.16 Exhibits. The following exhibits are attached to this Agreement and are hereby incorporated herein by this reference for all purposes as if set forth herein in full:

A-1	Map of West Area of Future Growth Area
A-2.1	Map of Rexford Property
A-3.1	Map of Bondesen Property
A-4.1	Map of Mortensen Property
A-5.1	Map of Harrod Property
A-6.1	Map of Global Property
A-7.1	Map of Kantro Property
B	Exactions Applicable to the Project E
Table 1 to Exhibit B	Development Impact Fees
C	Regulations Applicable to the Project
D	Boronda Road (WASP Project Buildout)

E	Inclusionary Housing Ordinance and Guidelines
F	Development Agreement Costs and Fees
G	Annexation Costs and Fees

6.17 Interpretation. This Agreement has been drafted jointly, and reviewed by the Parties and their attorneys and, therefore, shall not be construed in favor of or against a Party that may have drafted any particular term or provision. Prior versions or drafts of this Agreement shall not be used to interpret the meaning or intent of this Agreement or any provision hereof.

6.18 Entire Agreement. This Agreement constitutes the entire understanding and agreement of the Parties concerning the subject matter hereof. This Agreement integrates all of the terms and conditions mentioned herein or incidental hereto, and supersedes all negotiation or previous agreements between the Parties with respect to all or any part of the subject matter hereof. To the extent that there are conflicts or inconsistencies between this Agreement and any prior agreement, the provisions of this Agreement shall prevail.

6.19 Further Assurances and Acts. Each Party shall perform all acts and execute all documents and instruments that may be necessary or convenient to carry out its obligations under this Agreement.

6.20 Signatures; Signature Pages; Execution in Counterparts. The individuals executing this Agreement represent and warrant that they have the right, power, legal capacity, and authority to enter into and to execute this Agreement on behalf of the respective individuals or legal entities of the Developers and of the City. This Agreement shall inure to the benefit and be binding upon the Parties hereto and their respective successors and assigns. For convenience, the signatures of the Parties to this Agreement may be executed and acknowledged on separate pages in counterparts which, when attached to this Agreement, shall constitute this as one complete Agreement.

6.21 Time of the Essence. Time is of the essence in the performance of each Party's respective obligations under this Agreement.

6.22 No Third Party Rights. Nothing in this Agreement, whether express or implied, is intended to or shall do any of the following:

(a) Confer any benefits, rights or remedies under or by reason of this Agreement on any persons other than the express Parties to it;

(b) Relieve or discharge the obligation or liability of any person not an express Party to this Agreement;

(c) Give any person not an express party to this Agreement any right of subrogation or action against any Party to this Agreement.

IN WITNESS WHEREOF, the City and Developers have executed this Agreement as of the date first hereinabove written.

"City":

CITY OF SALINAS,

a municipal corporation

By: _____
Mayor

APPROVED AS TO FORM:

_____
City Attorney

ATTEST:

_____
City Clerk

"Developers":

Rexford Title, Inc.
A California corporation

By: _____
Its: _____

DRAFT

By: _____
Its: _____

_____
Patricia Jane Bondesen

_____
Alvin C. Mortensen, Trustee

_____
Karen Rae Mortensen, Trustee

_____
Ray Harrod, Jr.
d/b/a Harrod Construction Company

RCS Salinas Investment I LLC
A California limited liability company

By: _____
Manager

Ann Aaroe
An Individual and Successor Trustee of the Deon Kantro Trust

_____
Ann Aaroe, An Individual

_____
Ann Aaroe, Successor Trustee

DRAFT

APPROVED AS TO FORM:

_____

Michael Harrington, Esq.
Finegan & Harrington, LLP

DRAFT

EXHIBIT A-1
MAP OF WEST AREA

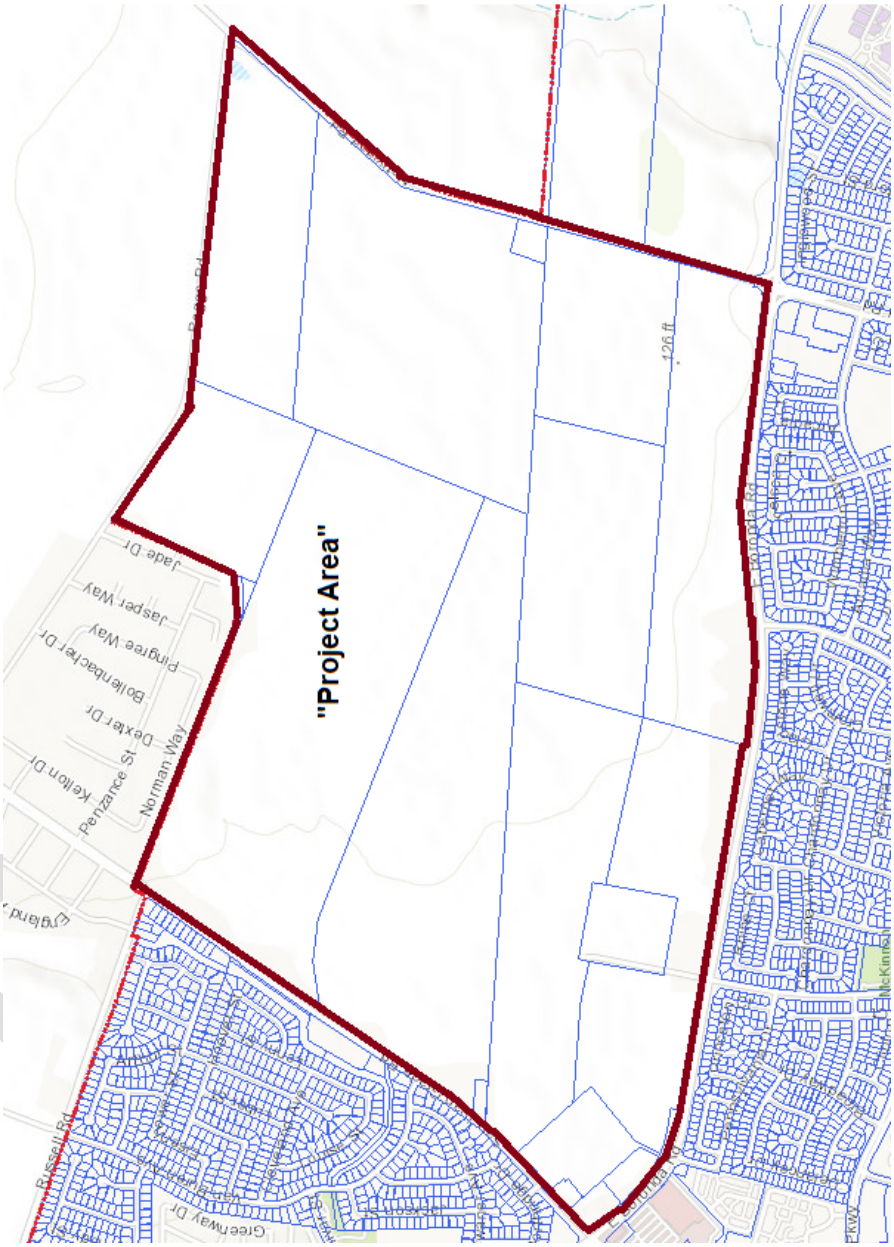

EXHIBIT A-2

MAP OF REXFORD PROPERTY

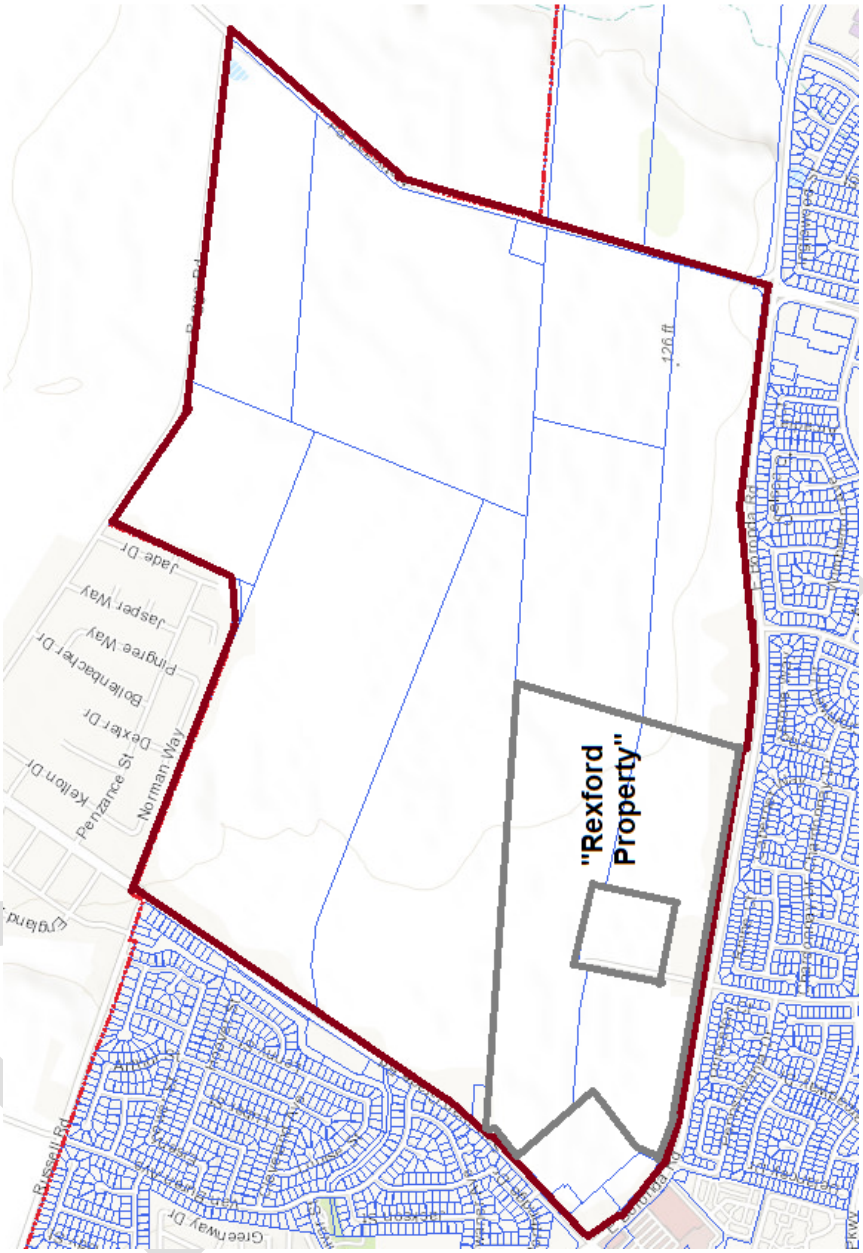

EXHIBIT A-3

MAP OF BONDESEN PROPERTY

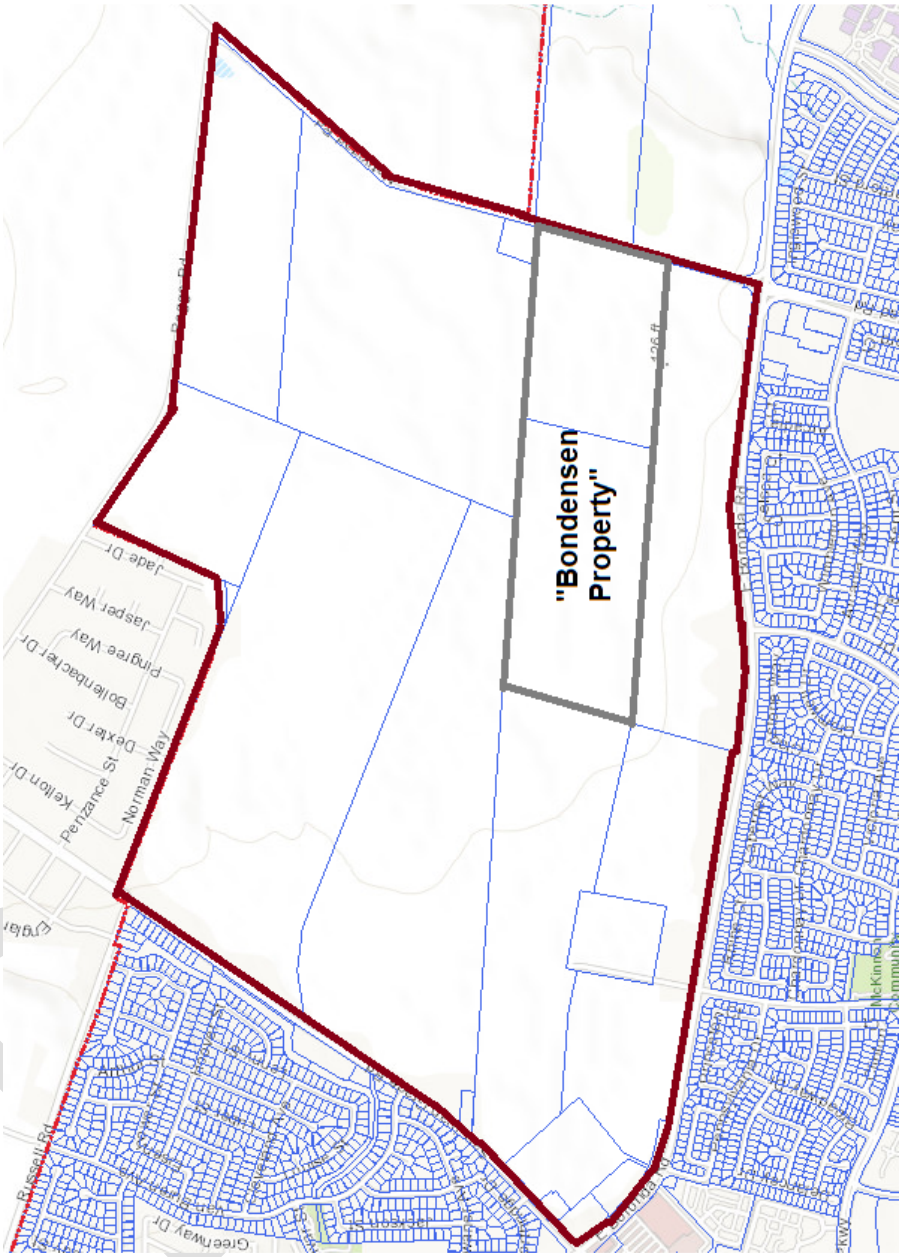

EXHIBIT A-4

MAP OF MORTENSEN PROEPRTY

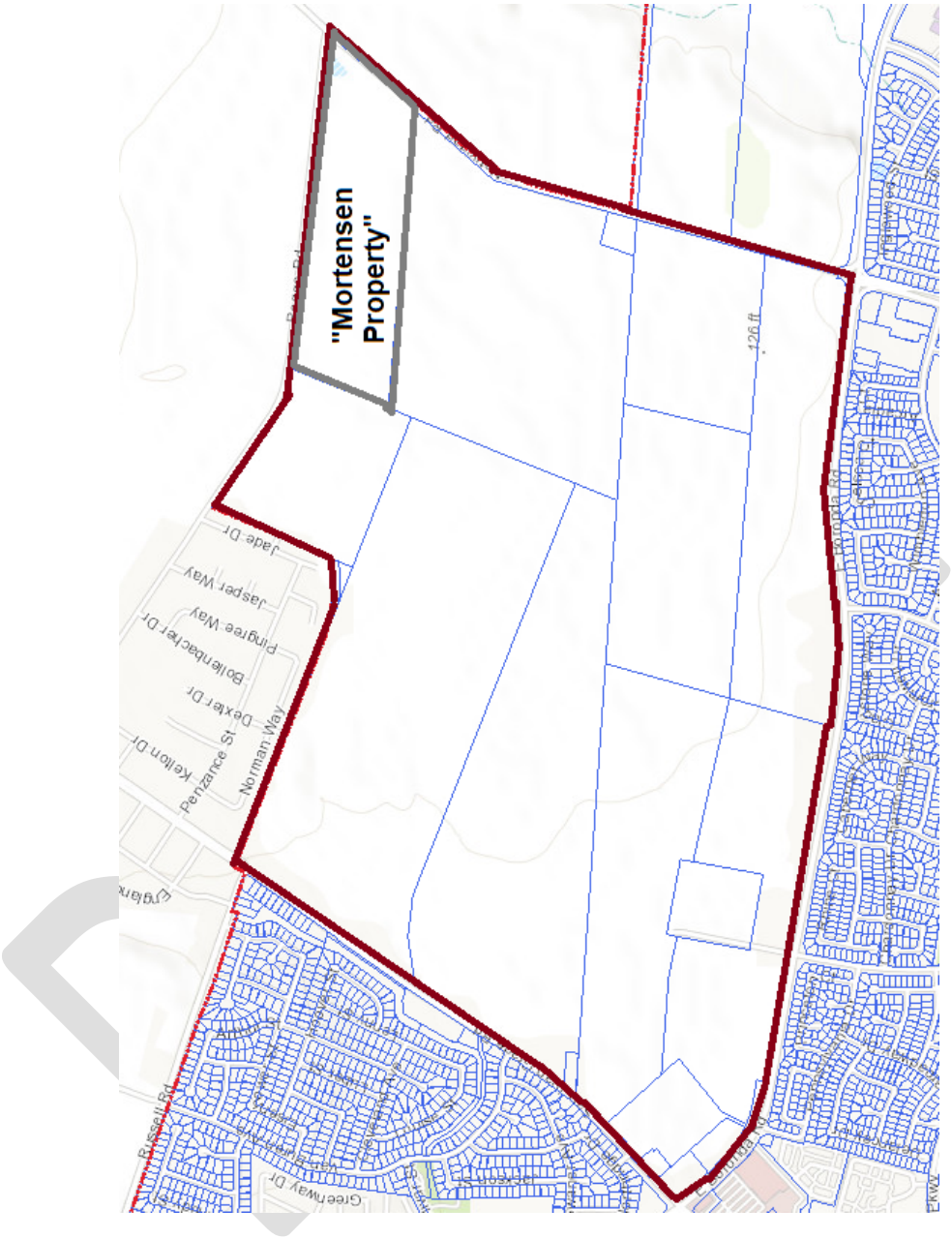

EXHIBIT A-5

MAP OF HARROD PROPERTY

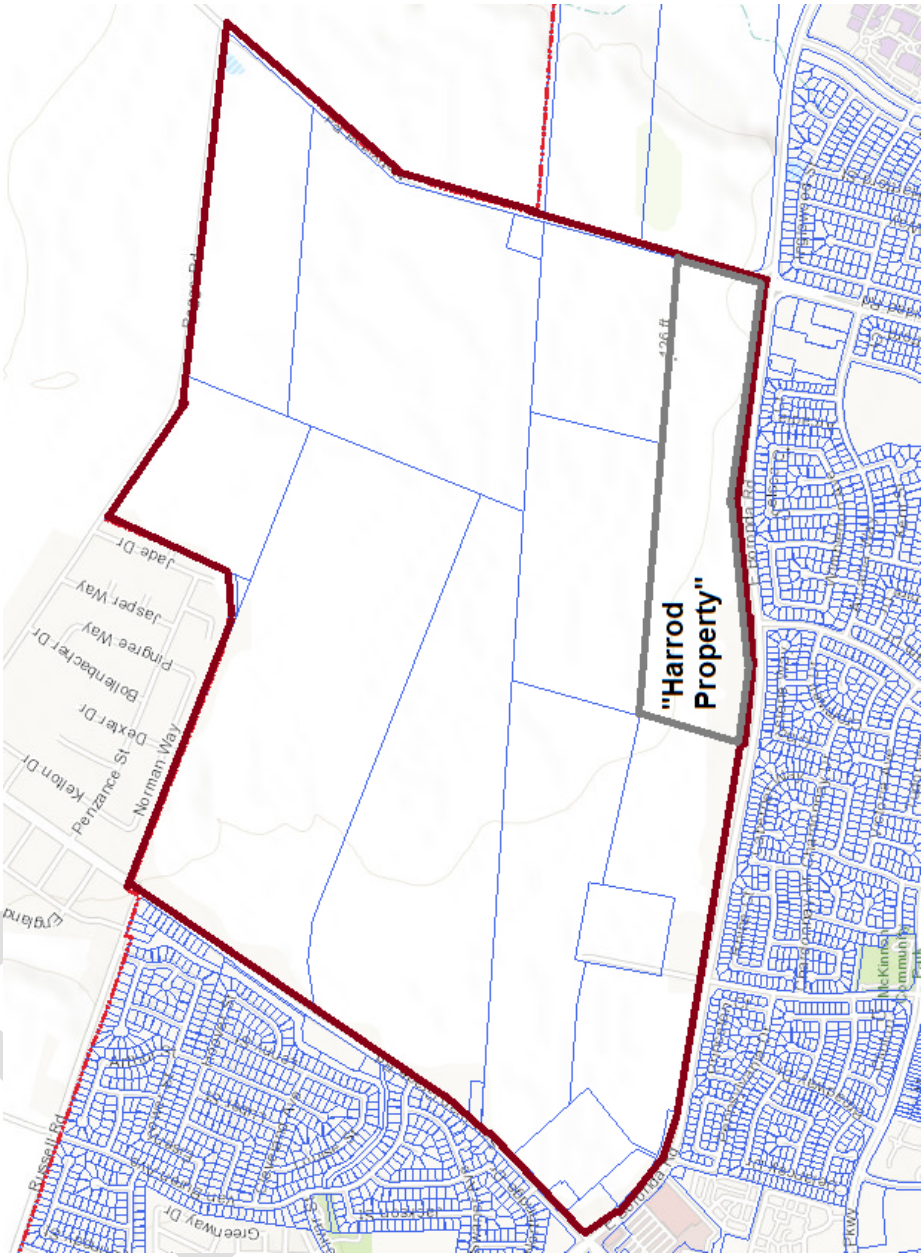

EXHIBIT A-6

MAP OF GLOBAL PROPERTY

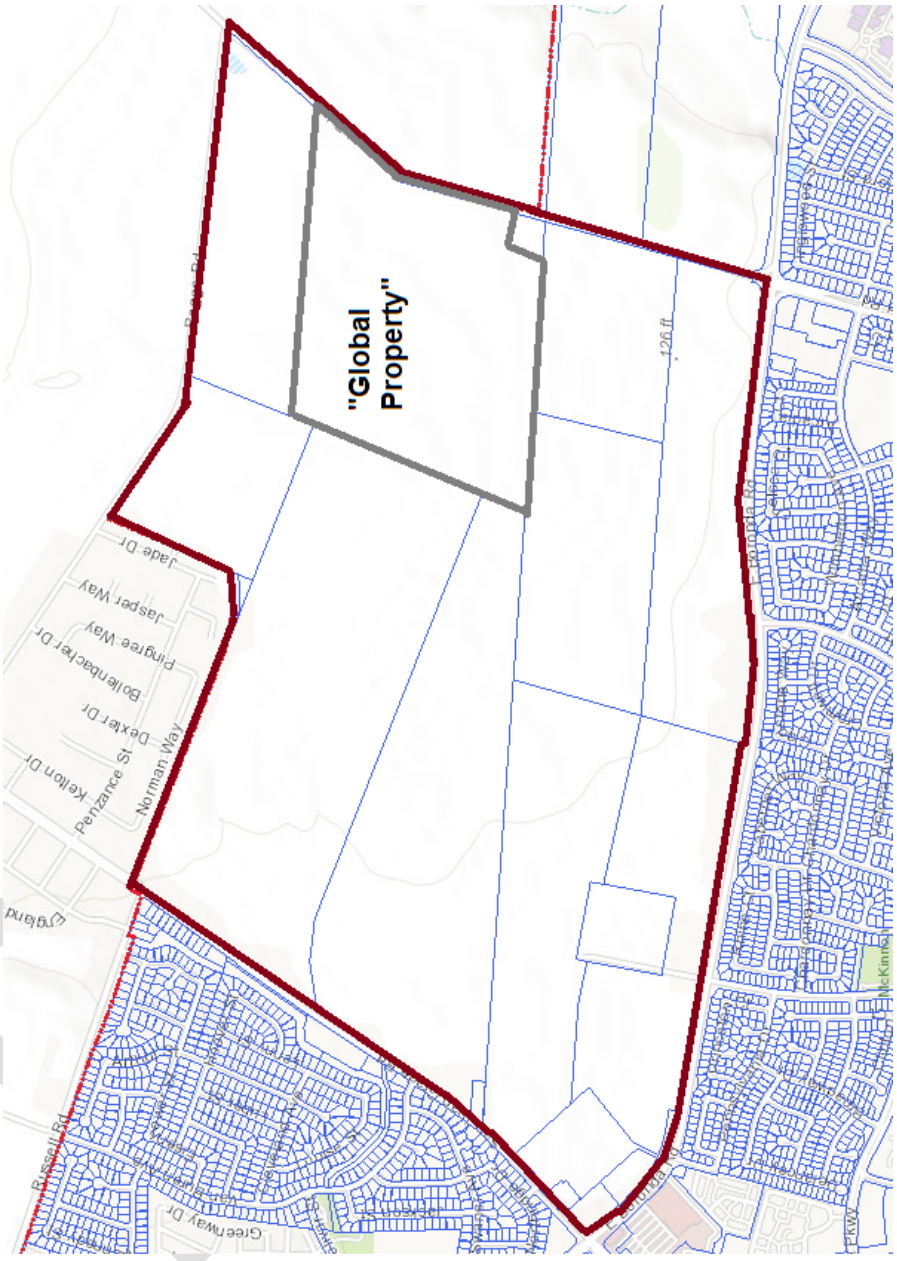

EXHIBIT A-7

MAP OF KANTRO PROPERTY

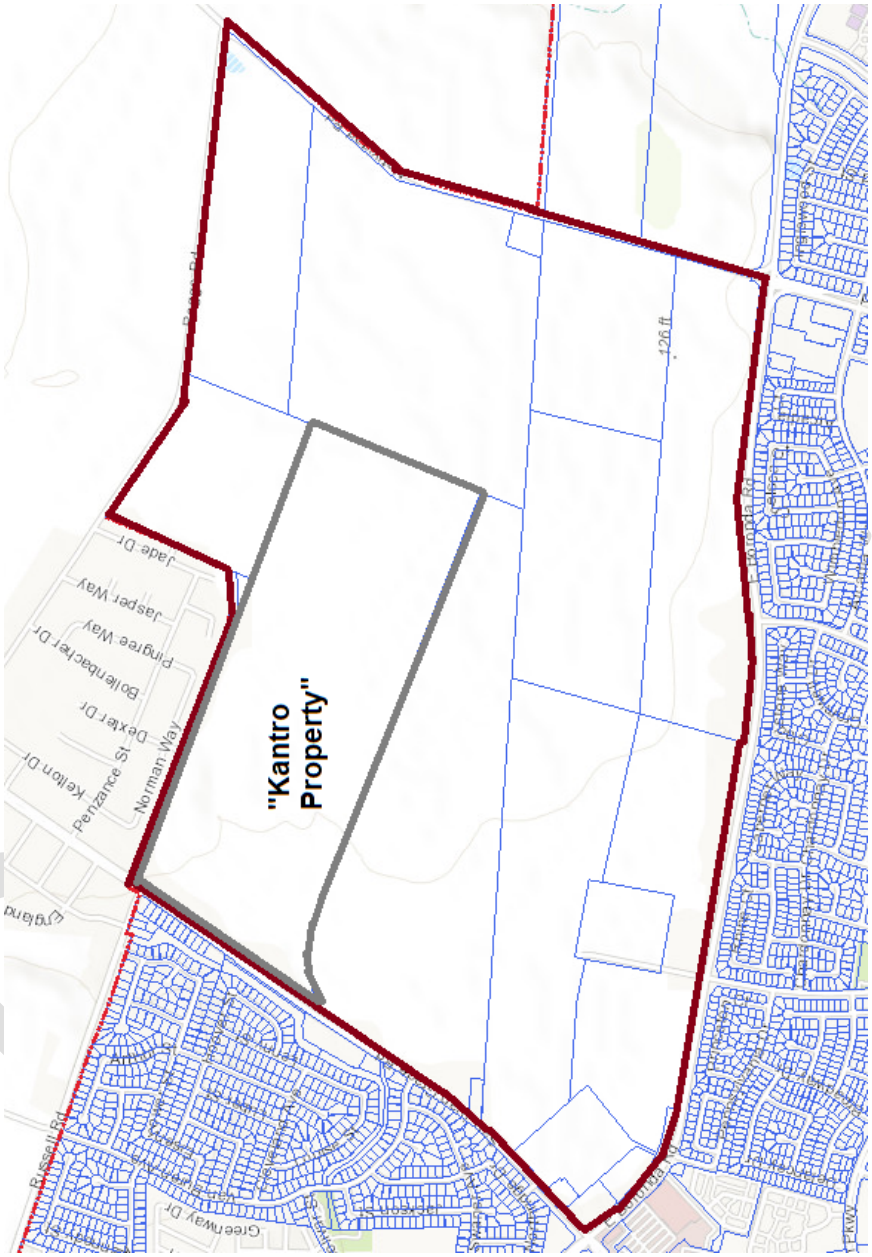

EXHIBIT B

EXACTIONS APPLICABLE TO THE PROJECT

[Subject to conforming and clarifying changes prior to execution and recordation]

1. **Development Impact Fees.** City and Developer agree that the development impact fees payable with respect to the specific land uses developed in the Project shall those listed in **Table 1** to this **Exhibit B**. The Development Impact Fees shall be the cost/rate in effect on the Effective Date of this Agreement. The Development Impact Fees set forth in Table 1 shall be automatically adjusted based on the increase or decrease in the Engineering News Record Construction Cost Index for the San Francisco Bay Area for the period ending December 31 of the preceding calendar year. Fees paid after the date of such adjustment shall be paid at the adjusted rate.

2. **Traffic Mitigation Measures.** City agrees not to impose on the Project any traffic mitigation measures other than those specifically set forth in the Project EIR.

3. **Environmental Mitigation and Implementation Measures.** The Parties understand that the Project EIR was intended to be used in connection with the Project Approvals and the Subsequent Project Approvals needed for the Project. Consistent with the CEQA streamlining policies applicable to specific plans, including but not limited to California Code of Regulations, Title 14, Section 15182, the City agrees to use the Project EIR in connection with the processing of any Subsequent Project Approval to the maximum extent allowed by law.

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TABLE 1 TO EXHIBIT B

DEVELOPMENT IMPACT FEES

Street Tree Fee

Public Utility Impact Fee
- **Storm Drain Fee**
- **Sanitary Sewer Fee**

Park Fee (WAPIF)

Traffic Impact Fee

Public Facilities Impact Fee

DRAFT

EXHIBIT C

CITY REGULATIONS APPLICABLE TO THE PROJECT

To the extent not in conflict with or not inconsistent with the Specific Plan, Parcel Map, and other Project Approvals, and except as otherwise provided for in this Agreement, the following rules, regulations and official policies in effect as of the Effective Date shall apply to the Project and Property:

A. City of Salinas General Plan, adopted September 17, 2002, in effect as of the Effective Date.

B. City of Salinas Subdivision Ordinance, Chapter 31 of the City of Salinas Municipal Code in effect as of the Effective Date.

C. City of Salinas Zoning Ordinance, Chapter 37 of the City of Salinas Municipal Code in effect as of the Effective Date.

D. City of Salinas Inclusionary Housing Ordinance (Ordinance No. 2594, June 6, 2017) and City of Salinas Inclusionary Housing Guidelines (Resolution No. 21175, June 6, 2017).

E. All other ordinances, resolutions, rules, regulations, and official policies governing permitted uses of the land, governing density, and governing design, improvement, and construction standards and specifications, applicable to development of the Property subject to a development agreement in effect as of the Effective Date.

F. Exactions (see Exhibit B)

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EXHIBIT D
(Boronda Road WASP Project Buildout)

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EXHIBIT E

Inclusionary Housing Ordinance and Guidelines
(Ordinance No. 2594, June 6, 2017; Resolution No. 2567)

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EXHIBIT F
Development Agreement Costs and Fees

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EXHIBIT G
Annexation Costs and Fees

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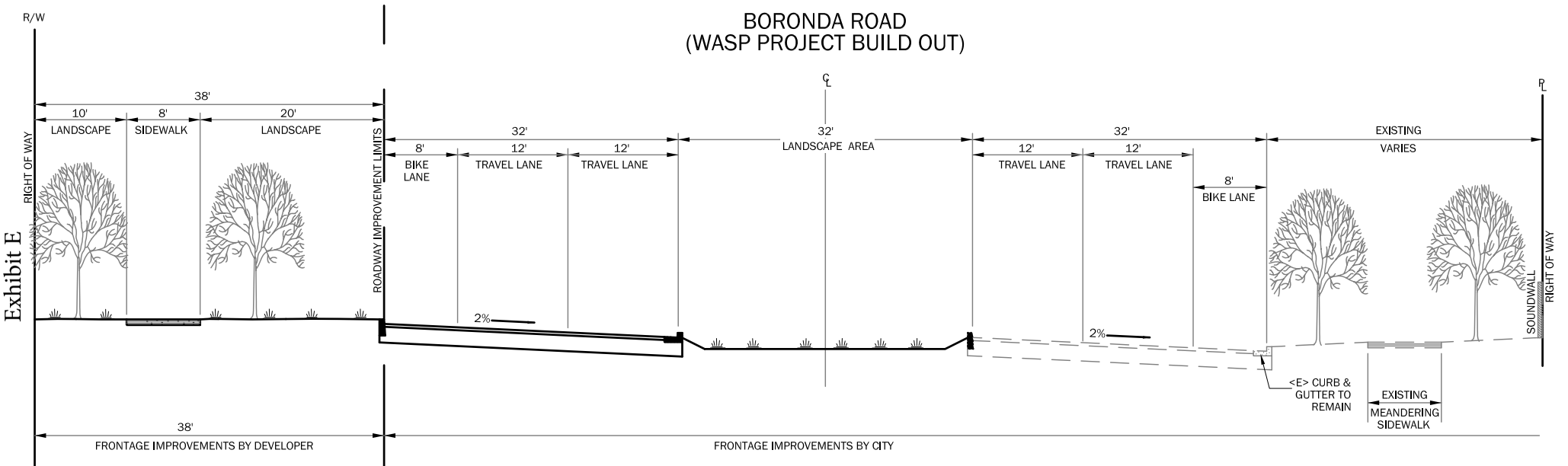
Exhibit E


BORONDA ROAD
(WASP PROJECT BUILD OUT)
R/W
RIGHT OF WAY
38'
10'
LANDSCAPE
8'
SIDEWALK
20'
LANDSCAPE
ROADWAY IMPROVEMENT LIMITS
32'
8'
BIKE LANE
12'
TRAVEL LANE
12'
TRAVEL LANE
2%
℄
32'
LANDSCAPE AREA
32'
12'
TRAVEL LANE
12'
TRAVEL LANE
8'
BIKE LANE
2%
EXISTING
VARIES
<E> CURB & GUTTER TO REMAIN
EXISTING MEANDERING SIDEWALK
SOUNDWALL
RIGHT OF WAY
℄
38'
FRONTAGE IMPROVEMENTS BY DEVELOPER
FRONTAGE IMPROVEMENTS BY CITY

CITY OF SALINAS
INCLUSIONARY HOUSING GUIDELINES

Adopted June 6, 2017
City Council Resolution No. 21175

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INTRODUCTION

A. PURPOSE

Since 1992, the City of Salinas has had an Inclusionary Housing Ordinance (Ordinance) to ensure that new development in the City would provide housing affordable to a range of income levels consistent with the City's General Plan Housing Element (Housing Element) goals and policies. As part of the City's 2015-23 Housing Element update, the City Council authorized direction under "*Action H-8: Inclusionary Housing*" to update the Ordinance along with a nexus study. These Inclusionary Housing Guidelines (Guidelines) incorporate provisions of the most recently adopted 2017 Ordinance.

The Ordinance prescribes City policy for affordable housing. However, it does not include fully detailed instructions for administration, which allows more flexibility in implementing the Ordinance. Instead, the Ordinance called for the City Council to adopt updated Guidelines.

These Guidelines implement the Ordinance adopted by the Salinas City Council (Article 3 of Chapter 17 of the Salinas Municipal Code (Sections 17-6 through 17-19). They constitute the Guidelines referred to from time to time in the Ordinance.

All of the terms of the Ordinance are not repeated in these Guidelines, which supplement but do not reiterate the entire Ordinance. Applicants must also refer to the Ordinance when submitting an application. If there is any conflict between these Guidelines and the Ordinance, the Ordinance shall control.

These Guidelines are not adopted as an Ordinance. While they give direction, administration of the Ordinance will necessarily need to occur in a reasonably flexible fashion consistent with the Ordinance's purpose and provisions. The Guidelines provide this flexibility while assuring conformance to the City's vision and goals for affordable housing.

B. RELATION TO OTHER AFFORDABLE HOUSING PROGRAMS

The Ordinance is designed to work together with other programs that provide affordable housing in the City of Salinas. Numerous developers since the inception of the first Ordinance, which was adopted in 1992, have created affordable housing when they have obtained federal, state, and local government grants and other assistance. Developers may also provide affordable housing to obtain a density bonus. As required by state density bonus law, developers may receive a density bonus for providing affordable units required by the Ordinance.

When the City implements other affordable housing programs, it will attempt to utilize the same administrative procedures as specified in these Guidelines, to the extent reasonable and consistent with the legal requirements of the other programs. It may also modify the practices authorized in these Guidelines when inclusionary units receive other sources of assistance subject to different regulations and statutes.

C. DEFINITIONS

The terms used in these Guidelines have the same meaning as in the Ordinance.

D. RESPONSIBLE CITY STAFF

The Ordinance is administered by the City of Salinas Community Development Department Housing Division, located at:

City of Salinas Permit Center
65 W. Alisal Street, 2nd Floor
Salinas, CA. 93901

Phone: (831) 758-7334
Fax: (831) 775-4258
E-mail: housingwebmail@ci.salinas.ca.us

SECTION ONE
PROVIDING INCLUSIONARY HOUSING IN RESIDENTIAL PROJECTS

This section of the Guidelines describes how developers and applicants comply with the Ordinance. Part A describes the projects subject to the Ordinance. Part B describes the basic requirements. The Ordinance is implemented primarily through two documents: the Affordable Housing Plan and the Inclusionary Housing Agreement. The Affordable Housing Plan, described in Part C, is submitted with a planning application and describes how the project will comply with the Ordinance. The Inclusionary Housing Agreement, described in Part D, is a contract between the City and the developer that is recorded against the property to ensure that the inclusionary housing is built as proposed in the Affordable Housing Plan. Part E describes how the City will ensure that the inclusionary housing is built.

A. PROJECTS SUBJECT TO THE INCLUSIONARY HOUSING ORDINANCE

The Ordinance applies to any project that requires any development permit and will create ten or more dwelling units or lots through either new construction or additions or alterations to existing structures. This includes:

(1) New construction of at least ten units of for-sale housing;

(2) Subdivision of property into ten or more lots; and

(3) Additions or alterations to existing structures to create ten or more new dwelling units.

A "dwelling unit" for purposes of the Ordinance includes a "dwelling unit" and "single room occupancy housing" as defined in the Salinas Zoning Ordinance (Chapter 37 of the Salinas Municipal Code).[1] If buildings that are not considered to be "dwelling units," such as motels and hotels, are remodeled to create ten or more dwelling units, then they are subject to the Ordinance. However, the Ordinance only applies to newly created units or lots. For example, if five units are added to an existing five-unit building, for a total of ten units, the Ordinance will not apply, because only five units are being newly created.

The City considers concurrent applications on contiguous parcels under the same ownership or submitted by the same applicant (or controlled by the same applicant or owner) to be one residential development for purposes of the Ordinance.

Exemptions

The following projects are exempt from the Ordinance:

- Projects creating fewer than ten additional dwelling units or lots.

Note: “Dwelling unit” means a room or suite of two or more rooms with internal circulation, designed for use by one family for living or sleeping purposes, and having only one kitchen or kitchenette. (Salinas Municipal Code Section 37-10.280).
“Single room occupancy housing” means a residential facility with individual secure rooms, of a smaller size than normally found in multi-family dwellings, which may have kitchen and bathroom facilities, and which are rented to a one- or two-person household on a long-term basis. (Salinas Municipal Code Section 37-10.430).

- Residential developments located in the Downtown Area, unless the City Council by Resolution determines that, based on market conditions, the provisions of this article will be applied in the Downtown Area. Downtown Area means the area within the boundaries of the Central City Overlay District as defined per Zoning Code 37-40.300. The Downtown Area exemption applies to adaptive reuse and new construction developments.
- Projects exempt under provisions of the Subdivision Map Act, except that those projects must comply with the Ordinance in effect on the date that they were deemed complete.
- One-hundred percent (100%) affordable low-income housing projects with either a deed restriction, restrictive covenant or regulatory agreement no less than 30 years.
- Proposed developments that have met certain milestones and comply with the requirements of the predecessor Ordinance. See the Ordinance for more information. These include:
    - Projects exempt under the terms of a development agreement
    - Residential developments exempted by Government Code section 66474.2 or 66498.1
    - Residential developments that have submitted a complete planning or building permit application along with full payment of required application fees to the City prior to the effective date of the Ordinance.

B. OPTIONS FOR PROVIDING INCLUSIONARY UNITS

On-site inclusionary housing requirements apply only to ownership (for-sale) housing developments of ten units or greater. Rental developments instead pay an affordable rental housing impact fee. A developer of rental housing may opt to voluntarily provide affordable rental housing in exchange for a City-provided benefit, as described in the Ordinance, and a developer of for-sale housing may opt to pay in-lieu fees.

Basic Options

The Ordinance in Section 17-9 and 17-10 provides three standard on-site inclusionary options for developers who elect to provide housing on site. A key part of any application for a residential development is for the applicant to select the appropriate inclusionary option. The table below summarizes the three standard on-site options.

Applicants may also choose alternatives to the standard on-site options as described in Section 17-13 of the Ordinance. These alternatives must be reviewed and approved by the City Council.

TABLE 1: SUMMARY OF STANDARD ON-SITE INCLUSIONARY OPTIONS

	Option 1	Option 2	Option 3
	20%	**15%**	**12%**
Very low Income (50% of median)	4% Ownership or rental	Not Required	8% Rental
Lower Income (80% of median)	8% Ownership or rental	Not Required	4% Rental
Median Income (100% of median)	Not Required	6% All must be ownership	Not Required
Moderate Income (120% of median)	4% All must be ownership	6% All must be ownership	Not Required
Workforce Income (160% of median)	4% All must be ownership	3% All must be ownership	Not Required

To use one of the options that has a rental housing component, developers must meet certain conditions, as described in Section C describing the Affordable Housing Plan.

Number of Units Required

In computing the total number of inclusionary units required on-site in a residential development, fractions of one-half (1/2) or greater are rounded up to the next highest whole number, and fractions of less than one-half (1/2) are rounded down. For example, a 53-unit development choosing option three would provide 47 market-rate units and 6 affordable units (53 x .12 = 6.36, rounded down to 6). A 55-unit development would provide 48 market-rate units and 7 affordable units (55 x .12 = 6.60, rounded up to 7).

In-Lieu Fees and Rental Housing Impact Fees

Developers of rental housing are required to pay a rental housing impact fee unless they voluntarily elect to mitigate the impact by providing affordable rental housing. If an applicant chooses to pay rental housing impact fees, the applicant will also make twelve percent (12%) of the units within the development available to Section 8 Housing Choice Voucher (Section 8) Program participants so long as the Section 8 Program is in effect. Units within the development that are offered to Section 8 Program participants should represent a unit and bedroom mix and be properly disbursed throughout the development. The applicant will include the proposed placement of the Section 8 Program units within the development as part of the Affordable Housing Plan which is to be reviewed and approved by the City. Developers of for-sale housing may elect to satisfy their affordable housing obligation by paying an in-lieu fee. All housing fees are deposited into the City's inclusionary housing trust fund. The City Council from time to time will adopt in-lieu fees and rental housing impact fees, which may be increased annually based on

increases of an established index. Full details regarding the dollar amounts and calculation of the in-lieu fees and rental housing impact fees are included in the City's adopted fee resolution. The fee is charged per square foot of residential development. In-lieu fees are due when building permits are issued.

Generally, the fee is based on the square footage of the buildings, not counting parking. For apartments, hallways, elevators and stairs are excluded from the calculations.

Specifically, for Single-Family Detached Homes, Townhomes, and Condominiums, Residential Floor Area includes all horizontal areas of the several floors of such buildings measured from the exterior faces of exterior walls or from the center line of party walls separating two (2) buildings, minus the horizontal areas of such buildings used exclusively for parking. For Apartments, Residential Floor Area includes all horizontal areas of the several floors of such buildings measured from the exterior faces of exterior walls or from the center line of party walls separating two (2) buildings, minus the horizontal areas of such buildings used exclusively for covered porches, patios, or other outdoor space, amenities and common space, parking, elevators, stairwells or stairs between floors, hallways, and between- unit circulation.

Other Alternatives

There are a number of alternatives available for developers that require City Council review and approval. These alternatives are described in the Ordinance in Section 17-13. Below is a list of alternatives:

1. Land Dedication
2. Partnerships
3. Off-Site Construction
4. Transfers of Surplus Inclusionary Units
5. Other Options

Land Dedication

Developers may dedicate land instead of providing affordable units. Among other conditions, the land must be appropriate for and zoned to allow development of the required inclusionary units. The land must have the infrastructure to serve the development and no unmitigated environmental hazards. The site must also comply with the City's fair housing goals by not tending to cause racial segregation.

Additionally, if the land is transferred to the City rather than to an affordable housing developer, the City must be allowed to sell or lease the property with the proceeds from the sale of the land deposited into the affordable housing trust fund. (The City's preference is not to sell the land, but rather to see affordable housing built on it.)

Off Site Production

Within the Future Growth Area, the affordable units may be built on a site different from the site of the Residential Development. Among other conditions, the alternative site must be located in the Future Growth Area and zoned appropriately for the proposed number of units. The units

must be completed prior to or concurrently with the market-rate development. The land must have the infrastructure to serve the development and no unmitigated environmental hazards. The site must also comply with the City's fair housing goals and not increase racial segregation.

Partnerships

Developers may contract with an experienced affordable developer to construct all or part of the inclusionary units. Per the Ordinance, the City Council must be assured that the required inclusionary units will be built in a timely fashion, that the affordable housing developer has the capability to develop the project, that the construction and permanent financing will be secured for the construction of the units within a reasonable time, and that the proposal otherwise meets the conditions described in Section 17-11 of the Ordinance.

Surplus Unit Transfers

Developers within the Future Growth Area may elect to produce more affordable housing than otherwise required and generate credits that can be used to offset future affordable housing obligations within the Future Growth Area. The credits may be used by the developer that produced them or sold to other developers. Credits expire after five years, but developers may request one five-year extension. All the affordable units must be located in the Future Growth Area.

Affordable units used for credits must match the tenure, affordability level and bedroom count of the units that would otherwise be required. However, deeper affordability or larger units are permitted. For example, if a developer produced four surplus for-sale, affordable housing units at 120% of the Area Median Income, the credits could not be used to meet a rental obligation nor could they be used to satisfy an obligation for units at a lower affordability level (e.g. 100% of AMI). However, they could be used to satisfy an obligation for units at a higher affordability level (e.g. 160% of AMI).

Developers must notify the City using the appropriate City-supplied form when selling Credits.

Other Options

A developer may propose an option not listed in the Ordinance as part of the Affordable Housing Plan. It may be approved by the City Council if it provides substantially the same or a greater level of affordability and the same number of units as required by the basic options. Alternatively, a developer may propose to provide fewer units with deeper affordability.

Nondiscrimination

The City of Salinas, through its Inclusionary Housing Ordinance upholds the purposes and policies of the Fair Housing Act, Title VIII of the Civil Rights Act of 1968. The City adheres to HUD's program requirements to take steps to proactively overcome historic patterns of segregation, promote fair housing choice and foster inclusive communities for all. The City is purposefully incorporating the same policies within its Inclusionary Housing Ordinance. Inclusionary Housing will meet the goals, wherever possible, to reduce segregation and increase integration; deter racially and ethnically concentrated areas of poverty; increase access to education, employment, low-poverty, transportation, and environmental health, among other critical assets.

Standards for Inclusionary Units

Section 17-12 of the Ordinance describes the standards for the inclusionary housing units. In addition, the following standards apply.

Interior Design Standards – Inclusionary units may have different interior finishes (i.e. the finishes do not need to be like-for-like) and features than market-rate units in the same residential development, as long as the finishes and features are functionally equivalent to the market-rate units and are durable and of good quality. For example, if the market units include a refrigerator and dishwasher, similarly sized appliances must be provided in the affordable units. All material and appliances must be new.

Exterior Design Standards - The exterior finishes of the inclusionary units must be consistent with the exterior design of all market-rate units. An observer should not be able to differentiate the inclusionary units from market-rate units by looking at the exterior of the building. Affordable units must meet the same parking standards as market-rate units, unless a parking incentive is requested under state density bonus law.

The inclusionary units must have the same amenities as the market-rate units, including the same access to and enjoyment of common open space and facilities in the residential development.

Generally, inclusionary units should be of the same construction type and have the same proportion of units with each number of bedrooms as the market-rate units. For example, if the market-rate units are single-family, three-bedroom homes, the affordable units must be three-bedroom, single-family homes. However, the Ordinance provides some flexibility. Developers may satisfy their obligation for moderate income units through duplexes, townhomes, or small (12 unit or less) multifamily buildings, so long as at least 50 percent of the units in the multifamily development must be market-rate. Developers may satisfy their workforce housing obligation through small lot single-family homes, even if the market-rate units are on large lots.

The City Council may allow rental units to be grouped as necessary so that state and federal financing sources, including low income housing tax credits, may be used, so long as the Affordable Housing Plan contains a management plan that ensures to the satisfaction of the City that the units will be well managed.

The City Manager or designee may choose to develop more detailed interior finish or exterior design standards.

All inclusionary units must also meet the standards in Table 2.

TABLE 2: Minimum Standards for All Inclusionary Units

	Single-Room Occupancy	Studio	One Bedroom	Two Bedrooms	Three Bedrooms	Four Bedrooms
Minimum Size (sq. ft.)	250	500	650	900	1,100	1,275
Minimum No. Bathrooms*	¾	1	1	1	1 ¾	1 ¾

*A full bathroom includes sink, toilet, and tub with shower. A ¾ bath includes a sink, toilet, and tub or shower.

C. AFFORDABLE HOUSING PLAN

Preparation of an Affordable Housing Plan is the first step in complying with the Ordinance.

Timing of Submittal of Affordable Housing Plan

The City's goal is to ensure that inclusionary housing is considered early in the planning process and included as part of any master planning. An Affordable Housing Plan must be submitted with the first application for a planning approval of any residential development with ten or more units or lots. The first application may include an application for a specific plan, general plan amendment, zoning, prezoning, development agreement, planned unit development permit, tentative map or minor subdivision, conditional use permit, site plan review, or building permit.

No application for a residential development will be deemed complete unless accompanied by an Affordable Housing Plan, or unless an Affordable Housing Plan has been previously approved for the development. The application for an Affordable Housing Plan must be accompanied by any processing fee adopted by resolution of the City Council. If a project requires no planning approval, the Affordable Housing Plan must be submitted with an application for a building permit.

No Affordable Housing Plan is required if the applicant, as part of its first application, states that it has opted to pay rental housing impact fees or for-sale housing in-lieu fees to meet the requirements of the Ordinance

Contents of Affordable Housing Plan

The required contents of the Affordable Housing Plan are specified in Exhibit A and in the Ordinance Section 17-16. The City Manager or designee is authorized to make changes in Exhibit A from time to time when necessary to ensure that residential developments comply with the Ordinance. When the City accepts a proposal from a developer to build affordable rental units, the Plan must include certain provisions, as described in Exhibit A, to ensure compliance with the Costa-Hawkins Act. The Affordable Housing Plan need be only at the same level of detail as the application for a residential development. For instance, an Affordable Housing Plan that is submitted as part of a specific plan application would generally describe the construction phases for the specific plan, describe the City's inclusionary requirements, and explain how the requirements would be met in each phase of design and construction. An Affordable Housing Plan for a tentative map would indicate which inclusionary option (Option 1, 2, 3 or alternative) the developer is selecting, the location and type of the affordable units, tenure and level of affordability, and phasing, but might not include design details or specify number of bedrooms and unit size if they had not yet been determined for the rest of the development. Where the initial Affordable Housing Plan is not at sufficient detail to determine compliance with the Ordinance, the City may require additions to the Plan as part of later planning approvals, or as part of the Inclusionary Housing Agreement.

If the residential development includes fewer than 10 units, the Affordable Housing Plan must include all contiguous property under common ownership or control. “Common ownership or control” means that the contiguous property is owned or controlled (including by an option to purchase or a purchase agreement) by the same person, persons, or entity, or by separate entities in which any shareholder, partner, member, or family member of an investor of the entity owns

ten percent (10%) or more of the interest in the property, as the property that is proposed for the residential development.

One of the most critical parts of the Affordable Housing Plan is the phasing of the inclusionary units in relation to the construction of market-rate units. Normally, each construction phase designated by the developer will contain the required inclusionary units for that construction phase, although different phasing may be approved if there is adequate security to ensure that the required inclusionary units will be built. For instance, a developer may choose to build extra inclusionary units in an early phase so that there may be a smaller number of inclusionary units for the other phases of construction.

Approval of Affordable Housing Plan

The Affordable Housing Plan is usually reviewed along with the required planning application and approved at the same time and by the same approval body that has authority to approve the planning application. For instance, if the project can be approved by the Planning Commission, the Affordable Housing Plan can also be approved by the Planning Commission. The Affordable Housing Plan will be approved if it conforms to the provisions of the Ordinance.

City Council approval is required if the applicant requests approval of any alternative listed in Section 17-13, including any of the following:

1. Land Dedication
2. Partnerships
3. Off-Site Construction
4. Transfers of Surplus Inclusionary Units
5. Other Options

After an applicant submits an Affordable Housing Plan to the City, the City will review it and notify the applicant within 30 days whether or not it is complete. The Department's decision regarding completeness and conformance may be appealed directly to the City Council within 10 days of the Department's decision by following the procedures for notice and hearing of an appeal specified in Sections 37-60.1270 – 37.60.1310 of the City's Zoning Ordinance.

Minor modifications to an approved Affordable Housing Plan may be approved by the City manager as provided in Section 17-16(d), if the modification is consistent with the original Affordable Housing Plan and conditions of approval. Other modifications must be processed as an amendment to the project approval.

D. INCLUSIONARY HOUSING AGREEMENT

The City will attach a condition of approval to all projects subject to the Ordinance requiring that an Inclusionary Housing Agreement be recorded prior to the approval of any final or parcel map, or issuance of any building permit (see Ordinance Section 17-16).

The Inclusionary Housing Agreement is a recorded contract between the City and the property owner describing the inclusionary units and income categories and explaining in detail how the units will be marketed and sold or rented. Its purposes are to ensure that the developer is aware of the implementation requirements and that the requirements are enforceable. The Inclusionary

Housing Agreement is recorded against all of the property that is part of the residential development and provides notice of the Agreement to future owners of the property.

Contents

Exhibit B lists the items that will be included in an Inclusionary Housing Agreement. The City Council, by resolution, will approve standard forms to be used. The City Manager or designee is authorized to vary the form of the Agreement to ensure that it is consistent with the Affordable Housing Plan approved by the City for the residential development. All property included in the project and, for projects with fewer than 10 units, all contiguous property under common ownership or control must be included in the Plan.

In some cases, where a project consists of rental units that are to be built in a single phase, the City and the developer may be able to agree on the terms of a rent regulatory agreement (discussed in Section Five) applying to the inclusionary rental units before any building permit is issued or a final or parcel map is recorded. In those cases, a rent regulatory agreement may be recorded in place of an Inclusionary Housing Agreement, so long as the rent regulatory agreement includes provisions for the timing of construction of the inclusionary units in relation to the construction of the market-rate units.

Covenant Running With the Land; Superior Position

The Inclusionary Housing Agreement must be executed and recorded against the entire residential property included in the project and, if included in the Affordable Housing Plan, any contiguous property under common ownership or control prior to or concurrently with the approval of any final or parcel map or issuance of any building permit for the residential development. The Agreement shall be recorded as a covenant running with the land and shall be recorded in first position, superior to other liens and encumbrances, except for:

(1) Liens to secure payment of real estate taxes and assessment, not delinquent;

(2) Non-monetary matters affecting the title which do not unreasonably impact the security of the Inclusionary Housing Agreement;

(3) A lien or regulatory agreement of a local, federal, or state governmental agency, provided that both of the following conditions are met:

   a. The public agency is providing financing or other assistance for the housing development; and

   b. The statute or regulation governing the financing or assistance from that agency does not permit the City's Inclusionary Housing Agreement to be senior to the agency's agreements; and

(4) Short-term financing (such as construction loans) when approved on a case-by-case basis by the City Manager and provided that subordination of the Inclusionary Housing Agreement serves the City's interest in creating affordable housing.

By City Council resolution, the City Manager or designee is authorized to implement this section and to execute Inclusionary Housing Agreements on behalf of the City.

Termination

The Inclusionary Housing Agreement may only be terminated as follows:

(1) *For-sale units:* The Inclusionary Housing Agreement may be terminated against the market-rate units as the inclusionary units in the construction phase are completed, or as otherwise approved by the City in the Affordable Housing Plan.

The Agreement will not be terminated against an individual inclusionary unit until close of escrow, when the City's equity-sharing agreement and deed of trust are recorded against the individual unit.

(2) *Rentals (for developments that choose to provide units):* Normally the Inclusionary Housing Agreement is replaced by a rent regulatory agreement when the property is ready for occupancy, and the Agreement is terminated after the rent regulatory agreement is recorded against the property. The rent regulatory agreement applies to the entire property, because the location of the inclusionary units within the complex may change over time. Where specific apartments are designated as inclusionary rental units, however, the appropriate conditions for termination of the Agreement will be determined as part of the approval of the Affordable Housing Plan for the project.

If, before construction begins, a rent regulatory agreement is recorded in place of an Inclusionary Housing Agreement, the rent regulatory agreement will not be terminated after construction is completed and will continue to restrict the property for the term of the agreement.

The City will record a release of the Inclusionary Housing Agreement at the time it is terminated.

E. COORDINATION WITH PERMIT CENTER FOR ISSUANCE OF BUILDING PERMITS AND APPROVAL OF FINAL INSPECTIONS

The Ordinance includes "concurrency requirements." These specify that a certain number of building permits must be issued for inclusionary units before the developer can be issued building permits or final inspection approvals for market-rate units.

Based upon the inclusionary option selected by the developer and the terms of the Inclusionary Housing Agreement, City Building Permit Center staff will maintain records sufficient to monitor both building permit issuance and final inspection approvals to ensure compliance with the Ordinance. Following receipt by the developer of required land use entitlements, the City Planning Division will advise the City's Permit Center staff of the pending project and work with them to coordinate the issuance of building permits.

Payment of Rental Housing Impact Fees and In-Lieu Fees

Where the developer has elected to pay rental housing impact fees or in-lieu fees rather than construct affordable units, the fees will be collected by the Building Permit Center staff prior to issuance of each building permit for the project based on the fees in effect at the time the building permit is issued.

Building Permits and Occupancy – Concurrent Construction Requirements

A Building Permit Specialist will track the issuance of building permits by construction phase, noting the number of both inclusionary and market-rate unit permits. Building permits will only be issued for market-rate units according to the terms of the recorded Inclusionary Housing Agreement. However, the City may issue permits for inclusionary units earlier than specified in the plan.

The concurrency requirements are as follows:

The City may issue building permits for 70 percent of the market-rate units within a residential development before issuing any building permits for inclusionary units, and may approve certificates of occupancy or final inspections for 70 percent of market-rate units before approving any final inspections for inclusionary units. After this point, a developer may be issued building permits and receive final inspections for market-rate units after a proportional number of inclusionary units have been issued building permits or have received a final inspection.

For example, if a developer proposes a 100-unit development, and uses option 1, they are obligated to provide 20 inclusionary units, which means there will be 80 market-rate units. The City may issue building permits for 56 market-rate units (70% x 80) before issuing any building permits for inclusionary units, and may approve occupancy of 56 market-rate units before approving occupancy of any inclusionary units.

The City has the option to grant additional flexibility for timing when developers partner with an experienced non-profit affordable housing provider. At its sole discretion, the City may issue building permits for 100 percent of market rate units within a residential development before issuing building permits for any inclusionary units if the developer is partnering with an experienced non-profit affordable housing provider.

At times, the required affordable housing units may not be equally divisible into the income categories as specified in the Ordinance. In this case, the affordability levels are described in the following table.

Option 1 (20% mixed ownership and rental)	Option 2 (15% all ownership)	Option 3 (12% all rental)
The first two required inclusionary units shall be affordable to lower income households.	The first required inclusionary units shall be affordable to median income households.	The first required inclusionary units shall be affordable to very low income households.
The third required inclusionary unit shall be affordable to very low income households.	The second and third required inclusionary unit shall be affordable to moderate income households.	The second required inclusionary unit shall be affordable to low income households.
The fourth required inclusionary unit shall be affordable to moderate income households.	The fourth required inclusionary unit shall be affordable to median income households.	The third required inclusionary unit shall be affordable to very low income households.
The fifth inclusionary unit shall be affordable to workforce income households.	The fifth required inclusionary unit shall be affordable to workforce income households.	All additional required inclusionary units shall be provided in the same order as above.
All additional required inclusionary units shall be provided in the same order as above.	All additional required inclusionary units shall be provided in the same order as above.	

This table refers to the overall obligation, but not the timing of unit production, which will be specified in the affordable housing plan. Additionally, developers may substitute a lower income unit for a higher income unit requirement at any time.

Development in Phases

The City shall not be obligated to issue building permits or approve final building inspections requested by a developer if inclusionary units are not being issued building permits or final inspections in accordance with the recorded Inclusionary Housing Agreement.

SECTION TWO
ESTABLISHING AFFORDABLE PRICES AND RENTS

This section describes how to calculate affordable prices and rents (for rental developments that choose to participate).

A. AFFORDABLE PRICES AND AFFORDABLE RENTS

The City uses the State Department of Housing and Community Development (HCD) income limits as published annual for Monterey County based on household size for its inclusionary housing units. In calculating affordable rents, the City uses Section 8 Housing Voucher utility allowances as published by the Housing Authority of the County of Monterey (HACM).

Affordable sales prices for inclusionary units in residential projects will be determined by the City when the marketing plan is submitted for the inclusionary units in a construction phase. The City will determine property taxes, homeowner's insurance, and other factors using available market information. The interest rate used will be the rate published by the Federal National Mortgage Association (FNMA) for a 30-year fixed rate first mortgage, unless the developer has obtained a commitment for permanent financing for the inclusionary units at another rate. The permanent financing must meet the standards for purchase money loans included in Section Three.

Exhibit C shows the methodology that will be used by the City to calculate affordable sales prices. Exhibit D shows the methodology that will be used by the City to calculate affordable rents. Exhibits C and D are designed to be consistent with the Ordinance.

SECTION THREE
MARKETING AND SELECTION OF BUYERS AND RENTERS

This section describes which households are eligible for inclusionary housing, explains City preferences for homebuyers and renters, and contains standards for marketing inclusionary units and for selecting eligible households to purchase or rent the inclusionary units.

A. ELIGIBLE HOMEBUYERS AND RENTERS

Inclusionary units are reserved for very low, low, median, moderate, or workforce-income households who meet the eligibility criteria in this section when the inclusionary units are rented or sold. Applicants for inclusionary ownership and rental units shall be solicited as necessary to maintain an adequate number of applications in each of the following applicant pools:

Very low income and lower income households occupy for-sale or rental inclusionary units, while for-sale inclusionary units are occupied by median income, moderate income, and workforce income households.

Definition of a Household or Family

A household, or family, is a group of individuals living together based on personal relationships. A person is not eligible to buy or rent an inclusionary unit if they are listed as a dependent on the tax return of a person who is not part of the household occupying the inclusionary unit. For instance, students claimed as dependents by their parents cannot purchase or rent an inclusionary unit.

Calculating Household Size

A household is comprised of one or more persons who may or may not be related based on personal relationships. An unborn child can be counted in family size once there is medical confirmation of pregnancy. An adoption process will be counted in family size with verification of the adoption process being underway. A child will be considered part of the household when the child lives with a single parent at least 75 percent of the time or, where there is joint custody, at least 50 percent of the time. The applicant will need to submit a copy of the divorce decree or child custody agreement as verifiable documentation. If a divorce is in process, it may not be possible to qualify an applicant because family size and financial status are unclear.

If a family member is permanently absent from the household (for instance, a spouse who is in a nursing home or legally separated), that the person is no longer a member of the household for purposes of the Ordinance.

Documentation acceptable to the City's Planning Manager will be required to substantiate that the household member is no longer residing with the rest of the household.

Income Limits

Income limits for very low, lower, median and moderate-income households, adjusted for household size, are as shown for Monterey County and published periodically in the California Code of Regulations, Title 25, Section 6932, or its successor provision. In the event that these income limits are no longer published periodically in the California Code of Regulations, the City Manager or designee will determine an alternate method of computing income limits for very low, lower, median, and moderate-income households.

Income limits for workforce-income households are computed by multiplying by two the income limits for lower income households in Monterey County, adjusted for household size, as published periodically in the California Code of Regulations, Title 25, Section 6932, or its successor provision, or as determined by the City if income limits are no longer published periodically.

Determining Household Income

Applicants' household annual gross income shall be calculated in accordance with the Technical Guide for Determining Income and Allowances for the HOME Program published by the U.S. Department of Housing and Urban Development (HUD), as it may be amended (the HOME Guide), and 24 CFR 5.609.

A copy of the HOME Guide is available for download here:

http://portal.hud.gov/hudportal/documents/huddoc?id=19754_1780.pdf

24 CFR 5.609 is available to be viewed here:

https://www.gpo.gov/fdsys/pkg/CFR-2016-title24-vol1/xml/CFR-2016-title24-vol1-sec5-609.xml

Exhibit E provides the definitions of what is included and excluded from the determination of annual gross income in accordance with the U.S. Code of Regulations. In summary, gross household income is the sum of all the income for every adult, 18 years or older, living in the unit. Sources of income include all wages, salaries, overtime pay, commissions, fees, tips, bonuses and other compensation, net income from a business or profession or from the rental of real or personal property, interest and dividends, payments received from social security, annuities, insurance policies, retirement funds, pensions, disability or death benefits, payments in lieu of earnings, public assistance, alimony and child support received, and any other sources of income.

Documentation to Verify Sources of Income

The gross annual incomes of all household members age 18 or older are considered when determining eligibility. The types of income to be verified and the type of documentation that will be requested will include:

- 2 months most recent pay stubs

- Signed copies of federal tax returns for the three most recent years
- W2 forms for the most recent year
- 1099 forms for the most recent year 2 mos. most recent pay stubs
- Self-employed, the net income from the operation of the business
- 3rd party verification of employment
- Bank statements for the last two consecutive months (used to verify that the applicant has enough assets for the down payment and closing costs, but does not exceed the maximum asset limit of $75,000)
- Other sources of earnings such as child support, alimony, social security, etc.

All income documentations is based primarily on the applicant's income for the past year as evidenced by the documents listed above and additional verification, if requested, as listed below. Income calculations will not factor in any speculative or uncertain projection of lower or higher future earnings, such as calculations of bonuses and overtime, than was earned in the previous year. Where major changes have occurred in life circumstances since the applicant's last year of employment, including only such major changes as retirement, job loss, or disability or death of a wage earner, the City may deduct the projected income losses from the applicant's income for the past year.

Additional income verification may also be requested as follows:

Source of Income	**Documentation**
Salaries and wages	Verification from employer
Business income	Verification of income by a certified public accountant or bookkeeper including most recent quarterly profit/loss statement. For self-employed individuals or sole proprietor's, the City may use the most recent 1099 and tax returns.
Interest and dividend income	Current bank statements or dividend statements
Retirement and insurance income	Verification from source
Unemployment and disability income	Verification from source
Welfare assistance	Verification from source
Alimony, child support, gift income	Verification from source
Armed forces income	Verification from source
Other	Verification from source

Household income includes all payments from all sources received by all adult members of the household. The income of minors (household members less than 18 years old) and live-in aides is excluded.

For self-employed persons, the *net* income from the operation of the business is considered as the annual income, excluding deductions for capital expenditures and depreciation. Similarly, *net* income from property rental is considered as annual income, also excluding deductions for capital expenditures and depreciation.

Assets

There are limits to the amount of net assets that are used for eligibility for inclusionary for-sale and rental units. For households applying for inclusionary rental units, the limit is equal to the maximum household income limit adjusted for household size. For households applying to be an owner of an inclusionary unit, the maximum household asset limit is $75,000. Net assets only include liquid assets that do not incur a drawdown fee or penalty. Retirement accounts such as 401K and IRA accounts are not included as part of net assets.

The following chart contains the types of assets to be verified and the type of documentation that will be requested.

Assets	Documentation
Checking account, savings account, mutual fund, money market fund, certificates of deposit (C.D.)	Copies of two most recent statements
Stocks, including options	Copy of most recent stock certificate or proof of purchase and statement of current value; for stock prices attach a copy of recent dated newspaper or online source that shows the value of each company's stocks
Bonds, including savings bonds	Copies of most recent document
Trust	Copies of most recent document
Gift	Signed gift letter by all parties
Personal Loan	Letter or loan agreement
Down payment assistance	Copy of agreement
Other	Verification from source

Co-Applicants

The City or its designee will accept one application per household. A co-applicant is defined as an adult member of the household whether related or unrelated who intends to be a co-owner of the inclusionary unit. The combined income and assets of all adult members of the household (including co-applicants) to purchase or rent an inclusionary unit must not exceed the maximum income limits per household size and asset limitation for the program. All co-applicants must go

through the same process as the applicant and must agree to comply with the program requirements.

Lender Preapproval

All prospective purchasers of inclusionary units must receive a preapproval letter from a residential lender for a loan that meets the City's standards for purchase money loans, which are described in Part E (Process for Sale of Inclusionary Units).

Homebuyer Education

Before purchasing an inclusionary home, all homebuyers must attend a City-approved homebuyer education class. These classes must cover the home buying process, terms of the City agreements, property maintenance, good neighbor practices, available financing, occupancy standards, loan closing, refinancing, predatory lending, credit and budgeting, and homeowner responsibilities. Prospective homebuyers may be found eligible before attending a homebuyer education class, but must present proof of attendance before closing escrow on their home.

Purchase of Inclusionary Units by Nonprofit Sponsors

In some instances, a nonprofit affordable housing sponsor may wish to purchase an inclusionary unit for occupancy by eligible persons who may require enhanced services. Examples may include use of a home for disabled persons or persons transitioning from homelessness. At any time prior to the marketing of the inclusionary units for sale, a nonprofit sponsor may request approval from the developer to purchase an inclusionary unit for affordable housing purposes. If the request is approved by the developer, at the developer's sole discretion, the nonprofit sponsor shall provide to the City Manager or designee written approval from the developer and information as may be required by the City to ensure that the unit will be used for affordable housing purposes, such as evidence of the sponsor's 501(c)(3) status, residents to be served, funding of operations, and similar information. Appropriate recorded agreements will be applied to the property at the time of sale to ensure that the occupants are income-eligible and that the home continues to be used for affordable housing purposes. No more than two inclusionary units may be purchased by nonprofit sponsors per development phase. The City will not subsidize the purchase of these units with federal or other funds unless specifically authorized by action of the City Council.

Ineligible Applicants - Conflicts of Interest

The following individuals are not eligible to purchase or rent inclusionary housing units in Salinas.

Planning Commissioners, City Councilmembers, and Certain City Staff

- Any member of the Salinas Planning Commission or City Council.

- Employees, other officials (not including City Council Members or Planning Commissioners), consultants and employees of consultants who have policy making authority or influence regarding City housing programs, administer City housing programs, or whose salary is paid in any part from a City housing program.

- Any person having any equity interest in a project that includes inclusionary units, or who is the applicant, including but not limited to a developer, partner, landowner, investor, or applicant (together the "Developer"). Officers and employees of the Developer are also ineligible.

- Any person considered to have a conflict of interest by the California Government Code, the regulations of the Fair Political Practices Commission, or Chapter 2A of the Salinas Municipal Code is ineligible to rent or purchase an inclusionary unit.
- Relatives of Planning Commissioners, City Council Members, Certain City Staff and Persons with an Equity Interest are also ineligible. For the purposes of eligibility, relatives are defined as spouses, children, parents, grandparents, brother, or sister, or a person in an equivalent position due to marriage (for instance, son-in-law and daughter-in-law), or anyone who may be claimed as a dependent.

Ineligible individuals shall not be added to any wait lists for affordable housing maintained by the City.

B. OCCUPANCY STANDARDS

To ensure the City's limited inclusionary units are used efficiently, a household must be of a size equal to the number of bedrooms in the inclusionary unit. Any household found eligible to purchase or rent an inclusionary unit must have the following minimum household size:

Number of Bedrooms	Minimum Household Size
SRO	1
One	1
Two	2
Three	3
Four	4

Disabled persons who require additional bedrooms may submit a request to the City for a larger home as a reasonable accommodation from these occupancy standards. (Disabled persons may also be entitled to other accommodations unrelated to the City's inclusionary housing policies.)

C. PREFERENCES FOR SALE AND RENTAL OF INCLUSIONARY UNITS

The City of Salinas has established preferences for rental or purchase of inclusionary units. First priority is given to those displaced by City actions. Second priority is given to those displaced by private market actions, while third priority is given to those who live or work in Salinas when they submit an application. Any other eligible household may purchase or rent an inclusionary unit if there are no households with priority.

If a residential development is receiving governmental financial assistance that does not permit these preferences, or requires different preferences, then the City's preferences will be modified as needed to conform to the terms of the other program.

The City will periodically review its preferences to ensure they are compliant with fair housing laws.

Households Displaced by City of Salinas Actions

First priority for an inclusionary unit must be given to a household displaced from a residence in the City by action of the City of Salinas. Proof of this priority can be established by submittal of a letter from the City of Salinas stating that the household will be or has been displaced due to the actions of the City. Owner-occupants displaced by the City through the enforcement of health and safety or other codes shall not qualify for this priority. This priority expires 12 months from the date of the displacement.

Renter Households Displaced by Private Sector Actions

Second priority for an inclusionary unit must be given to a renter household displaced from a residence in the City of Salinas due to either:

a. Conversion of renter-occupied units to condominiums; or

b. Demolition of an existing dwelling.

Proof of this priority can be established by a letter from the City of Salinas stating either that the City has approved conversion of the residence to a condominium; or that the City has approved a demolition permit for the residence. This priority expires 12 months from the date the tenant is required to move out of the dwelling unit.

Salinas Residents and Employees

Third priority is given to households that reside in, or are employed within, the City of Salinas when they submit an application.

Residency in the City may be established by a driver's license, utility bill showing residency in the City, income tax returns, voter registration, or other written documentation of residency.

Employment in the City requires paid labor in the City of Salinas or work for an employer located in the City of Salinas of at least 20 hours/week. Employment may be part time, seasonal, contractual, self-employment, temporary, or household employment. Employment may be established by a W-2 form from a business located in the City; income tax returns; 2 mos. pay stubs; cancelled check from employer; or employment verification form.

First-Time Homebuyers

For ownership units, within each of the above three preference categories, preference will be given to households that qualify as first-time homebuyers. A first-time homebuyer is a person who has not owned a home during the three-year period prior to the purchase of the inclusionary unit. A mobile home not on a permanent foundation is not considered a “home” for the purpose of this subsection.

A first-time homebuyer also includes a displaced homemaker. A displaced homemaker is an adult who has been legally separated from his or her spouse or domestic partner in the last three years, has no current ownership interest in a home, and has not had an ownership interest in his or her primary residence during the past three (3) years, except with his or her spouse or domestic partner. First-time homebuyer status is verified by a review of three years of federal income tax returns.

D. MARKETING OF INCLUSIONARY UNITS

All developers of inclusionary units must undertake a marketing effort targeted at eligible households.

Nondiscrimination

All inclusionary units must be marketed in a manner consistent with the federal Fair Housing Act, the California Fair Employment and Housing Act, the Unruh Act, and the Equal Credit Opportunity Act, and all materials must have a fair housing statement or logo. No person may be excluded from participation in, or denied the benefit of, or be subject to discrimination under any activity related to the sale or rental of the inclusionary units on the basis of his or her religion, age, race, color, creed, gender, sexual orientation, marital status, familial status, physical or mental disability, national origin, ancestry, source of income, or participation in Section 8.

Marketing Plan

The City must approve a marketing plan before it will issue any occupancy permits for either the inclusionary units or the market-rate units subject to the concurrency requirement in a building phase. Developers are urged to submit a marketing plan at least 90 days prior to their estimated completion date for their first phase of development and at least 60 days prior to their estimated completion date for subsequent phases. All marketing plans must contain the following:

(1) A description of the marketing that will be done for the inclusionary units, such as press releases, direct mailing, and advertising (including internet advertising). The City requires that all inclusionary units be advertised in The Californian and El Sol. The City will provide a list of organizations that must be notified and informational flyers must be available at City Hall and at the offices of the Housing Authority of the County of Monterey (or of a similar organization acceptable to City). The Fair Housing logo must be used on all marketing material.

(2) A one-page informational flyer in both English and Spanish suitable for advertising the availability of the inclusionary units, including a telephone number, fax number and e-mail address for interested applicants to contact for additional information.

(3) A copy of all marketing materials and materials to be given applicants (see list below). The City encourages the preparation of Spanish-language materials where appropriate.

(4) The process for accepting applications, including the number of phases and deadline for applications in the current phase of the project. Developers should allow a generous amount of time (at least 45 days) for applicants to submit complete applications, given the complexity of the process.

(5) For projects with more than 10 inclusionary ownership units in the current phase, the developer must arrange for at least two informational workshops for potential applicants, one in the evening during the week and one on a weekend. At least

one workshop must be conducted in Spanish, or in both Spanish and English.

For projects with fewer than 10 inclusionary ownership units in the current phase, the developer must arrange for information to be distributed in an appropriate forum, based on the developer's agreement with the City.

(6) The method to be used to verify City preferences (unless the preferences are modified by the developer's use of another source of financing) and to determine applicant eligibility (income and, for ownership units, lender preapproval letter).

(7) For projects with rental inclusionary units, a copy of the proposed lease or rental agreement and an explanation of any other criteria to be used by the manager to select tenants. For instance, the manager may require a minimum credit score. The marketing plan also describes the utilities to be paid by the tenant so that the maximum affordable rent can be determined. (See further description in Part F below).

(8) For projects with for-sale inclusionary units, a description of any financing to be made available to applicants, down payment assistance programs available, information needed to calculate the maximum sales price, and the unrestricted fair market value of the inclusionary units. (See further description in Part E below).

(9) A requirement that the developer's sales staff meet with the City's Housing Staff to receive training on the selection process and, for ownership units, the City homebuyer documents.

It is important that the developer's sales or management staff understand the application process and the restrictions placed on the inclusionary units by the City. In the case of for-sale inclusionary units, before entering into any purchase and sale agreement for the units, the developer's sales staff must receive training so that they understand and can explain the City's equity-sharing program, option to purchase, and other City restrictions such as the owner-occupancy requirement (further described in Section Four).

In the case of rental inclusionary units, it is important that the developer's management staff understand the consequences of future increases in income. Before entering into any lease or rental agreement for the inclusionary units, the developer's rental staff must receive training so that they can understand and explain the City's requirements and the consequences of future increases in income (further described in Section Five).

Each applicant for an inclusionary unit will receive a packet of information that includes:

- Developer application form approved by the City. The form will include such information as residency or employment certification; household composition; household income and assets; and, for homebuyers, form pre-approval lender letter;

- Explanation of the process used to select homebuyers or renters, as applicable;
- Eligibility requirements;
- The income level(s) and occupancy standards for the various units;
- Description of City preferences;
- Description of inclusionary units available, including number of bedrooms and general location;
- Price or rent of inclusionary units;
- Contact information for sales or rental office; and
- (For homebuyer units) the borrower's disclosure supplied by the City.

E. PROCESS FOR INITIAL SALE OF INCLUSIONARY UNITS

***Step* 1.** The developer submits a marketing plan with the information described in Part D above to the City for approval either 90 days prior to completion of the first inclusionary unit, in the first phase of a project, or 60 days before completion of the first inclusionary unit, in subsequent project phases. In addition to the information described in Part D, the marketing plan includes the following:

(1) A description of the financing terms to be made available to applicants for inclusionary units. If applicable, the developer identifies a lender or lenders willing to provide competitively priced purchase money mortgages meeting the City's standards explained below. However, the developer cannot require prospective buyers of inclusionary units to use the identified lender for permanent financing.

(2) A request that the City calculate the maximum initial sales prices for the for sale inclusionary units. To enable the City to calculate the prices, the developer must describe expected homeowners' association fees plus any special assessments, such as Mello-Roos payments. The developer may also provide additional information on costs that may affect the purchase price, such as the cost of private mortgage insurance or homeowners' insurance.

If all of the inclusionary units within a phase of the project are not sold within one year, the developer may request that the City re-calculate the permitted sales prices.

(3) The process for establishing the unrestricted fair market value of the inclusionary units, in order to determine the value of the initial subsidy to the buyer. The plan should indicate when appraisals of unrestricted fair market value will be completed for the inclusionary units. Individual appraisals may not be needed where inclusionary units are reasonably similar and the appraisal to be used was completed within six months of the initial sale of the reasonably similar unit. The City may elect to complete its own appraisal of the units' unrestricted fair market value. If the City and the developer cannot agree on the property's unrestricted fair market value, the parties will select a third appraiser to determine the unrestricted fair market value, with the City and the developer sharing equally in the cost of the appraisal.

***Step* 2.** After approval of the marketing plan and determination of the sales prices by the City, the developer markets the inclusionary units consistent with the marketing plan and makes application packets available to all who request them.

***Step* 3.** After the deadline for submitting applications, the developer reviews all applications and determines if the applicant is eligible to purchase a unit, based on income and preapproval letter. The developer must verify income as described in the developer's marketing plan. The developer then groups all apparently eligible applicants by the City's preference categories (residents displaced by public action, renters displaced by private action, those who live or work in the City, all others, and within each category, first-time homebuyers), unless another financing source requires changes in these preferences.

***Step* 4.** The developer submits to the City: a) a complete listing of developer pre-screened applicants, sorted by preference group, and indicating the developer's determination of eligibility (in hard copy and in an electronic format, either in Excel or Word and also in PDF format); b) the complete file for each applicant, numbered to correspond to the list of applicants; c) the form of purchase and sale agreement; and d) preliminary DRE public report, if applicable.

***Step* 5.** The City reviews and either approves or requests changes in the developer's submittals within 30 business days. Once the list of eligible applicants is approved, the City ranks all eligible applicants by preference group on a random basis, such as by a lottery. The developer must send written notice to applicants determined to be ineligible by the City.

***Step* 6.** The developer offers units to applicants beginning at the top of the list established by the City. The developer may not pass over an applicant higher on a list in favor of another because of a higher income. Applicants are to be taken in the order ranked and given a reasonable period of time to close escrow, normally 60 days after the unit's final inspection is approved, or after the applicant is selected to purchase a unit, whichever is later. The developer may only exclude ranked applicants because the applicants were not successful in obtaining financing, were not able to demonstrate the qualifying household income included in their application, or otherwise were not eligible. The developer must send written notice to any excluded applicant within 15 days of the decision to exclude the applicant; copies of such correspondence must be provided to the City. However, developers may close escrow on inclusionary units in any order as homebuyers are able to do so.

***Step* 7.** If the applicant enters into a purchase agreement for the unit, the developer provides to the City for review: a) the copy of the loan underwriting form (Form 1008); b) estimated HUD-1 Settlement Statement; c) legal description of the inclusionary unit; and d) appraised value of the inclusionary unit at unrestricted fair market value. Provided that the documents are consistent with previous representations, the City will provide to escrow, within fourteen working days of receipt of the required documentation, executed copies of its homebuyer documents, an executed release of the Affordable Housing Agreement to be recorded with the sale of the unit, and standard escrow instructions. The City will subordinate its deed of trust and option to purchase/equity-sharing agreement to acceptable purchase money loans listed after Step 8.

However, if the market price of the unit is equal to or below the affordable housing cost for a median, moderate, or workforce income household, no documents will need be recorded against the inclusionary units in the relevant income category. For example, if a developer is required to build two workforce housing units and the fair market value of the units is equal to or lower than

the affordable price, the developer may sell the two units for fair market value and at resale, the owners will not be required to share any equity with the City. The City will, however, require verification that the unit was, in fact, sold at the affordable price.

The City may require more than fourteen working days to review the application if the documents provided show a significant change in the homebuyer's situation since the City's initial review of the file or if the City desires to obtain its own appraisal of unrestricted fair market value. IF THE PACKET IS INCOMPLETE, THE SALE CANNOT PROCEED UNTIL ALL NEEDED DOCUMENTS ARE PROVIDED.

***Step* 8.** If required to be recorded, the title company returns to the City a copy of the executed and recorded option to purchase and equity-sharing agreement, deed of trust, and request(s) for notice of default and the original executed copy of the City's promissory note and buyer's disclosure.

***Step* 9.** Within 21 days of completing the sale or rent of all inclusionary units, the developer shall notify all remaining applicants on the waiting list that they were not selected. Applicants shall be informed that they are welcome to reapply for later phases of development or for other projects. The developer shall notify the City once completing the notification.

Acceptable Purchase Money Loans. The following are acceptable purchase money loans for inclusionary units.

(1) Fully documented 30-year fixed rate fully amortized loans.
(2) Down payment/closing cost assistance programs provided by the state, federal or other community programs may be allowed upon review and approval by the City.
(3) Fees and charges to the borrower for the purchase money loan(s) must be reasonable and consistent with industry standards.

Homebuyers may have one or more purchase money loans, but each loan must meet the standards listed in (1) – (3).

Not Acceptable Purchase Money Loans. The following loans are *not* acceptable purchase money loans for inclusionary units:

(1) Loans permitting negative amortization (such as so-called "option ARM" loans).

(2) Loans requiring a balloon payment.

(3) Interest only loans.

(4) So-called "no documentation" loans.

(5) Loans otherwise not meeting the standards specified under "Acceptable Purchase Money Loans."

F. PROCESS FOR INITIAL RENT-UP OF INCLUSIONARY UNITS

In rental developments, the management firm is the entity that is responsible for occupant selection and documentation.

***Step* 1.** The developer submits a marketing plan with the information described in Part D above to the City for approval either 90 days prior to completion of the first inclusionary unit, in the first phase of a project, or 60 days before completion of the first inclusionary unit, in subsequent project phases.

In addition to the information described in Part D, the marketing plan includes the form of the rental agreement or lease to be used for the inclusionary units. The rental agreement or lease must incorporate provisions conforming with Section Five regarding periodic recertification of tenant incomes and the effect of increased income on the tenant's rent and ability to remain in the unit.

The marketing plan also includes proposed maximum rents for the inclusionary units; lists all utilities to be paid by the tenant; and explains any other criteria to be used by the manager to select tenants. For instance, the manager may require a minimum credit score.

***Step* 2.** After approval of the marketing plan and rents by the City, the developer markets the inclusionary units consistent with the marketing plan and makes application packets available to all who request them.

***Step* 3.** After the deadline for submitting applications, the developer reviews all applications and determines if the applicant is eligible to rent a unit, based on income, household size, and any other criteria approved by the City as part of the project's marketing plan. The developer must verify income as described in the developer's marketing plan. The developer then groups all apparently eligible applicants by the City's preference categories (residents displaced by public action, renters displaced by private action, those who live or work in the City, all others), unless the preferences are modified by the developer's use of another source of financing.

***Step* 4.** The developer submits to the City: a) a complete listing of all pre-screened applicants, sorted by preference group (if applicable), and indicating the developer's determination of eligibility (in hard copy and in an electronic format, either in Excel or Word); and b) the complete file for each applicant, numbered to correspond to the list of applicants.

***Step* 5.** The City reviews and either approves or requests changes in the developer's submittals within 30 business days.

***Step* 6.** The developer offers units to eligible applicants beginning with the first preference group, unless the City's preferences have been modified by the developer's use of another source of financing. Within each preference group, the developer may determine the order in which units are offered to eligible applicants. Applicants selected to rent an inclusionary unit must agree to sign the rental agreement or lease. Should the initial lease-up progress slowly, the developer may suggest alternate methods for consideration by City to avoid protracted vacancies in the inclusionary units.

***Step* 7.** After all of the inclusionary units are initially rented, or within 120 days of occupancy approval, whichever is earlier, the owner submits a monitoring report to the City as described in Section Five. If all of the inclusionary units have not been rented when the first report is

submitted to the City, an additional monitoring report shall be submitted after all of the inclusionary units have been rented.

Exception for Projects with Other Financing. If a rental project is financed through a program that has occupant selection and income verification requirements stricter than those of the City, the developer may ask the City to defer to those requirements and not require additional documentation. If approved by the City, the developer may send to the City copies of documentation required for other monitoring agencies in place of the documentation required by these Guidelines.

SECTION FOUR
HOMEBUYER POLICIES

This section discusses the obligations of the buyers of the inclusionary units.

A. HOMEBUYER REQUIREMENTS

Unless the fair market value of the home is equal to or below the affordable ownership cost for a median, moderate, or workforce income household, the City will require all buyers of inclusionary homes to sign the following when they purchase their home:

(1) An option to purchase and equity-sharing agreement that will place certain restrictions on the homebuyers' use of their property and provide an option to purchase to the City in the event of default or desire to sell.

(2) A promissory note in favor of the City, secured by a deed of trust, to ensure repayment at the time of resale of the initial subsidy, which is equal to the difference between the affordable price and the unrestricted fair market value of the home at the time of initial sale. On resale, the homeowner must also pay the City interest on the initial subsidy and a share of any appreciation.

(3) A disclosure to the borrower.

At the time of the sale of the home, the City will also record a request for notice of default for all other financing recorded against the property at the time of sale.

The City keeps approved standard homebuyer documents to implement the City's policies on file. The City will subordinate its deed of trust and option to purchase/equity-sharing agreement to acceptable purchase money loans listed in Section Three (E) of these Guidelines.

Documents not in substantial conformance with the standard documents, including those designed for special situations, must be submitted to the City Council for review and approval. Minor modifications to the standard documents may be approved by the City Manager or designee if the City Manager or designee finds that the modifications are consistent with the Ordinance, Guidelines, and the Affordable Housing Plan and substantially in conformance with the standard documents.

Minimum Cash Available

The applicant(s) should have sufficient readily available assets for a minimum of 5% of the purchase price for down payment, plus closing costs and other associated fees. Gift funds can be applied toward the applicants 5% down payment assistance, a signed gift letter is required by all parties.

B. EQUITY SHARING AND INTEREST PAYMENT AT RESALE

If the documents listed in Section A above are recorded against the home, then, rather than restricting the price of homes on resale, the City allows homebuyers to sell their homes at unrestricted fair market value, but to repay the City the initial subsidy, plus interest on the initial subsidy, and a share of the home's appreciation. The repayments to the City are summarized in

this section and described in detail in the option to purchase/equity-sharing agreement and borrower's disclosure. The term of the equity-sharing agreement is 30 years. At the end of the thirty-year term, the homeowner will owe the City only the difference between the initial affordable price and the unrestricted fair market value of the unit at the time of initial sale, plus interest on that amount.

Equity-Sharing Formula and Interest Payment

Upon resale, the home is sold at unrestricted fair market value, and the homeowner pays the City the following:

(1) Initial subsidy (difference between the initial unrestricted fair market value and the purchase price paid by the homebuyer);

(2) 3% simple interest on initial subsidy; and

(3) Share of appreciation (the difference between the initial unrestricted fair market value and the sales price of the home upon resale). The share of the appreciation retained by the homeowner is 3% times the number of years of occupancy. At 30 years, a homeowner will receive 100% of the share of appreciation.

TABLE 3: SHARING OF APPRECIATION AT RESALE EXAMPLES

Share of Appreciation	Year 1	Year 5	Year 10	Year 15	Year 20	Year 25	Year 30+
City Share	97%	85%	70%	55%	40%	25%	0%
Homeowner Share	3%	15%	30%	45%	60%	75%	100%

If the sales price of the home at resale is less than its unrestricted fair market value when it was initially purchased, then the initial subsidy to be repaid to the City will be equal to the difference between the purchase price paid by the homebuyer and the home's actual sales price. However, the City may conduct its own appraisal to verify that the home is actually being sold at unrestricted fair market value.

Valuation of Improvements

The homeowner is entitled up to a maximum of $14,000 for rehabilitation and other capital improvements that have an initial cost of $2,000 or more. The credit will be based on the valuation shown on the building permit issued for the capital improvements and will be added to the homeowner's share of appreciation at resale.

To be eligible for the credit, the capital improvements must be constructed with a building permit and be pre-approved by the City as an eligible capital expense. At resale, the building permit valuation of all pre-approved capital improvements will be added together to determine the homeowner's credit (up to the $14,000 maximum).

C. OCCUPANCY AS PRINCIPAL RESIDENCE

The inclusionary home must be the homebuyer's principal place of residence, and each homeowner must live in the home for at least ten months out of each calendar year. Annually, all homebuyers must certify to the City in writing that they are meeting this requirement.

However, if the homebuyer is required to relocate for employment or medical reasons for less than six months, the homebuyer may rent or lease the home with the approval of the City. The tenant's income cannot exceed the affordability level established for the home (very low, lower, median, moderate, or workforce), and the maximum rent that can be charged is the **lower** of: (i) rent affordable to a household at the income level of the home; or (ii) actual costs to the homeowner of principal, interest, homeowners' dues, property taxes, and insurance. The City may charge a fee for monitoring any rentals.

If a home is rented without permission, the City may sue to prevent the owner from renting out the home, and the homeowner will owe excess rents, if any, equal to the difference between the permitted rent and that charged the tenant. In addition, rental without permission or failure to occupy the home for at least 10 months out of every year constitutes a default, and the City may exercise its option to purchase the home or take any other enforcement action authorized by its agreement with the homeowner.

D. REFINANCE OF FIRST MORTGAGE

The City will subordinate its deed of trust and option to purchase/equity-sharing agreement to a refinanced first mortgage under the following conditions:

(1) Following the refinance, the principal amount of all debt secured by the home, including the principal, accrued interest, and appreciation share on the City's note, cannot exceed either (a) 90 percent of the unrestricted fair market value of the property, or (b) the existing balance of the original first lender loan, whichever is greater.

(2) The refinanced first lender loan must meet the same standards established in Section Three for a purchase money loan.

(3) If the existing balance of the original first lender loan plus the principal, accrued interest, and appreciation share on the City's note exceeds 90 percent of the unrestricted fair market value of the property, then the new first lender loan must reduce the owner's principal and interest payments.

(4) Borrower(s) pay the City a $500 refinance fee in escrow.

So that the City may verify compliance with the conditions listed above, a request for subordination should be accompanied by the following:

(1) Preliminary title report.

(2) Signed loan application for new loan.

(3) Preliminary loan approval document from new lender that describes new loan terms and conditions.

(4) Lender's appraisal.

(5) Estimated HUD-1 Settlement Statement.

(6) Prepared subordination agreement, in a form acceptable to the City Attorney.

(7) Prepared Request for Notice of Default, in a form acceptable to the City Attorney.

The City may require that an appraisal be completed at the homebuyer's expense by an appraiser approved by the City to verify the loan-to-value ratio.

E. SUBORDINATE FINANCING

The City will not allow owners of inclusionary homes to borrow additional funds in a position junior to the City's loan (which means a third or fourth mortgage, or an equity line of credit).

F. CITY OPTION TO PURCHASE; PROPERTY TRANSFERS

The City's agreement with buyers of inclusionary homes grants the City an option to purchase the home at unrestricted fair market value if it is sold during the 30-year term of the agreement. The City may assign its option to purchase the home to another public agency, a nonprofit organization, or a household meeting income and other requirements. If the City chooses not to exercise its option, it will normally use any funds it receives from the sale (repayment of initial subsidy, equity share, and interest payments) to subsidize a resale of the home to another eligible homebuyer at an affordable price, but may choose to use the proceeds for other affordable housing purposes.

Resale Procedures

The owner of an inclusionary unit must give the City thirty days notice of the owner's intent to sell or transfer the property. The owner must complete a pest control report and allow the City to inspect the property. The City will complete an appraisal to determine the unrestricted fair market value and decide within that 30-day period whether or not to exercise its option to purchase the property at unrestricted fair market value. If the City decides to exercise its option, or to assign the option to another person, it will close escrow within 45 days after deciding to exercise its option (assuming that the seller has met the terms of the purchase agreement). The seller will pay two and half percent (2.5%) of the sales price to the City rather than a real estate commission if the City exercises its option.

If the City exercises its option, and the seller desires to dispute the property's unrestricted fair market value, the seller must complete an appraisal at the seller's expense. If the City and the seller cannot agree on the property's unrestricted fair market value, the parties will select a third appraiser to determine the purchase price, with the City and seller sharing equally in the cost of the appraisal.

If the City decides not to exercise its option, then the homeowner may sell the property on the open market at unrestricted fair market value. The seller will pay a one percent (1%) sales price to the City at close of escrow to offset the administrative expenses relating to the inclusionary program. At least 15 days but not more than 45 days before the close of escrow, the seller must

give the City the following documentation to ensure that the unit is being sold at unrestricted fair market value:

(1) Final sales contract.

(2) A declaration from the seller and buyer stating that the sales contract represents all consideration for the home.

(3) Name of title company and escrow holder.

If the City's appraisal was completed more than six months before the close of escrow or if the sales price is less than 95% of the City's appraisal of unrestricted fair market value, the City may complete another appraisal to verify that unit is being sold at unrestricted fair market value.

After close of escrow, the seller must give the City a copy of the HUD-1 settlement statement showing all payments made from escrow.

On any sale of the property, whether through exercise of the City's option or sale on the open market, the homeowner must repay the initial subsidy, accrued interest, and the City's share of appreciation.

Permitted Transfers

No permission from the City is required for the following transfers, but all owners of the inclusionary unit remain bound by the resale agreement and City note:

(1) a good faith transfer by an owner to a spouse or domestic partner where the spouse or domestic partner becomes the co-owner of the property;

(2) a transfer between spouses as part of a dissolution proceeding, or between domestic partners as part of the dissolution of a domestic partnership;

(3) a transfer by an owner into an inter vivos trust in which owner is the beneficiary;

(4) transfers by will or inheritance to an existing spouse, child, or domestic partner of the owner following the death of owner, providing that any inheriting child executes a new option to purchase and equity-sharing agreement, promissory note, and deed of trust with a 30-year term; and

(5) a transfer by operation of law on the death of a joint tenant.

A "domestic partner" is defined in Section 297 of the California Family Code. An individual is considered a domestic partner of the owner by presenting the Declaration of Domestic Partnership filed with the California Secretary of State.

The homeowner must provide the City with notice of these permitted transfers at least fifteen days before they occur, except that if a transfer occurs due to inheritance or to the death of an owner, the City must be notified within 30 days.

G. DEFAULT

The City's option to purchase the inclusionary unit may also be exercised if the homebuyer is in default for any reason. The most common reasons for default include:

(1) Failure to occupy the property as the principal residence of the owner, or renting the property without the City's permission.

(2) Non-permitted transfer of the property without notification to the City.

(3) Foreclosure on another deed of trust or mortgage.

(4) Bankruptcy.

(5) Misrepresentation when acquiring the home.

(6) Placing an additional encumbrance on the property without City approval.

If the homeowner is in default, the City will normally give the homeowner the opportunity to cure the default, unless there is a need to act immediately, such as in the case of foreclosure. The City may exercise its option to buy the home at an affordable price, or may choose to cure the default or utilize other legal remedies. These include foreclosure, injunction, or any other available legal action to enforce the affordability agreements.

SECTION FIVE
RENTAL POLICIES
(FOR DEVELOPMENTS THAT CHOOSE TO PARTICIPATE IN THE INCLUSIONARY PROGRAM)

This section discusses the continuing obligations of the developer and property manager in renting, monitoring and managing the inclusionary units.

A. RENT REGULATORY AGREEMENT

After the inclusionary rental units are built, the owner and the City enter into a Rent Regulatory Agreement, which is recorded against the property in place of the Inclusionary Housing Agreement. A deed of trust may also be recorded to secure the Rent Regulatory Agreement. A Rent Regulatory Agreement will have a term of 30 years and includes the following:

(1) Identification of inclusionary units.

(2) Occupancy requirements for inclusionary units.

(3) Allowable rents; procedure for setting initial rents, annual monitoring, and increasing rents.

(4) Provisions for initial verification and annual monitoring of tenant incomes.

(5) Procedures for initial marketing and rental of vacant inclusionary units.

(6) Management and maintenance procedures.

(7) Definitions of default and remedies for default, including default for inadequate maintenance and nuisances on the property.

(8) Provisions for a monitoring fee to be paid to the City.

The Rent Regulatory Agreement may be subordinated *only* to:

(1) Liens to secure payment of real estate taxes and assessments, not delinquent;

(2) Non-monetary matters affecting the title which, at the discretion of the City Manager or designee, do not unreasonably impact the security of the Rent Regulatory Agreement; and

(3) A lien or regulatory agreement of a local, federal, or state governmental agency, provided that both of the following conditions are met:

a. The public agency is providing financing or other assistance for the housing development; and

b. The statute or regulation governing the financing or assistance from that agency does not permit the City's Rent Regulatory Agreement to be senior to the agency's agreements.

B. MANAGEMENT PLAN

In addition to the Rent Regulatory Agreement, each project that has inclusionary units must prepare a Management Plan. While the Rent Regulatory Agreement is recorded against the property, the Management Plan is not and is intended to provide a greater level of detail than the Rent Regulatory Agreement. It must include the information specified for the rental marketing plan described in Section Three above, plus the following information:

(1) A brief history of the management entity and its previous experience managing other affordable rental complexes.

(2) Plan for maintaining occupancy of and marketing vacant inclusionary units.

(3) Means to select and verify the eligibility of applicants for vacant inclusionary units and to verify the City's preference categories (unless another government subsidy program modifies the preferences).

(4) Means to recertify annually the incomes of tenants in inclusionary units.

(5) Means to maintain a waiting list for vacancies.

(6) Provisions for annual reporting to the City of rents and tenant incomes.

(7) Non-discrimination and fair housing/non-discrimination provisions.

(8) Maintenance standards and house rules to be included in tenant leases.

(9) Contact information for use by the City, including a telephone number, e-mail address, and list of persons responsible for communication with the City.

(10) Form of the rental agreement or lease to be used for the inclusionary units. The owner shall apply the same rental terms and conditions to tenants of inclusionary units as are applied to all other tenants, except as otherwise required by the inclusionary Ordinance and these guidelines and/or other government subsidy programs. In particular, the rental agreement or lease must incorporate provisions required by this Section Five regarding periodic recertification of tenant incomes, the effect of increased income on the tenant's rent and ability to remain in the unit, and the tenant's obligation to comply with all monitoring requirements. A rental agreement or lease for inclusionary units will normally have at least a 12-month term.

The Management Plan must also provide that apartments be leased or rented in compliance with all federal, state, and City fair housing laws and regulations. Eligible applicants for inclusionary units shall not be discriminated against based on participation in rent subsidy programs, such as Section 8, or based on source of income.

If a project is financed through a program that requires a management plan that includes the above information, the City may elect to receive a copy of that management plan and not require an additional plan. If the other management plan contains some but not all of the above information, the City may limit its requirements to the information it needs.

C. RENTAL OF VACANT INCLUSIONARY UNITS

Whenever an inclusionary unit becomes available, the manager shall immediately notify the City. The owner of rental inclusionary units may fill vacant units in one of two ways:

(1) Selecting households that are qualified based on income and household size, so long as the owner complies with the marketing requirements included in the project's approved Management Plan, if any; or

(2) Selecting income-eligible households from the Section 8 voucher waiting list available from the Housing Authority of the County of Monterey.

D. CHANGES AND ADJUSTMENTS TO RENTS

Rents may be raised only once every twelve months based on increases in area median income, adjusted for assumed household size, as published periodically by the California Housing and Community Development Department in the California Code of Regulations, Title 25, Section 6932, or successor provision. Notices of rent increases must be provided to the City and to the tenants of the rental inclusionary units at least 30 days before the effective date of the rent increase, or as otherwise required by any law or subsidy program.

Rental Rate Determination

The City or its agent will determine the rental rate for inclusionary units by income level and household size. The rents will be determined based on the annual HCD published income limits and section 50053 of the California Health and Safety Code.

Annual rent (inclusive of fees and utilities) for very low-income units cannot exceed 30% of 50% of the area median income adjusted for the size of the household appropriate for the unit. Annual rent (inclusive of fees and utilities) for low-income units cannot exceed 30% of 60% of the area median income adjusted for household size appropriate for the unit.

Rent includes all charges related to occupancy of the unit including utilities, parking fees, fees for use of common facilities and other fees and charges. If utilities are not paid by the property owner, the rent for the inclusionary units must be adjusted downward to allow for a utility allowance calculated in accordance with the utility allowances published by the Housing Authority of the County of Monterey.

E. ON-GOING MONITORING

The manager of all inclusionary rental units must provide an annual report to the City by March 1 of each year. The annual report includes the following information:

(1) Income and household size of all households residing in inclusionary units;

(2) Identification of all inclusionary units by income category (very low, low, or moderate) and number of bedrooms within the development;

(3) Monthly rent charged for each inclusionary unit and any additional charges, including utilities, parking, and any other costs; and

(4) Percentage vacancy of inclusionary units during the previous year.

If a project is financed through an affordable housing program requiring annual reports that include the above information, the City may elect to defer to those requirements and not require additional monitoring reports. If approved by the City, the management firm may send to the City copies of the annual report required for other monitoring agencies.

The City may at its option perform additional monitoring of the inclusionary rental units, including review of management records, performance of an audit, contacts with tenants, and other reasonable monitoring to ensure compliance with the Inclusionary Housing Ordinance. For residential multi-family projects that include inclusionary rental units in their development the City will charge the owners an annual monitoring fee of $200/per unit for the duration of their regulatory term.

Occupancy Conditions

The approved tenant(s) must occupy the inclusionary rental unit during the entire term of the lease. If an additional occupant (roommate, family member, etc.) moves into the inclusionary unit, he/she will be considered part of the existing household. In such cases, the inclusionary tenant must notify the City or its agent prior to the move in date, and the entire household (including the new occupant) will be reevaluated to determine eligibility, include household income requirements. If the tenant(s) fail to receive approval from the City for any changes in occupancy or if the tenant(s) subleases the property, the tenant household will no longer be eligible to occupy the inclusionary unit.

Owning Property

The applicant(s) cannot own a home and/or be on title of a property in order to qualify for a inclusionary rental unit.

Annual Re-Certification of Income

At least once a year, the property owner shall requalify BMR tenants to verify that they are eligible to remain in inclusionary rental units. On an annual basis, requalification shall be based upon the inclusionary tenant's household income, as determined by HOME Part 5 income standards.

F. EFFECT OF INCREASED TENANT INCOMES

The manager must annually monitor the income of tenants in inclusionary units.

If annual monitoring shows that the income of a tenant household occupying a very low income inclusionary unit exceeds fifty percent (50%) of area median income, but not eighty percent (80%) of area median income, as adjusted for household size, the tenant household may remain in the unit at a rent that is affordable to lower income households. After that tenant household vacates the unit, it must again be rented to an eligible very low income tenant household at a rent that is affordable to very low income households.

If the income of a tenant household occupying either a very low income or a lower income inclusionary unit exceeds eighty percent (80%) of area median income, but does not exceed one hundred percent (100%) of area median income, adjusted for household size, then the tenant's rent may be raised to an affordable rent based on thirty percent (30%) of the household's actual income.

If the income of a tenant household occupying either a very low income or a lower income inclusionary unit exceeds one hundred percent (100%) of area median income, then the tenant household must be given six months' notice to vacate the unit. To avoid displacing these households, the owner may, at the owner's option and with the City's approval, allow the tenant to remain in the original unit at a market rent and designate the next newly vacated unit as the replacement inclusionary unit within the appropriate income category.

If the terms of another governmental subsidy restrict the owner's ability to raise the tenant's rent or to require the tenant to vacate the unit (for instance, for a tax credit project), then the City will modify its rent regulatory agreement so that these provisions are consistent among the various programs.

Unit Affordability	**Homeowner Income**	**Pricing**
Very Low Income	Below 50% of the area median income	Very Low Income pricing
Very Low Income	Between 50 and 80% of the area median income	Low Income pricing
Very Low Income	Between 80% and 100% of the area median income	30% of actual income
Very Low Income	Above 100% of area median income	Must vacate unit within 6 months or pay market prices
Low Income	Below 80% of the area median income	Low Income pricing
Low Income	Between 80% and 100% of the area median income	30% of actual income
Low Income	Above 100% of the area median income	Must vacate unit within 6 months or pay market prices

G. SALE OF INCLUSIONARY RENTAL UNITS AND CONVERSION TO CONDOMINIUMS

Any inclusionary rental units to be converted to condominiums, or which are initially rented despite a recorded condominium map, must be sold to households within the same affordability range as required for the inclusionary rental unit. In other words, a lower income rental unit must be sold at a price affordable to lower income households. Homebuyer documents ensuring the continued affordability of the unit must be recorded at the time of sale, and converted units must otherwise comply with all requirements applicable to owner-occupied inclusionary units.

Approval of Marketing Plans and sales are required prior to the sale of any rental inclusionary unit in the same manner as specified in Section Three above for sales of new inclusionary units to homebuyers.

State law (Government Code Section 66427.1) and Article VII, Chapter 31, of the Salinas City Code require that existing tenants be given the right of first refusal to purchase their apartment on the terms available to other tenants if it is converted to a condominium. An existing tenant in an inclusionary unit should be given the choice of purchasing their apartment at the restricted price, subject to all the requirements of the homebuyer program; or purchasing a market-rate unit in the condominium on the same market-rate terms available to other buyers. All condominium conversions and sales must comply with all other applicable State statutes and City Ordinances and policies.

SECTION SIX
SALINAS INCLUSIONARY HOUSING TRUST FUND

The Inclusionary Housing Trust Fund is a separate City fund established for the specific purpose of providing the City with funds to assist in the development, rehabilitation, or preservation of housing that is affordable to very low income, lower income, median-income, moderate income, and workforce income households in the City of Salinas. All in lieu fees, rental housing impact fees, promissory note repayments, shared appreciation payments, monitoring fees, penalties, and interest generated by inclusionary units or by monies in the Fund shall remain in the Fund. Monies in the Fund may be used for property acquisition, development assistance, construction, financing, rent subsidies, and other uses, and for other activities required to provide affordable housing, such as homebuyer education and the costs of administering programs to develop, rehabilitate, or preserve affordable housing.

In expending monies from the Fund, priority shall be given to affordable housing that is of a type, or made affordable at a cost or rent, for which there is a need in the City and which is not adequately supplied in the City by private housing development in the absence of public assistance.

EXHIBIT A
AFFORDABLE HOUSING PLAN CONTENTS

The Affordable Housing Plan need be only at the same level of detail as the application for a residential development. However, in every case except Specific Plans, the Affordable Housing Plan must indicate which inclusionary option (either Option 1, 2, 3 or alternative) the developer is selecting. No Affordable Housing Plan is required if the developer indicates in the initial application the developer's intent to pay rental housing impact fees or in-lieu fees.

Where the initial Affordable Housing Plan is not at sufficient detail to determine compliance with the Ordinance, the City may require additions to the Affordable Housing Plan as part of later planning approvals, or as part of the Affordable Housing Agreement. The Affordable Housing Plan must include:

1. Total number of dwelling units in the residential development: _____
2. Inclusionary option selected (One, Two, Three or Alternative): _____
3. Total number of inclusionary units provided: _____
4. Preliminary financial pro forma or other feasibility analysis, if an alternative is selected
5. Project Schedule and Timelines; phasing of construction of inclusionary units in relation to market-rate units
6. For each unit type or model home type, show the number of units, number of bedrooms, square footage, and tenure. This table may be expanded and duplicated for large and/or complex projects. If the project will be phased, complete a separate table for each phase of the project.
7. Site plan showing location of inclusionary units in the development. If the project will be phased, show the location of each phase. If the project consists of a multifamily building or buildings, provide a floor plan showing the location of the units in the structure, or, provide a narrative description sufficient for City to evaluate compliance with dispersal and other requirements.
8. If the project will be phased, describe the construction and completion schedule for the inclusionary units in relation to the market-rate units.
9. Describe the proposed design of the inclusionary units. (If designs are not being provided for the market-rate units as part of this planning application, designs for the inclusionary units may be submitted when they are submitted for the market-rate units.)
10. List any public subsidies or public financing that will be used for the inclusionary units. If public subsidies or public financing will be used, please provide a description of the financing type, the required length of affordability, and means to keep units affordable if different from the standard City affordability provisions.
11. If rental inclusionary units are proposed, complete the attached form.
12. For rental inclusionary units, describe:
    a. Means to be used to verify tenant incomes both at occupancy and annually.

b. Financing mechanism for on-going administration and monitoring.

13. Is the project requesting a density bonus, incentives, concessions or waivers? If so, please provide information as required by section 37-50.060 of the Zoning Ordinance.

14. If the project is requesting an alternative, provide a description of the alternative explaining how the alternative complies with each of the requirements for that alternative contained in Section 17-13.

SAMPLE AFFORDABLE HOUSING PLAN UNIT SUMMARY TABLE

INCOME LEVEL OF BUYERS	TYPE OF UNIT (single-family detached, townhouse or other attached, multifamily)	TENURE (rental or for-sale)	NUMBER OF UNITS	NUMBER OF BEDROOMS	SQUARE FOOTAGE	NUMBER OF BATHROOMS (Describe fixtures)	LAUNDRY FACILITIES (Unit hookups, or total number on-site)
Market-Rate Units							
Workforce Income							
Moderate Income							
Lower Income							
Very Low Income							

REQUEST TO PROVIDE AFFORDABLE RENTAL HOUSING

_____
Date

(a) I have proposed a project for _____ residential units located at (address and assessor's parcel number):

_____ _____
Address *Assessor's Parcel Number*

(b) The proposed project at the above address is subject Article 3, Chapter 17 of the Salinas Municipal Code related to affordable housing.

(c) To comply with Chapter 17, the project proposes to provide ____ units of rental housing affordable to ____ very low ___ lower income households by providing:

___ Affordable rental units in a rental residential development in conformance with Section 17-10.

___ Affordable rental units in a for-sale residential development in conformance with Section 17-9.

___ Affordable rental units in off-site affordable housing in conformance with Section 17-13(a).

(d) To comply with Chapter 17, the development proposes that each rental affordable unit will be subject to a rent regulatory agreement with a term of 30 years and will be rented to very low or low income households, as proposed in item (c) above, at affordable rents consistent with Health and Safety Code Section 50053 and regulations adopted by the California Department of Housing and Community Development (California Code of Regulations Title 25, Sections 6910 through 6924) or successor provisions.

(e) All proposed rental affordable units will not be subject to Civil Code Section 1954.52(a) nor any other provision of the Costa Hawkins Rental Housing Act (Civil Code Sections 1954.51 et seq.) inconsistent with controls on rents, because, pursuant to Civil Code Sections 1954.52(b) and 1954.53(a)(2), I hereby agree to the limitations on rents contained in subsection (d) above of this affidavit in consideration for the following direct financial contribution or any form of assistance specified in Chapter 4.3 (commencing with Section 65915) of Division 1 of Title 7 of the Government Code):

___ Waiver of Salinas rental housing impact fee in the amount of $_____;

___ Other direct financial contribution (please specify amount and source of funds: _____);

___ Density bonus, incentive, waiver, or other regulatory incentive of a form specified in Government Code §65915 *et, seq.* (please specify: _____);

___ Development agreement with City.

(f) I will enter into an agreement with the City to be recorded against the affordable rental property providing for the limitations on rents contained in subsection (d) above of this affidavit.

(g) I am a duly authorized officer, agent, or owner of the subject property.

_____
Date

_____
Signature

_____
Name (Print), Title

EXHIBIT B
INCLUSIONARY HOUSING AGREEMENT CONTENTS

All Inclusionary Housing Agreements should include the following:

A. Legal description of the entire property

B. Location of the inclusionary units

C. Development schedule in relation to the market-rate units; implementation of concurrency requirements

D. Type and tenure of units (single-family, condominium, townhouse, etc.; rental or ownership)

E. Number of bedrooms, bathrooms, and square footage of inclusionary units

F. Unit design and appearance

G. Level of affordability and length of affordability

H. Procedures for marketing the units

I. If for-sale units:

1. Provisions for recording restrictions against individual units as the inclusionary units are sold, if required
2. Use of City Council resolution to set initial affordable sales prices when units are ready for occupancy
3. Procedures for selecting initial buyers and verifying incomes and preferences, including first-time homebuyer status.
4. Mechanism for terminating the Inclusionary Housing Agreement once homebuyer restrictions are recorded against title.

J. If rentals:

1. Provisions for recording permanent rent regulatory agreement
2. Use of City Council resolution to set initial affordable rentals when units are ready for occupancy
3. Procedures for selecting initial renters and verifying incomes and preferences
4. Mechanism for terminating the Inclusionary Housing Agreement once the rent regulatory agreement is recorded against title
5. Provisions for ongoing monitoring.

K. If approved as part of Option 3, timing of payment of in-lieu fees, dedication of land, or construction by a non-profit sponsor. Mechanism for terminating or modifying the Inclusionary Housing Agreement once the fees have been paid and the land has been dedicated; or inclusionary units constructed by the non-profit sponsor.

L. Provisions for payment of City fees

M. Provisions for minor and substantive amendments

N. Remedies in the event of default.

EXHIBIT C
CALCULATION OF AFFORDABLE RENTS

ASSUMED HOUSEHOLD SIZE:

	0-BR	1-BR	2-BR	3-BR	4-BR	5-BR +
Number of Persons	1	2	3	4	5	1 additional person for each additional bedroom

AFFORDABLE RENTAL HOUSING COSTS:

Very Low Income: 30% times 50% of the monthly area median income adjusted for family size appropriate to the unit

Lower Income: 30% times 60% of the monthly area median income adjusted for family size appropriate to the unit

UTILITY ALLOWANCES:

Utility allowances will be the Section 8 utility allowances published annually by the Housing Authority of the County of Monterey. To determine the rent that may be charged to tenants of inclusionary units, the monthly utility allowance is deducted from the affordable rent if the tenant pays for utilities. Any mandatory fees charged for use of the property must also be deducted from the affordable rent.

EXHIBIT D
CALCULATION OF AFFORDABLE SALES PRICES

ASSUMED HOUSEHOLD SIZE:

	0-BR	1-BR	2-BR	3-BR	4-BR	5-BR +
Number of Persons	1	2	3	4	5	1 additional person for each additional bedroom

AFFORDABLE OWNERSHIP HOUSING COSTS:

Median Income: 30% of 90% of the area median income, adjusted for family size appropriate to the unit.

Moderate Income: 30% of 110% of the area median income, adjusted for family size appropriate to the unit.

Workforce Income: 30% of 150% of the area median income, adjusted for family size appropriate to the unit.

AFFORDABLE OWNERSHIP SALES PRICE ASSUMPTIONS:

Homeowners' Insurance	0.25% of Appraised Value
Homeowners' Association Fees	Project Specific (if required)
Private Mortgage Insurance (PMI)	0.5% of Mortgage (if required)
Property Taxes and Property Assessments	1.25% of Sales Price
Loan Terms	30 yr. Fully Amortized Principal + Interest, FNMA Interest Rate %
Downpayment	5.0% of Sales Price

EXHIBIT E
HOME PART 5 INCOME INCLUSIONS AND EXCLUSIONS

Part 5 Inclusions

This table presents the Part 5 income inclusions as stated in the Code of Federal Regulations

General Category	Statement from 24 CFR 5.609 paragraph (b) (April 1, 2004)
1. Income from wages, salaries, tips, etc.	The full amount, before any payroll deductions, of wages and salaries, overtime pay, commissions, fees, tips and bonuses, and other compensation for personal services.
2. Business Income	The net income from the operation of a business or profession. Expenditures for business expansion or amortization of capital indebtedness shall not be used as deductions in determining net income. An allowance for depreciation of assets used in a business or profession may be deducted, based on straight-line depreciation, as provided in Internal Revenue Service regulations. Any withdrawal of cash or assets from the operation of a business or profession will be included in income, except to the extent the withdrawal is reimbursement of cash or assets invested in the operation by the family.
3. Interest & Dividend Income	Interest, dividends, and other net income of any kind from real or personal property. Expenditures for amortization of capital indebtedness shall not be used as deductions in determining net income. An allowance for depreciation is permitted only as authorized in number 2 (above). Any withdrawal of cash or assets from an investment will be included in income, except to the extent the withdrawal is reimbursement of cash or assets invested by the family. Where the family has net family assets in excess of $5,000, annual income shall include the greater of the actual income derived from all net family assets or a percentage of the value of such assets based on the current passbook savings rate, as determined by HUD.
4. Retirement & Insurance Income	The full amount of periodic amounts received from Social Security, annuities, insurance policies, retirement funds, pensions, disability or death benefits, and other similar types of periodic receipts, including a lump-sum amount or prospective monthly amounts for the delayed start of a periodic amount (except as provided in number 14 of Income Exclusions).
5. Unemployment & Disability Income	Payments in lieu of earnings, such as unemployment and disability compensation, worker's compensation, and severance pay (except as provided in number 3 of Income Exclusions).
6. Welfare Assistance	Welfare Assistance. Welfare assistance payments made under the Temporary Assistance for Needy Families (TANF) program are included in annual income: Qualify as assistance under the TANF program definition at 45 CFR 260.31; and Are otherwise excluded from the calculation of annual income per 24 CFR 5.609(c). If the welfare assistance payment includes an amount specifically designated for shelter and utilities that is subject to adjustment by the welfare assistance agency in accordance with the actual cost of shelter and utilities, the amount of welfare assistance income to be included as income shall consist of: ▸ the amount of the allowance or grant exclusive of the amount specifically designated for shelter or utilities; *plus* the maximum amount that the welfare assistance agency could in fact allow the family for shelter and utilities. If the family's welfare assistance is reduced from the standard of need by applying a percentage, the amount calculated under 24 CFR 5.609 shall be the amount resulting from one application of the percentage.
7. Alimony, Child Support, & Gift Income	Periodic and determinable allowances, such as alimony and child support payments, and regular contributions or gifts received from organizations or from persons not residing in the dwelling.
8. Armed Forces Income	All regular pay, special day and allowances of a member of the Armed Forces (except as provided in number 7 of Income Exclusions).

EXHIBIT E
HOME PART 5 INCOME INCLUSIONS AND EXCLUSIONS

Part 5 Exclusions

This table presents the Part 5 income exclusions as stated in the Code of Federal Regulations

General Category	Statement from 24 CFR 5.609 paragraph (c) (April 1, 2004)
1. Income of Children	Income from employment of children (including foster children) under the age of 18 years.
2. Foster Care Payments	Payments received for the care of foster children or foster adults (usually persons with disabilities, unrelated to the tenant family, who are unable to live alone).
3. Inheritance and Insurance Income	Lump-sum additions to family assets, such as inheritances, insurance payments (including payments under health and accident insurance and worker's compensation), capital gains and settlement for personal or property losses (except as provided in number 5 of Income Inclusions).
4. Medical Expense Reimbursements	Amounts received by the family that are specifically for, or in reimbursement of, the cost of medical expenses for any family member.
5. Income of Live-in Aides	Income of a live-in aide (as defined in 24 CFR 5.403).
6. Disabled Persons	Certain increases in income of a disabled member of qualified families residing in HOME-assisted housing or receiving HOME tenant-basedrental assistance (24 CFR 5.671(a)).
7. Student Financial Aid	The full amount of student financial assistance paid directly to the student or to the educational institution.
8. Armed Forces Hostile Fire Pay	The special pay to a family member serving in the Armed Forces who is exposed to hostile fire.
9. Self-Sufficiency Program Income	a. Amounts received under training programs funded by HUD. b. Amounts received by a person with a disability that are disregarded for a limited time for purposes of Supplemental Security Income eligibility and benefits because they are set side for use under a Plan to Attain Self-Sufficiency (PASS). c. Amounts received by a participant in other publicly assisted programs that are specifically for, or in reimbursement of, out-of-pocket expenses incurred (special equipment, clothing, transportation, childcare, etc.) and which are made solely to allow participation in a specific program. d. Amounts received under a resident service stipend. A resident service stipend is a modest amount (not to exceed $200 per month) received by a resident for performing a service for the PHA or owner, on a part-time basis, that enhances the quality of life in the development. Such services may include, but are not limited to, fire patrol, hall monitoring, lawn maintenance, resident initiatives coordination, and serving as a member of the PHA's governing board. No resident may receive more than one such stipend during the same period of time. e. Incremental earnings and benefits resulting to any family member from participation in qualifying state or local employment training programs (including training not affiliated with a local government) and training of a family member as resident management staff. Amounts excluded by this provision must be received under employment training programs with clearly defined goals and objectives, and are excluded only for the period during which the family member participates in the employment training program.
10. Gifts	Temporary, nonrecurring, or sporadic income (including gifts).
11. Reparations	Reparation payments paid by a foreign government pursuant to claims filed under the laws of that government by persons who were persecuted during the Nazi era.
12. Income from Full-time Students	Earnings in excess of $480 for each full-time student 18 years old or older (excluding the head of household or spouse).
13. Adoption Assistance Payments	Adoption assistance payments in excess of $480 per adopted child.
14. Social Security & SSI Income	Deferred periodic amounts from SSI and Social Security benefits that are received in a lump sum amount or in prospective monthly amounts.
15. Property Tax Refunds	Amounts received by the family in the form of refunds or rebates under state or local law for property taxes paid on the dwelling unit.
16. Home Care Assistance	Amounts paid by a state agency to a family with a member who has a developmental disability and is living at home to offset the cost of services and equipment needed to keep this developmentally disabled family member at home.

EXHIBIT E
HOME PART 5 INCOME INCLUSIONS AND EXCLUSIONS

Part 5 Exclusions

This table presents the Part 5 income exclusions as stated in the Code of Federal Regulations

17. Other Federal Exclusions	Amounts specifically excluded by any other federal statute from consideration as income for purposes of determining eligibility or benefits under a category of assistance programs that includes assistance under any program to which the exclusions of 24 CFR 5.609(c) apply, including: • The value of the allotment made under the Food Stamp Act of 1977; • Payments received under the Domestic Volunteer Service Act of 1973 (employment through VISTA, Retired Senior Volunteer Program, Foster Grandparents Program, youthful offender incarceration alternatives, senior companions); • Payments received under the Alaskan Native Claims Settlement Act; • Income derived from the disposition of funds to the Grand River Band of Ottawa Indians; • Income derived from certain submarginal land of the United States that is held in trust for certain Indian tribes; • Payments or allowances made under the Department of Health and Human Services' Low-Income Home Energy Assistance Program; • Payments received under the Maine Indian Claims Settlement Act of 1980 (25 U.S.C. 1721); • The first $2,000 of per capita shares received from judgment funds awarded by the Indian Claims Commission or the U.S. Claims Court and the interests of individual Indians in trust or restricted lands, including the first $2,000 per year of income received by individual Indians from funds derived from interests held in such trust or restricted lands; • Amounts of scholarships funded under Title IV of the Higher Education Act of 1965, including awards under the Federal workstudy program or under the Bureau of Indian Affairs student assistance programs; • Payments received from programs funded under Title V of the Older Americans Act of 1985 (Green Thumb, Senior Aides, OlderAmerican Community Service Employment Program); • Payments received on or after January 1, 1989, from the Agent Orange Settlement Fund or any other fund established pursuant to the settlement in the In Re Agent Orange product liability litigation,M.D.L. No. 381 (E.D.N.Y.); • Earned income tax credit refund payments received on or after January 1, 1991, including advanced earned income credit payments; • The value of any child care provided or arranged (or any amount received as payment for such care or reimbursement for costs incurred for such care) under the Child Care and Development Block Grant Act of 1990; • Payments received under programs funded in whole or in part under the Job Training Partnership Act (employment and training programs for Native Americans and migrant and seasonal farm workers, Job Corps, state job training programs and career intern programs, AmeriCorps); • Payments by the Indian Claims Commission to the Confederated Tribes and Bands of Yakima Indian Nation or the Apache Tribe of Mescalero Reservation; • Allowances, earnings, and payments to AmeriCorps participants under the National and Community Service Act of 1990; • Any allowance paid under the provisions of 38 U.S.C. 1805 to a child suffering from spina bifida who is the child of a Vietnam veteran; • Any amount of crime victim compensation (under the Victims of Crime Act) received through crime victim assistance (or payment or reimbursement of the cost of such assistance) as determined under the Victims of Crime Act because of the commission of a crime against the applicant under the Victims of Crime Act; and • Allowances, earnings, and payments to individuals participating in programs under the Workforce Investment Act of 1998.

ORDINANCE NO. 2594 (N.C.S.)

AN ORDINANCE OF THE CITY OF SALINAS AMENDING ARTICLE III OF ARTICLE 17 (HOUSING) OF THE SALINAS MUNICIPAL CODE RELATING TO THE PROVISION OF INCLUSIONARY HOUSING

BE IT ORDAINED BY THE COUNCIL OF SALINAS:

SECTION ONE: Finding and Declarations.

The city council of Salinas finds and declares as follows:

a) Although Salinas has historically included much of the housing affordable to Monterey County's workforce, housing costs have escalated sharply, increasing faster than incomes for most groups in the community. In 2014, the Salinas Metropolitan Statistical Area (MSA) ranked as the fifth least affordable region in the United States. There is a severe shortage of adequate, affordable housing for extremely low, very low, lower, median, moderate, and workforce income households, as evidenced by the following:

(1) According to the Salinas housing element, 12.7 percent of Salinas households are extremely low income households; 15.6 percent of Salinas households are very low income households; and 19.1 percent are lower income households. In 2014 only 16.7 percent of the homes sold in the Salinas MSA were affordable to a household earning the area's median income, and prices have risen rapidly since then. Median rents are not affordable to extremely low, very low, and lower income households, which together comprise almost half the city's population.

(2) Because of the shortage of affordable housing in Salinas, half of the households in the city overpay for housing. The housing element found that forty-nine percent of Salinas households who own their homes pay more than thirty percent of income for housing, and twenty-four percent pay more than fifty percent of their income for housing. Fifty-two percent of renter households pay more than thirty percent of income for housing, and twenty-four percent of renter households pay more than fifty percent of their income for housing. These households are overpaying for their housing, according to standards of the United States Department of Housing and Urban Development, and the percentage of those overpaying has substantially increased since 2000, when thirty-one percent of Salinas owners and forty percent of Salinas renters paid more than thirty percent of their income for housing. Nearly three-quarters of lower income households are overpaying for housing. Providing decent housing at affordable costs allows households to utilize their resources for other necessary pursuits, such as education, food, investment, and saving for retirement. Providing decent rental housing at affordable costs allows households to save money to purchase a home.

(3) Many households are overcrowded. According to the housing element, Salinas households are much larger than the state average. The average household size in Salinas is 3.66, while in California the average household size is 2.90. Over seventeen percent of all households

in Salinas are overcrowded. Five percent of households in the city are severely overcrowded.

b) The 2015-2023 regional housing needs allocation for the city, mandated by California Government Code Section 65584 and prepared by the Association of Monterey Bay Area Governments, states that fifty-eight percent of new housing in Salinas should be affordable to very low, lower, and moderate income families. Federal and state government programs do not provide nearly enough affordable housing or subsidies to provide the required percentage of moderate, lower, or very low income households.

c) Goal H-1 in the city's housing element is to provide a variety of affordability levels to address existing and projected housing needs in Salinas. It is the city's policy to enhance the public welfare by encouraging a variety of housing types to give households of all types and income levels the opportunity to find suitable housing. (Policy H-1.1) It is also the city's policy to encourage the geographic dispersal of affordable housing throughout the city. (Policy H-1.6) The housing element further encourages the development of affordable housing with a focus on the needs of the local workforce (Policy H-3.1), through inclusionary housing (Policy H-3.7), and through collaborative partnerships with market-rate housing developers (Policy H-3.8). The city can achieve its goals of providing more affordable housing and achieving an economically balanced community only if part of the new housing built in the city is affordable to households with limited incomes.

d) Action H-8, "Inclusionary Housing" in the city's housing element states that the city will continue to implement its inclusionary housing program and is in the process of updating the inclusionary ordinance, including reviewing the in-lieu fee. The city intends to review and update if necessary its inclusionary ordinance every five years. The proposed amendments to the inclusionary ordinance are intended to implement housing element action H-8. In particular, to ensure economic feasibility, the proposed amendments reduce the amount of affordable housing required in for-sale projects to 15 to 20 percent (compared with 20 to 35 percent in the city's existing ordinance), allow developers to pay an in-lieu fee as an alternative to providing the required on-site affordable units, and provide additional options that a developer may elect to meet its affordable housing requirements.

e) The amended inclusionary ordinance codified in this article will substantially advance the city's legitimate interest in providing additional housing affordable to all income levels and dispersed in residential developments in the city because all inclusionary units required by the ordinance codified in this article, including both rental and ownership units, must be affordable to very low, lower, median, moderate, and workforce income households.

f) New market-rate rental residential developments will create local-serving jobs, of whom a quantifiable number will have very low, low, or moderate incomes, and so will increase the demand for and exacerbate the shortage of housing available for households at these income levels, as demonstrated in the Housing Impact Fee Nexus Study prepared by Vernazza Wolfe Associates, Inc. in January 2016. An additional residential rental housing feasibility study was conducted by Vernazza Wolfe Associates, Inc. in March 2017. The amendments included in this ordinance allow the city to adopt a rental housing impact fee.

g) Based on the findings above, the city desires to further the public health, safety, and welfare by adopting the requirements contained in this article. Affordable units provided within a development further the community's housing element goals of maintaining both economic diversity and geographically dispersed affordable housing. Requiring builders of new market rate housing to include some housing affordable to very low, lower, median, moderate, and workforce income households is also reasonably related to the impacts of their projects, as demonstrated in the Nexus Study. Providing additional alternatives to for-sale developers, including payment of an in-lieu fee, ensures that developers can construct economically viable projects without public subsidies while incorporating affordable housing into their projects or assisting in providing affordable housing elsewhere in the city.

SECTION TWO: Article 3 (Housing) of Chapter 17 (Housing) of the Salinas Municipal Code is amended to read as follows:

17-6. Purpose

The purpose of this article is to:

a) Enhance the public welfare by establishing policies which require the development of housing affordable to households of very low, lower, median, moderate, and workforce incomes.

b) Assist in meeting the city's share of regional housing needs as mandated by State law.

c) Offset the demand for affordable housing that is created by new market-rate housing development.

d) Implement the housing element's goals and objectives.

17-7. Definitions

Unless specifically defined in this section, words or phrases used in this article shall be interpreted so as to give this article its most reasonable application.

a) "Affordable housing plan" means a plan submitted in conformance with Section 17-16 specifying the manner in which inclusionary units will be provided in conformance with this article and consistent with the Salinas General Plan and Chapter 37 of the Salinas Municipal Code.

b) "Affordable ownership cost" means a reasonable down payment and an average monthly housing cost during the first calendar year of occupancy, including mortgage loan principal and interest, mortgage insurance, property taxes and property assessments, homeowners insurance, homeowners association dues, if any, and all other dues and fees assessed as a condition of property ownership, which does not exceed: (1) 30 percent of 50 percent of area median income for very low income households; (2) 30 percent of 70 percent of area median income for lower income households; (3) 30 percent of 90 percent of area median income for median income households; (4) 30 percent of 110 percent of area median income for moderate-

income households; (5) 30 percent of 150 percent of area median income for workforce income households. Area median income shall be adjusted for assumed household size based on unit size as follows: one person in a studio unit, two persons in a one-bedroom unit, three persons in a two-bedroom unit, four persons in a three-bedroom unit, five persons in a four-bedroom unit, and six persons in a five-bedroom unit. The inclusionary housing guidelines may incorporate procedures for determining affordable ownership cost in accordance with this section.

c) "Affordable rent" means monthly rent, including a reasonable utility allowance and all mandatory fees charged for use of the property, which does not exceed: (1) 30 percent of 50 percent of area median income for very low income households; and (2) 30 percent of 60 percent of area median income for lower income households. Area median income shall be adjusted for assumed household size based on unit size as follows: one person in a studio unit, two persons in a one-bedroom unit, three persons in a two-bedroom unit, four persons in a three-bedroom unit, and five persons in a four-bedroom unit. The inclusionary housing guidelines may incorporate procedures for determining affordable rent in accordance with this section.

d) "Applicant" or "developer" means a person, persons, or entity that applies for a residential development and also includes the owner or owners of the property if the applicant does not own the property on which the development is proposed.

e) "Area median income" means the annual median income for Monterey County, adjusted for household size, as published periodically in the California Code of Regulations, Title 25, Section 6932, or its successor provision.

f) "Attached Development" means townhomes, condominiums or unit(s) in which the physical connection of two structures share any part of a common wall or roof with no more than one hundred and twenty units.

g) "Building permit" includes full structural building permits as well as partial permits such as foundation-only permits.

h) "City Manager" means the city manager of the city or his or her designee.

i) "Common ownership or control" refers to property owned or controlled (including by an option to purchase or a purchase agreement) by the same person, persons, or entity, or by separate entities in which any shareholder, partner, member, or family member of an investor of the entity owns ten percent (10%) or more of the interest in the property.

j) "Contiguous property" means any parcel of land that is: (1) touching another parcel at any point; (2) separated from another parcel at any point only by a public right of way, private street or way, or public or private utility, service, or access easement; or (3) separated from another parcel only by other real property under common ownership or control of the applicant.

k) "Density bonus units" means dwelling units approved in a residential development under California Government Code section 65915 et seq. that are in excess of the maximum residential density otherwise permitted by the Salinas General Plan or zoning ordinance.

l) "Downtown Area" means the area within the boundaries of the Central City Overlay District as defined per Zoning Code 37-40.300.

m) "First approval" means the first of the following approvals to occur with respect to a residential development: development agreement, general plan amendment, specific or area plan adoption or amendment, zoning, rezoning, pre-zoning, planned development permit, tentative map, parcel map, conditional use permit, special use permit, or building permit.

n) "For-sale residential development" means any residential development or portion of a residential development that involves the creation of one or more additional dwelling units or lots that may lawfully be sold individually. A for-sale residential development also includes a condominium conversion as described in Article VII of Chapter 31.

o) "Future Growth Area" is that incorporated area designated by the 2002 General Plan, located north of Boronda Road, and bounded by San Juan Grade Road to the west, Williams Road to the east, and Rogge Road and the future extensions of Russell Road and Old Stage Road to the north.

p) "Inclusionary housing agreement" means an agreement in conformance with Section 17.16 of this article between the city and an applicant, governing how the residential development shall comply with this article.

q) "Inclusionary housing guidelines" means the requirements for implementation and administration of this article adopted by city council.

r) "Inclusionary unit" means a dwelling unit required by this article to be affordable to very low, lower, median, moderate, or workforce income households.

s) "Lower income households" means those households whose annual income, adjusted for household size, does not exceed the low income limits, adjusted for household size, applicable to Monterey County as defined in California Health and Safety Code Section 50079.5 and published annually in Title 25 of the California Code of Regulations, Section 6932 (or its successor provision).

t) "Market rate unit" means a new dwelling unit in a residential development that is not an inclusionary unit.

u) "Median income households" means households whose annual income, adjusted for household size, does not exceed area median income.

v) "Moderate income households" means households whose annual income, adjusted for household size, does not exceed the moderate income limits applicable to Monterey County as

defined in California Health and Safety Code Section 50093 and published annually in Title 25 of the California Code of Regulations, Section 6932 (or its successor provision).

w) "Planning permit" means any discretionary approval of a residential development, including but not limited to a development agreement, general plan amendment, specific or area plan adoption or amendment, zoning, rezoning, pre-zoning, planned development permit, tentative map, parcel map, conditional use permit, or special use permit.

x) "Rental residential development" means any residential development or portion of a residential development that creates one or more additional dwelling units that cannot lawfully be sold individually.

y) "Residential development" means any development project requiring a planning permit or a building permit, if no planning permit is needed, for which an application has been submitted to the city, and where the residential development would either (1) create ten or more additional dwelling units or lots; (2) convert ten or more existing rental dwelling units to condominiums; or (3) is contiguous to property under common ownership or control of the applicant where the combined residential capacity of all of the applicant's property under the General Plan designation or zoning is ten or more additional residential units or lots.

z) "Surplus inclusionary unit" means any inclusionary unit constructed as part of a residential development without city funds or nine percent low income housing tax credits, and which is excess of the numerical requirement for inclusionary units for that residential development. "City funds" include both money which originates directly from the city, such as general fund monies, and that which originates from other sources, such federal and state funds, but that the city allocates. "City funds" also include any waiver of city fees.

aa) "Unit type" means detached single-family home, duplex, triplex, townhome, or multifamily construction.

bb) "Very low-income households" means households whose annual income, adjusted for household size, does not exceed the very low income limits applicable to Monterey County as defined in California Health and Safety Code Section 50105 and published annually in Title 25 of the California Code of Regulations, Section 6932 (or its successor provision).

cc) "Workforce income households" means households whose annual income, adjusted for household size, does not exceed 160 percent of area median income.

17-8. Exemptions

This article shall not apply to any of the following:

a) Projects that are not residential developments as defined in Section 17-7(x), including but not limited to those residential developments creating fewer than ten additional dwelling units or lots.

b) Residential developments which are developed pursuant to the terms of a development agreement executed prior to the effective date of this ordinance or which have otherwise received a vested right to proceed without conforming to this article under state law, provided that such residential developments shall comply with any affordable housing requirements consistent with the development agreement.

c) Residential developments exempted by Government Code section 66474.2 or 66498.1, provided that such residential developments shall comply with any predecessor ordinance in effect on the date the application for the development was deemed complete.

d) Residential developments located in the Downtown Area, unless the city council by resolution determines that, based on market conditions, the provisions of this article will be applied in the Downtown Area.

e) Residential developments that have submitted a complete planning or building permit application along with full payment of required application fees to the city prior to the effective date of this ordinance, provided that such residential developments shall comply with any approved affordable housing plan and any predecessor ordinance applicable to the development.

f) One-hundred percent affordable low-income housing projects with either a recorded deed restriction, restrictive covenant or regulatory agreement of no less than thirty years.

17-9. Basic Inclusionary Housing Options – For-Sale Residential Developments

An applicant for a for-sale residential development may elect to provide one of the basic options described in this section or elect to propose one of the options described in Section 17-13. The requirements of this section are minimum requirements and do not preclude a residential development from providing additional affordable units or affordable units with lower rents or sales prices than required by this section.

Calculations of the number of required inclusionary units shall exclude any density bonus units that are part of the residential development. Fractions of one-half or greater shall be rounded up to the next highest whole number, and fractions of less than one-half shall be rounded down to the next lowest whole number.

a) **On-Site For-Sale Inclusionary Units.** An applicant for a for-sale residential development may elect to provide on-site for-sale inclusionary units at affordable ownership cost as follows:

   (1) Option One: A minimum of four percent of the dwelling units in the residential development shall be affordable to very low income households, eight percent shall be affordable to lower income households, four percent shall be affordable to moderate income households, and four percent shall be affordable to workforce income households, for a minimum twenty percent inclusionary units total.

(2) Option Two: A minimum of six percent of the dwelling units in the residential development shall be affordable to median income households, six percent to moderate income households, and three percent to workforce income households, for a minimum fifteen percent inclusionary units total.

b) **On-Site Rental Inclusionary Units.** An applicant for a for-sale residential development may elect to provide on-site rental inclusionary units at affordable rent as follows:

(1) Option One: A minimum of eight percent of the dwelling units in the residential development shall be affordable to very low income households and four percent shall be affordable to lower income households, for a minimum twelve percent inclusionary units total.

(2) Option Two: If an applicant elects Option One under Section 17-9(a) above, the applicant may elect to provide the very low income units and the lower income units as rental units rather than for-sale unit, so that a minimum of four percent of the dwelling units in the residential development shall be available to very low income households at affordable rent, eight percent shall be available to lower income households at affordable rent, four percent shall be available to moderate income households at affordable ownership cost, and four percent shall be affordable to workforce income households at affordable ownership cost, for a minimum twenty percent inclusionary units total. Under this option, an applicant may elect to pay rental housing impact fees in order to satisfy the rental obligation.

(3) To ensure compliance with the Costa-Hawkins Residential Rent Control Act (Civil Code Section 1954.50 *et seq.*), the city may approve on-site rental inclusionary units only if the applicant agrees in a rent regulatory agreement with the city to limit rents in consideration for a direct financial contribution or a form of assistance specified in Density Bonus Law (Government Code Section 65915 *et seq.*).

(4) Any rent regulatory agreement for rental units in a for-sale residential development shall include provisions for sale of the inclusionary units and relocation benefits for tenants of the inclusionary units if the owner of the residential development later determines to offer the inclusionary units in the residential development for sale at affordable ownership cost.

c) **Payment of In-Lieu Fees.** An applicant for a for-sale residential development may elect to pay in-lieu fees as described in Section 17-14 and adopted from time to time by resolution of the city council.

17-10. Basic Inclusionary Housing Options – Rental Residential Developments

An applicant for a rental residential development may elect to provide one of the basic options described in this section or elect to propose one of the options described in Section 17-13. The requirements of this section are minimum requirements and do not preclude a residential development from providing additional affordable units or affordable units with lower rents or sales prices than required by this section.

a) **Payment of Rental Housing Impact Fees.** An applicant for a rental residential development may elect to pay rental housing impact fees as described in Section 17-14 and adopted from time to time by resolution of the city council. If an applicant chooses to pay rental housing impact fees, the applicant will also make twelve percent of the units within the development available to section 8 housing choice voucher program participants so long as the section 8 housing choice voucher program is in effect.

b) **On-Site Rental Inclusionary Units.** An applicant for a rental residential development may elect to provide on-site rental inclusionary units at affordable rent as follows:

(1) A minimum of eight percent of the dwelling units in the residential development shall be affordable to very low income households and four percent shall be affordable to lower income households, for a minimum twelve percent inclusionary units total.

(2) Calculations of the required number of inclusionary units shall exclude any density bonus units that are part of the residential development. Fractions of one-half or greater shall be rounded up to the next highest whole number, and fractions of less than one-half shall be rounded down to the next lowest whole number.

(3) To ensure compliance with the Costa-Hawkins Act (Chapter 2.7 of Title 5 of Part 4 of Division 3 of the Civil Code), the city may approve on-site rental inclusionary units only if the applicant agrees in a rent regulatory agreement with the city to limit rents in consideration for a direct financial contribution or a form of assistance specified in Chapter 4.3 (commencing with Section 65915) of Division 1 of Title 7 of the Government Code.

(4) An applicant may submit a request to provide different on-site rental percentages and affordability levels in order to comply and satisfy the requirements of the California tax credit allocation committee 4% or 9% low-income housing tax credit programs. Submittal of such request must be reviewed and approved by the city.

c) The city may require on-site rental inclusionary units at such time as current appellate case law in Palmer/Sixth Street Properties, L.P. v. City of Los Angeles (2nd Dist. 2009) 175 Cal.App.4th 1396, is overturned, disapproved, or depublished by a court of competent jurisdiction or modified by the state legislature to authorize control of rents of inclusionary units

17-11. Timing of Construction of Inclusionary Units

a) The city may issue building permits for seventy percent of the market rate units within a residential development before issuing building permits for any inclusionary units. Following issuance of seventy percent of building permits for the market rate units, the inclusionary units shall be constructed in proportion to construction of the market rate units. No building permit shall be issued for any additional market rate unit unless a proportional number of building permits have been issued for inclusionary units, and no certificates of occupancy or final inspections shall be issued for any additional market rate units unless a proportional number of certificates of occupancy or final inspections have been issued for inclusionary units. For example, if inclusionary units constitute twenty percent of the remaining units to be built in

the development after seventy percent of the market-rate units are issued building permits, inclusionary units must constitute twenty percent of the remaining building permits issued.

b) Notwithstanding Section 17-11 (a), the city, at its sole discretion, may issue building permits for 100 percent of market rate units within a residential development before issuing building permits for any inclusionary units if the developer is partnering with an experienced non-profit affordable housing provider. If the applicant elects to propose one of the alternatives described in Section 17-13, the applicant shall propose a phasing plan for construction of inclusionary and market rate units as part of the affordable housing plan.

c) Specific proposed timing of construction of inclusionary and market rate units shall be included in all affordable housing plans.

17-12. Standards for Inclusionary Units

a) Inclusionary units shall be dispersed throughout the residential development, with the same unit types as the market rate units, except for the following:

(1) Inclusionary units affordable to workforce income households may have smaller lots than market rate units.

(2) Inclusionary units affordable to moderate and median income households may built in attached developments. However, at least fifty percent of the units in the attached development must be market rate units.

(3) Rental inclusionary units may be clustered as needed in multifamily or other housing types to provide eligibility for state and federal funding, including housing tax credits, if the affordable housing plan includes a management plan satisfactory to the city, and if approved by the city council.

b) At a minimum, the inclusionary units shall have the same proportion of units with each number of bedrooms as the market rate units (the same proportion of one-bedroom units, of two-bedroom units, etc.).This does not preclude a developer from providing inclusionary units with more bedrooms than is required by this ordinance.

c) Inclusionary units must meet the following minimum standards:

(1) Single Room Occupancy: 250 sf, ¾ bath

(2) Studio: 500 sq. ft., 1 bath

(3) 1 bedroom: 650 sq. ft., 1 bath

(4) 2 bedroom: 900 sq. ft., 1 bath

(5) 3 bedroom: 1100 sq. ft., 1.75 baths

(6) 4 bedroom: 1275 sq. ft., 1.75 baths

A full bathroom includes sink, toilet, and tub with shower. A 0.75 bath includes a sink, toilet, and tub or shower.

d) The quality of exterior design and overall quality of construction of the inclusionary units shall be consistent with the exterior design of the market rate units in the residential development and shall meet all site, design, and construction standards included in Title 17 (Buildings and Construction), Title 19 (Subdivisions), and Title 20 (Zoning) of this Code, including but not limited to compliance with all design guidelines included in applicable specific plans or otherwise adopted by the city council, and the inclusionary housing guidelines.

e) lnclusionary units may have different interior finishes and features than market rate units in the same residential development, as long as the finishes and features are functionally equivalent to the market rate units and are durable and of good quality and comply with the inclusionary housing guidelines. The city may adopt more detailed interior finish or construction standards in the inclusionary housing guidelines.

f) The inclusionary units shall have the same access to and enjoyment of common open space and facilities in the residential development as the market rate units.

17-13. Developers' Compliance Options

As an alternative to the basic inclusionary housing options described in Sections 17-9 and 17-10 of this article, a developer may elect to propose one of the options included in this section. The city at its sole discretion may offer additional incentives or subsidies to achieve more inclusionary units, greater affordability, or more rental units. All options included in this section must be approved by the city council.

a) **Off-Site Construction**. For residential developments within the Future Growth Area, the inclusionary housing requirements of this article may be satisfied by the construction of inclusionary units on a site different from the site of the residential development if the proposal meets all of the following criteria:

(1) The inclusionary units must be built within the Future Growth Area.

(2) The off-site location will not tend to cause racial segregation.

(3) Access to public transportation shall be equal to or better than that available to the residential development.

(4) The proposed site has a General Plan and zoning designation that authorizes residential uses and is zoned at a density to accommodate at least the required number of inclusionary units.

(5) The proposed site is suitable for development of the inclusionary units in regard to configuration, physical characteristics, location, access, adjacent uses, and other relevant planning and development criteria.

(6) Any hazardous materials and geological hazards shall be mitigated to the satisfaction of the city. The site shall not be located in a 100-year flood plain. If federal or state funds are proposed to finance the off-site development, the site must meet all required federal or state, as applicable, environmental standards.

(7) The construction schedule for the off-site inclusionary units shall be included in the affordable housing plan and the inclusionary housing agreement. The off-site inclusionary units shall be constructed prior to or concurrently with the market rate units in the residential development consistent with the proposed construction schedule.

b) **Partnership**. An applicant may elect to contract with another developer with experience in building and managing affordable housing to construct all or some of the required inclusionary units. The inclusionary housing agreement shall contain specific assurances guaranteeing the timely completion of the required inclusionary units, including satisfactory assurances that construction and permanent financing will be secured for the construction of the units within the schedule shown in the affordable housing plan.

c) **Dedication of Land**. The inclusionary housing requirements of this article may be satisfied by the dedication of land in lieu of constructing inclusionary units within the residential development if the proposal meets all of the following criteria:

(1) Marketable title to the site is transferred to the city, or an affordable housing developer approved by the city, prior to the commencement of construction of the residential development.

(2) The location will not tend to cause racial segregation.

(3) Access to public transportation shall be equal to or better than that available to the residential development.

(4) The proposed site has a General Plan and zoning designation that authorizes residential uses and is zoned at a density to accommodate at least the required number of inclusionary units.

(5) The proposed site is suitable for development of the inclusionary units in regard to configuration, physical characteristics, location, access, adjacent uses, and other relevant planning and development criteria, including, but not limited to, the cost of construction arising from the nature, condition, or location of the site.

(6) Any hazardous materials have been mitigated to the satisfaction of the city prior to transfer of title. The site is not located in a 100-year flood plain. The site meets all required federal and state environmental standards.

(7) Infrastructure to serve the dedicated site, including but not limited to streets and public utilities, is available at the property line and has adequate capacity to serve the maximum allowable residential development.

(8) If the property is to be transferred to the city, the deed transferring title does not require the city to construct affordable housing on the site, but allows the city to sell, transfer, lease, or otherwise dispose of the dedicated site at the city's sole discretion. Any funds collected as the result of a sale, transfer, lease, or other disposition of sites dedicated to the city shall be deposited into the inclusionary housing trust fund described in Section 17-17. However generally, it is the city's policy to use the dedicated land for affordable housing.

(9) If the site is to be transferred to an affordable housing developer, the construction schedule for the inclusionary units shall be included in the affordable housing plan and the inclusionary housing agreement.

d) **Transfers of Surplus Inclusionary Units**. For residential developments within the Future Growth Area, the inclusionary housing requirement of this article may be satisfied by the use of surplus inclusionary units if the proposal meets all of the following criteria:

(1) A developer who completes construction and makes available one or more surplus inclusionary units at an affordable rent or affordable ownership cost may utilize those surplus inclusionary units to satisfy the developer's future inclusionary housing requirements within the Future Growth Area for a period of five years after approval of occupancy for the surplus inclusionary unit. During the last year of the first five-year period, developers may apply for one five-year extension, which may be granted at the sole discretion of the city council.

(2) A developer who completes construction and makes available one or more surplus inclusionary units at an affordable rent or affordable ownership cost may alternatively sell or otherwise transfer the surplus inclusionary credit to another developer within the Future Growth Area in order to satisfy, or partially satisfy, the transferee's inclusionary housing requirements.

(3) Any surplus inclusionary unit proposed to meet the inclusionary housing requirements of another residential development must have the same tenure (rental or ownership) and at least as many bedrooms as the required inclusionary unit and otherwise meets all requirements of Section 17-12.

(4) The city may develop more detailed implementation standards and requirements for credits and transfers as part of the inclusionary housing guidelines.

e) **Other Options.** A developer may propose an option not listed above to comply with inclusionary housing requirements. Such proposals shall be made in the affordable housing plan, shall be considered by the city in accordance with this article and the inclusionary housing guidelines, and may be approved by the city if the alternative method of compliance either provides substantially the same or greater level of affordability or the amount of affordable

housing as would be required by the basic options listed in Sections 17-9 and 17-10, or provides fewer units with deeper affordability.

17-14. In-Lieu Fees and Rental Housing Impact Fees

a) The city council may from time to time adopt by resolution housing in-lieu fees for for-sale residential developments and rental housing impact fees for rental residential developments.
b) Payment of in-lieu fees and rental housing impact fees shall be due at the issuance of building permits for the residential development. The fees shall be calculated based on the fee schedule in effect at the time the building permit is issued.

c) All in-lieu fees and rental housing impact fees shall be deposited in the inclusionary housing trust fund.

17-15. Continuing Affordability and Initial Occupancy

a) The city council, by resolution, shall approve standard documents to ensure the continued affordability of the inclusionary units approved in each residential development. Prior to approval of the final or parcel map for any residential development, or issuance of any building permit, the inclusionary housing agreement shall be recorded.

b) Rental regulatory agreements shall be recorded against all rental inclusionary units prior to occupancy. For for-sale inclusionary units, shared appreciation documents or other documents approved by the city council shall be recorded against each inclusionary unit prior to sale. However, if the price of the market rate units in that phase of the residential development is equal to or below the affordable ownership cost for a median, moderate, or workforce income household, then no documents need be recorded against the inclusionary units in the relevant income category.

c) The term of affordability for all inclusionary units shall be thirty years. A longer term of affordability may be required if the residential development receives a subsidy of any type, including but not limited to loan, grant, mortgage financing, mortgage insurance, or rental subsidy, and the subsidy program requires a longer term of affordability.

d) All promissory note repayments, shared appreciation payments, or other payments collected under this section shall be deposited in the city's inclusionary housing trust fund.

e) Any household that occupies an inclusionary unit must occupy that unit as its principal residence.

f) No household may begin occupancy of an inclusionary unit until the household has been determined to be eligible to occupy that unit. The city council, by resolution, may establish guidelines for determining household income, affordable ownership cost, affordable rent, provisions for continued monitoring of tenant eligibility, and other eligibility criteria.

g) Any person who is a member of the city council or the planning commission, and their immediate family members, and any person having any equity interest in the residential development, including but not limited to a developer, partner, investor, or applicant, and their immediate family members, is ineligible to rent, lease, occupy, or purchase an inclusionary unit. The city council, by resolution, may establish guidelines for determination of "immediate family members."

17-16. Affordable Housing Plan Submittal and Inclusionary Housing Agreement.

a) An affordable housing plan shall be submitted as part of the application for first approval of any residential development. No application for a first approval for a residential development may be deemed complete unless a complete affordable housing plan is submitted. If the residential development includes fewer than 10 units, the affordable housing plan shall include all contiguous property under common ownership and control. However, the applicant shall not be required to construct any dwelling units upon the contiguous property until an application is proposed for that property. No affordable housing plan shall be required if the applicant proposes to pay in-lieu fees or rental housing impact fees to satisfy the requirements of this article.

b) For each construction phase, the affordable housing plan shall specify, at the same level of detail as the application for the residential development: the inclusionary housing option selected, the number, unit type, tenure, number of bedrooms and baths, approximate location, construction and completion schedule of all inclusionary units, and phasing of inclusionary units in relation to market rate units. If an option listed in Section 17-13 is selected, additional information shall be submitted to verify that the proposal meets the requirements of that section.

c) The affordable housing plan shall be reviewed as part of the first approval of any residential development. The affordable housing plan shall be approved if it conforms to the provisions of this article. A condition shall be attached to the first approval of any residential development to require recordation of the inclusionary housing agreement described in subsection (e) of this section prior to the approval of any final or parcel map or building permit for the residential development.

d) A minor modification of an approved affordable housing plan may be granted by the city manager if the modification is substantially in compliance with the original affordable housing plan and conditions of approval. Other modifications to the affordable housing plan shall be processed in the same manner as the original plan.

e) Following the first approval of a residential development, the city shall prepare an inclusionary housing agreement providing for implementation of the affordable housing plan and consistent with the inclusionary housing guidelines. Prior to the approval of any final or parcel map or issuance of any building permit for a residential development subject to this article, the inclusionary housing agreement shall be executed by the city and the applicant and recorded against the entire residential development property to ensure that the agreement will be enforceable upon any successor in interest. If the affordable housing plan included contiguous

property under common ownership or control, and affordable housing will be required on the property under common ownership or control when that contiguous property is developed, the inclusionary housing agreement shall also be recorded against that contiguous property under common ownership or control and shall require compliance with this article upon development of that contiguous property at such time as there are planning permit applications that would authorize a total of ten or more residential units for the residential development and the contiguous property under common ownership or control.

f) The city council, by resolution, may establish fees for the ongoing administration and monitoring of the inclusionary units, which fees may be updated periodically, as required.

17-17. Inclusionary Housing Trust Fund.

a) All in-lieu fees, rental housing impact fees, monitoring and other fees, promissory note repayments, shared appreciation payments, or other funds collected under this article shall be deposited into a separate account to be designated as the inclusionary housing trust fund.
b) The monies in the inclusionary housing trust fund and all earnings from investment of the monies in the inclusionary housing trust fund shall be expended exclusively to provide housing affordable to very low income, lower income, median income, moderate income, and workforce income households in the city of Salinas.

17-18. Waiver

a) Notwithstanding any other provision of this article, the requirements of this article may be waived, adjusted, or reduced if an applicant shows, based on substantial evidence, that applying the requirements of this article to the proposed residential development would take property in violation of the United States or California Constitutions.

b) Any request for a waiver, adjustment, or reduction under this section shall be submitted to the city concurrently with the affordable housing plan. The request for a waiver, adjustment, or reduction shall set forth in detail the factual and legal basis for the claim.

c) The request for a waiver, adjustment, or reduction shall be reviewed and considered in the same manner and at the same time as the affordable housing plan. In making a determination on an application for waiver, adjustment, or reduction, the applicant shall bear the burden of presenting substantial evidence to support the claim. The city may assume each of the following when applicable:

(1) That the applicant will provide the most economical inclusionary units feasible, meeting the requirements of this article and the inclusionary housing guidelines.

(2) That the applicant is likely to obtain housing subsidies when such funds are reasonably available.

d) The waiver, adjustment or reduction may be approved only to the extent necessary to avoid an unconstitutional result, after adoption of written findings based upon the advice of the city attorney and based on substantial evidence.

17-19. Implementation and Enforcement

a) The city council may adopt inclusionary housing guidelines, by resolution, to assist in the implementation of all aspects of this article.

b) The city attorney shall be authorized to enforce the provisions of this article and all inclusionary housing agreements, regulatory agreements, covenants, resale restrictions, promissory notes, deed of trust, and other requirements placed on inclusionary units by civil action and any other proceeding or method permitted by law. The city may, at its discretion, take such enforcement action as is authorized under this code and/or any other action authorized by law or by any regulatory document, restriction, or agreement executed under this article.

c) Failure of any official or agency to fulfill the requirements of this article shall not excuse any applicant or owner from the requirements of this article. No permit, license, map, or other approval or entitlement for a residential development shall be issued, including without limitation a final inspection or certificate of occupancy, until all applicable requirements of this article have been satisfied.

d) The remedies provided for herein shall be cumulative and not exclusive and shall not preclude the city from any other remedy or relief to which it otherwise would be entitled under law or equity.

SECTION THREE: SEVERABILITY

If any clause, sentence, section, or part of this article, or any fee or requirement imposed upon any person or entity, is found to be unconstitutional, illegal, or invalid, such unconstitutionality, illegality, or invalidity shall affect only such clause, sentence, section or part, or such person or entity, and shall not affect or impair any of the remaining provisions, clauses, sentences, sections, or parts or the effect of this article on other persons or entities. It is hereby declared to be the intention of the city council that this article would have been adopted had such unconstitutional, illegal, or invalid clause, sentence, section, or part not been included herein, or had such person or entity been expressly exempted from the application from the application of this article.

SECTION FOUR: EFFECTIVE DATE.
This ordinance shall take effect and be in force thirty (30) days after its adoption by the city council.

SECTION FIVE: PUBLICATION.

The Clerk of the City of Salinas published a notice in The Californian, a newspaper of general circulation printed and published in Monterey County and published and circulated in the City of Salinas, within ten (10) days from its adoption.

The foregoing ordinance was duly introduced and read before the City Council of the City of Salinas, County of Monterey, at the regular meeting of the City Council held on 16th day of May 2017, and adopted at a regular meeting of said Council held on the 6th, day of June, 2017, by the following vote:

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

NOES: None

ABSTAIN: None

ABSENT: None

APPROVED:

Joe Gunter, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

APPROVED AS TO FORM:

Christopher A. Callihan, City Attorney

Class	City Attorney	City Manager	Community Development Dir	Finance Director	Lib/Community Svc Dir	Planning Manager	Public Works Director	Senior Planner	Grand Total
Loaded Hourly Rate	$ 156.31	$ 183.12	$ 129.66	$ 136.52	$ 121.53	$ 101.19	$ 119.87	$ 71.95	
Meetings	18	15	17	17	15	18	18	18	
2 hrs per meeting	2	2	2	2	2	2	2	2	
Review time	10	2	7	5	4	10	10	10	
Other Time								41	
Total Cost for Staff Time	7,190	5,860	5,316	5,324	4,132	4,655	5,514	6,260	**44,251**

(# meetings x 2 hrs) + review and other hrs.) x hourly rate

CITY OF SALINAS
FUTURE GROWTH AREA
ACCOUNTS RECEIVABLE
June 30, 2017-Matsui's Acreage updated

	Acreage	*% Total Acres*	*% Participating*	*Expenditures thru 06/30/12*	*Payments thru 06/30/12*	*Payments from 2008 Trust Acct*	*Interests/ Adjustments*	*Amount Due 06/30/17*
Participating:								
East								
Global as Investments					(31,810.83)			(31,810.83)
Wayland/Hardy	461.52	18.78%	21.04%	585,105.68	(533,509.78)	(16,401.00)	(18,769.95)	16,424.95
Andrus	302.72	12.32%	13.80%	383,782.27	(123,073.28)	(10,754.70)	29,065.93	279,020.22
	764.24			968,887.95	(688,393.89)	(27,155.70)	10,295.98	263,634.34
West								
Glover/Barbara Emlay					(296.11)		(952.79)	(1,248.90)
Rexford	158.59	6.45%	7.23%	201,057.18	(184,455.43)	(6,399.00)	(6,747.68)	3,455.07
Sabrana-Nucci Ranch	117.95	4.80%	5.38%	149,534.61	(128,815.27)	(4,759.00)	(2,467.10)	13,493.24
Kantro	154.04	6.27%	7.02%	195,288.78	(182,298.20)	(6,214.00)	(3,419.23)	3,357.35
Bondesen	99.55	4.05%	4.54%	126,207.47	(120,664.58)	(4,016.00)	(2,022.73)	(495.84)
Harden Foundation (Harrod)	72.58	2.95%	3.31%	92,015.45	(74,366.43)	(2,927.00)	(2,951.00)	11,771.02
Madalora	108.32	4.41%	4.94%	137,325.90	(140,779.90)	(4,369.00)	9,598.66	1,775.66
Mortensen	53.94	2.20%	2.46%	68,384.04	(69,513.66)	(2,174.70)	1,600.74	(1,703.58)
	764.97			969,813.43	(901,189.58)	(30,858.70)	(7,361.13)	30,404.02
Central								
Christensen	151.39	6.16%	6.90%	191,929.17	(118,670.89)	(6,817.67)	14,543.24	80,983.85
Creekbridge	297.54	12.11%	13.56%	377,215.17	(294,294.77)		(18,614.19)	64,306.21
Matsui	215.33	8.76%	9.82%	272,991.00				272,991.00
	664.26			842,135.34	(412,965.66)	(6,817.67)	(4,070.95)	418,281.06
Subtotal Participating	**2,193.47**		**100.00%**	**2,780,836.72**	**(2,002,549.13)**	**(64,832.07)**	**(1,136.10)**	**712,319.42**
Non-Participating:								
East								
Matsui	53.25	2.17%						
Shibata	53.25	2.17%						
Gabilan Knights	16.98	0.69%						
Carlon	11.46	0.47%						
Clark	13.44	0.55%						
Calleros	5.61	0.23%						
First Free Will Baptist	10.43	0.42%						
	164.42							
West								
SUHSD	37.91	1.54%						
Piffero	0.78	0.03%						
Santa Rita Union School D	11.46	0.47%						
Glover	1.71	0.07%						
	51.86							
Central								
Avila	0.51	0.02%						
Settrini	46.74	1.90%						
	47.25							
Subtotal Non Participating	263.53							
Total	2,457.00	100.00%						

SALINAS PLANNING COMMISSION
RESOLUTION NO. 2019-18 (N.C.S.)

RESOLUTION RECOMMENDING CITY COUNCIL CERTIFICATION OF FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (ER 2018-003) AND ADOPTION OF CEQA FINDINGS, A STATEMENT OF OVERRIDING CONSIDERATIONS, AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE WEST AREA SPECIFIC PLAN

WHEREAS, Brian Finegan, Esq. (representing multiple property owners and developers) has submitted applications for the West Area Specific Plan project (Project), including requests for a Specific Plan, Rezone, and Development Agreement approvals that would permit development of the 797-acre project site shown in Exhibit A, herein incorporated by reference; and

WHEREAS, the City of Salinas (hereinafter "City"), as lead agency under the California Environmental Quality Act (Pub. Res. Act Section 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.) (collectively "CEQA") has completed the Final Program Environmental Impact Report ("Final EIR") State Clearinghouse No. 2006021072 for the West Area Specific Plan in compliance with CEQA; and

WHEREAS, in accordance with Section 15082 of the CEQA Guidelines, on October 14, 2015, the City released a Notice of Preparation ("NOP") for the Draft Program Environmental Impact Report ("Draft EIR"), and received comments from nine (9) agencies and commenters in response to the NOP (these comments are included in Appendix A of the Draft EIR, herein incorporated by reference as Exhibit B); and

WHEREAS, an EIR public scoping meeting was duly noticed and held on October 29, 2015, to solicit public and agency comments on the scope of the Draft EIR; and

WHEREAS, the Draft EIR and associated technical appendices to the Draft EIR, herein incorporated by reference as Exhibits B and C, were prepared and the City filed a Notice of Completion of the Draft EIR, herein incorporated by reference as Exhibit D, with the California Office of Planning and Research State Clearinghouse on February 27, 2019, which commenced a 45-day state public agency review period ending on April 15, 2019; and

WHEREAS, the City filed a Notice of Availability of the Draft EIR with the Monterey County Clerk on February 27, 2019, which commenced a 45-day local public review period ending on April 15, 2019; and

WHEREAS, the Notice of Availability was also posted at the City of Salinas City Hall, the Salinas Permit Center, the City's two (2) libraries, and on the City's website; and

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

WHEREAS, the City subsequently prepared a Final EIR, herein incorporated by reference as Exhibit E, which contains the comment letters and written responses to comments addressing the substantive environmental issues received; and

WHEREAS, the City prepared a record of modifications to the Draft EIR made in response to these comments; and

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

WHEREAS, on December 4, 2019 the Planning Commission held a duly noticed public hearing to consider the Final EIR (ER 2018-003); the proposed West Area Specific Plan (SPEC 2013-002); Rezone (RZ 2019-001); and the proposed Development Agreement (DA 2019-001); and

WHEREAS, the Planning Commission weighed the evidence presented at said public hearing, including the staff report which is on file at the Community Development Department, together with the record of environmental review including the Draft EIR, public comments on said document and responses thereto, the Final EIR, and evidence and public testimony presented at the public hearing; and

WHEREAS, the Planning Commission reviewed and considered all of the extensive information contained therein prior to making recommendations to the City Council; and

WHEREAS, CEQA Findings have been prepared for the Project that are incorporated herein as Exhibit F regarding the environmental review process and the contents of the West Area Specific Plan Final EIR; and

WHEREAS, these findings, consistent with Public Resources Code section 20181, subdivision (a), address the significant environmental impacts of the Project, the mitigation measures for those impacts identified in the Final EIR and adopted as conditions of approval, and the feasibility of alternatives and the reasons why such alternatives to the Project were not approved; and

WHEREAS, Pursuant to CEQA, a Statement of Overriding Considerations, herein incorporated by reference as Exhibit F, has been prepared for the Project; and

WHEREAS, this Statement of Overriding Considerations, consistent with consistent with Public Resources Code section 20181, subdivision (b), identifies benefits of the Project that

outweigh its significant unavoidable environmental impacts, therefore justifying approval of the Project despite the impacts; and

WHEREAS, the Planning Commission has independently reviewed and considered the CEQA Findings and the Statement of Overriding Considerations required for the adoption of the Project; and

WHEREAS, the Planning Commission has independently reviewed and considered a Mitigation Monitoring and Reporting Program, herein incorporated by reference as Exhibit G; and

WHEREAS, this Mitigation Monitoring and Reporting Program, consistent with consistent with Public Resources Code section 20181.6, subdivision (a)(1), incorporates the mitigation measures identified in the Final EIR and provides mechanisms for making them enforceable; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Salinas Planning Commission hereby finds and determines the following:

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

2. The Final EIR has been completed in compliance with CEQA, the State CEQA Guidelines and local procedures adopted pursuant thereto.

3. The Planning Commission, consistent with Public Resources Code section 21082.1, has independently reviewed the Final EIR reports or declarations required and that the Final EIR reflects the City's independent judgment.

4. The Planning Commission has been provided with, reviewed and weighed the information contained in the Final EIR, the evidence in the record, the staff report and recommendations, and written and oral comments, and having done so, recommends that the City Council adopt the CEQA Findings and Statement of Overriding Considerations (incorporated herein by reference as Exhibit F), and based on those

findings, further recommends adoption of the Mitigation Monitoring and Reporting Program (incorporated herein by reference as Exhibit G).

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Salinas Planning Commission recommends that the Salinas City Council affirm the Planning Commission's findings and approve one or more Resolutions:

a. certifying the Final Program EIR (ER 2018-003) for the West Area Specific Plan, affirming that the EIR has been completed in compliance with CEQA; that the Council has reviewed the document; and that it reflects the City's independent judgment;

b. adopting CEQA Findings and the Statement of Overriding Considerations; and

c. adopting the Mitigation Monitoring and Reporting Program.

PASSED AND APPROVED this 4th day of December 2019, by the following vote:

AYES: Chairperson Griffin, Vice Chairperson Meeks, Commissioners Anzo, Hernandez, Nohr, Ottone, and Rocamora

NOES: None

ABSTAIN: None

ABSENT: None

THIS IS TO CERTIFY that the foregoing is a full, true, and correct copy of a Resolution of the Planning Commission of the City of Salinas, that said Resolution was passed and adopted by the affirmative and majority vote of said Planning Commission at a meeting held on December 4, 2019, and that said Resolution has not been modified, amended, or rescinded, and is now in full force and effect.

SALINAS PLANNING COMMISSION

Date: 12/5/19

Courtney Grossman
Secretary

List of Exhibits (Incorporated by Reference):

Exhibit A Project Site Location Map

Exhibit B Draft Program Environmental Impact Report (link)

Exhibit C	Draft Program Environmental Impact Report Technical Appendices (link)
Exhibit D	Notice of Completion
Exhibit E	Final Program Environmental Impact Report
Exhibit F	CEQA Findings and Statement of Overriding Considerations
Exhibit G	Mitigation Monitoring and Reporting Program

SALINAS PLANNING COMMISSION
RESOLUTION NO. 2019-19

RESOLUTION RECOMMENDING CITY COUNCIL APPROVAL OF THE WEST AREA SPECIFIC PLAN (SPEC 2013-002)

WHEREAS, Brian Finegan, Esq. (representing multiple property owners and developers) submitted applications for the West Area Specific Plan project (Project), including requests for a Specific Plan, Rezone, and Development Agreement approvals that would permit development of the 797-acre project site shown in Exhibit A, herein incorporated by reference; and

WHEREAS, the City of Salinas (hereinafter "City"), as lead agency under the California Environmental Quality Act (Pub. Res. Act Section 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.) (collectively "CEQA") has completed the Final Program Environmental Impact Report ("Final EIR") State Clearinghouse No. 2006021072 for the West Area Specific Plan in compliance with CEQA along with all supporting documentation and notices which are herein incorporated by reference as Exhibits C through I; and

WHEREAS, by Resolution No. 2019-18, the Planning Commission has recommended that the City Council certify the Final EIR, adopt the CEQA findings, adopt the Statement of Overriding Considerations, and adopt the Mitigation Monitoring Reporting Program for the Project; and

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

WHEREAS, with direction from the City, the Applicant has prepared the proposed West Area Specific Plan (SPEC 2013-002), herein incorporated by reference as Exhibit B to serve as guidance for implementing New Urbanism development in accordance with the 2002 General Plan within the Specific Plan boundary; and

WHEREAS, the proposed West Area Specific Plan has been found to be consistent with the goals, policies, and programs of the 2002 General Plan, as identified in the Project Findings herein incorporated by reference as Exhibit J; and

WHEREAS, on December 4, 2019 the Planning Commission held a duly noticed public hearing to consider the Final EIR (ER 2018-003); the proposed West Area Specific Plan (SPEC 2013-002); Rezone (RZ 2019-001); and the proposed Development Agreement (DA 2019-001); and

WHEREAS, notice of the time and place of hearing for recommending certification of the Final EIR and recommending approval of the Project, including SPEC 2013-002, was given in the manner prescribed by the City; and

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

NOW, THEREFORE, BE IT RESOLVED that the Salinas Planning Commission hereby finds and determines the following:

1. The foregoing recitals and the information contained in the Exhibits are true and correct.

2. The Commission has been provided with, and has reviewed, the information contained in the Final EIR, the staff report for the Project, written and oral testimony regarding the Project, the Project Findings, and other relevant evidence available in the administrative record (collectively, the "Record of Proceedings"), and hereby provides notification that the Record of Proceedings is on file with the City of Salinas Community Development Department, 65 West Alisal Street, Salinas, CA 93901.

3. The Commission has been provided with, and has reviewed, the information contained in the Final EIR, the staff report and recommendations, and other relevant evidence in the Record of Proceedings, and having done so, recommends that the City Council adopt the Project Findings, including the Specific Plan findings, herein incorporated by reference as Exhibit J, and based on those findings, recommends that the City Council approve SPEC 2013-002.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Salinas Planning Commission recommends that the Salinas City Council affirm the Planning Commission's findings and approve a Resolution approving SPEC 2013-002.

PASSED AND ADOPTED this 4th day of December 2019, by the following vote:

AYES: Chairperson Griffin, Vice Chairperson Meeks, Commissioners Anzo, Hernandez, Nohr, Ottone, and Rocamora

NOES: None

ABSTAIN: None

ABSENT: None

THIS IS TO CERTIFY that the foregoing is a full, true, and correct copy of a Resolution of the Planning Commission of the City of Salinas, that said Resolution was passed and adopted by the affirmative and majority vote of said Planning Commission at a meeting held on

December 4, 2019, and that said Resolution has not been modified, amended, or rescinded, and is now in full force and effect.

SALINAS PLANNING COMMISSION

Date: 12/5/19

Courtney Grossman
Secretary

List of Exhibits (Incorporated by Reference):

Exhibit A	Project Site Location Map
Exhibit B	West Area Specific Plan with Errata Sheet
Exhibit C	Notice of Preparation
Exhibit D	Draft Program Environmental Impact Report (link)
Exhibit E	Draft Program Environmental Impact Report Technical Appendices (link)
Exhibit F	Notice of Completion
Exhibit G	Final Program Environmental Impact Report
Exhibit H	CEQA Findings and Statement of Overriding Considerations
Exhibit I	Mitigation Monitoring and Reporting Program
Exhibit J	Project Findings

SALINAS PLANNING COMMISSION
RESOLUTION NO. 2019-21

RESOLUTION RECOMMENDING CITY COUNCIL APPROVE OF A DEVELOPMENT AGREEMENT (DA 2019-001) FOR THE WEST AREA SPECIFIC PLAN

WHEREAS, Brian Finegan, Esq. (representing multiple property owners and developers) submitted applications for the proposed West Area Specific Plan project (Project), including requests for a Specific Plan, Rezone, and Development Agreement approvals that would permit development of the 797-acre project site shown in Exhibit A, herein incorporated by reference; and

WHEREAS, the City of Salinas (hereinafter "City"), as lead agency under the California Environmental Quality Act (Pub. Res. Act Section 21000 et seq.) and the State CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.) (collectively "CEQA") has completed the Final Program Environmental Impact Report ("Final EIR") State Clearinghouse No. 2006021072 for the West Area Specific Plan in compliance with CEQA along with all supporting documentation and notices which are herein incorporated by reference as Exhibits E through K; and

WHEREAS, by Resolution No. 2109-18, the Planning Commission has recommended that the City Council certify the Final EIR and adopt CEQA Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring Reporting Program for the Project; and

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

WHEREAS, by Resolution No. 2019-19, the Salinas Planning Commission has recommended that the City Council approve the West Area Specific Plan (SPEC 2013-002) as shown in Exhibit B, and by so doing recommends that the West Area Specific Plan be utilized as the land use and zoning implementation document for the Project; and

WHEREAS, by Resolution No. 2019-20, the Salinas Planning Commission has recommended that the City Council adopt an Ordinance to rezone (RZ 2019-001) the subject site from New Urbanism Interim (NI) with a Specific Plan Overlay to: Neighborhood Edge (NE)/Low Density Residential, Neighborhood General-1(NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, and Village Center (VC) as well as the Park (P), Open Space (OS) and Public/Semipublic Districts with Specific Plan Overlay,

applied across the Specific Plan area as shown in Exhibit C, incorporated herein by reference; and

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

WHEREAS, the Salinas Planning Commission has reviewed the proposed Development Agreement as shown in Exhibit D to determine its consistency with the following: California law; the goals, policies, and programs of the City of Salinas General Plan; the Salinas Municipal Code and all other applicable plans and policies adopted by the Salinas City Council; and the proposed West Area Specific Plan; and

WHEREAS, on December 4, 2019 the Planning Commission held a duly noticed public hearing to consider the Final EIR (ER 2018-003); the proposed West Area Specific Plan (SPEC 2013-002); Rezone (RZ 2019-001); and the proposed Development Agreement (DA 2019-001); and

WHEREAS, notice of time and place of hearing for recommending certification of the Final EIR and recommending approval of the Project, DA 2019-001, was given in the manner prescribed by the City; and

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

NOW, THEREFORE, BE IT RESOLVED that the Salinas Planning Commission hereby finds and determines the following:

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

2. The Commission has been provided with, and has reviewed, the information contained in the Final EIR, the staff report and recommendations, written and oral testimony regarding the Project, the Project Findings, and other relevant evidence in the administrative record (collectively, the "Record of Proceedings"), and hereby provides notification that the Record of Proceedings is on file with the City of Salinas Community Development Department, 65 West Alisal Street, Salinas, CA 93901.

3. The proposed Development Agreement is consistent with the goals, policies, and programs and land uses of both the 2002 General Plan and the proposed West Area Specific Plan.

4. The Commission has been provided with, and has reviewed, the information contained in the Final EIR, the staff report and recommendations, the Project Findings, including Development Agreement findings, herein incorporated by reference as Exhibit L, and other relevant evidence in the Record of Proceedings, and based on those findings, recommends approval of DA 2019-001.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Salinas Planning Commission recommends that the Salinas City Council affirm the Planning Commission's findings and adopt an Ordinance approving DA 2019-001.

PASSED AND APPROVED this 4th day of December 2019, by the following vote:

AYES: Chairperson Griffin, Vice Chairperson Meeks, Commissioners Anzo, Hernandez, Nohr, Ottone, and Rocamora

NOES: None

ABSTAIN: None

ABSENT: None

THIS IS TO CERTIFY that the foregoing is a full, true, and correct copy of a Resolution of the Planning Commission of the City of Salinas, that said Resolution was passed and adopted by the affirmative and majority vote of said Planning Commission at a meeting held on December 4, 2019 and that said Resolution has not been modified, amended, or rescinded, and is now in full force and effect.

SALINAS PLANNING COMMISSION

Date: 12/5/19

Courtney Grossman
Secretary

List of Exhibits (Incorporated by Reference):

Exhibit A	Project Site Location Map
Exhibit B	West Area Specific Plan
Exhibit C	Rezone Map
Exhibit D	Development Agreement
Exhibit E	Notice of Preparation
Exhibit F	Draft Program Environmental Impact Report (link)
Exhibit G	Draft Program Environmental Impact Report Technical Appendices (link)
Exhibit H	Notice of Completion

Exhibit I	Final Program Environmental Impact Report
Exhibit J	CEQA Findings and Statement of Overriding Considerations
Exhibit K	Mitigation Monitoring and Reporting Program
Exhibit L	Project Findings

UNOFFICIAL MINUTES
OF THE
SALINAS PLANNING COMMISSION

December 4, 2019

The meeting was called to order at 3:31 p.m. in the City Council Chamber Rotunda.

PLEDGE OF ALLEGIANCE

ROLL CALL

WELCOME AND STAFF INTRODUCTIONS

PRESENT: Chairperson Griffin, Commissioners, Anzo, Hernandez, Meeks, Nohr, Ottone, and Rocamora

ABSENT: None

STAFF: City Attorney, Chris Callihan; Community Development Director, Megan Hunter; Public Works Director, David Jacobs, Planning Manager, Courtney Grossman; Planning Manager, Tara Hullinger; Planning Manager, Lisa Brinton; Community Development Analyst, Luis Ochoa; Senior Planner, Jill Miller; and Administrative Aide, Maira Flores

COMMENTS FROM THE PUBLIC FOR ITEMS NOT ON THE AGENDA

Chairperson Griffin opened for public comment at 3:34 p.m.

No public comment received.

Chairperson Griffin closed for public comment at 3:34 p.m.

APPROVAL OF THE MINUTES: November 20, 2019

Upon motion by Commissioner Meeks, second by Commissioner Anzo, the minutes of November 20, 2019 were approved. The motion carried by the following vote:

AYES: Chairperson Griffin, Commissioners, Anzo, Hernandez, Meeks, Nohr, Ottone, and Rocamora

NOES: None

ABSTAIN: None

ABSENT: None

PUBLIC HEARINGS

Chris Callihan, City Attorney, requested Commissioners publicly disclose any contact with project proponents, applicants or interested stake holders of the West Area Specific Plan before consideration of the item could commence: Commissioner Ottone reported contact with one of the applicants; however, not specifically about the West Area Specific Plan. No other commissioners provided disclosures.

Jill Miller, Senior Planner, and Steve McMurtry, Environmental Consultant, presented a PowerPoint presentation regarding the West Area Specific Plan; Final Environmental Impact Reports (ER 2018-003), Specific Plan (SPEC 2013-002), Rezone (RZ 2019-001), and Development Agreement (DA 2019-001). This presentation is on file at the Community Development Department.

Commissioner Meeks expressed concerns with Fire Department access due to the narrower streets, requested clarification about the Boronda Congestion Relief Project, and inquired about the number of additional police officers needed. Tara Hullinger, Planning Manager, indicated that collaboration with the Fire Department had occurred to ensure lane width complied with accessibility regulations. David Jacobs, Public Works Director, provided information on the Boronda Congestion Relief Project. Ms. Miller indicated that the plan would call for the hire of 17 police officers.

Commissioner Hernandez requested clarification on the plan designations for low, medium and high-density areas as well as the park designation space proposed in the project. Ms. Hullinger provided clarification. Mr. Hernandez also asked if the potential impacts to the Bolsa Knolls residences had been addressed that were expressed during the Planning Commission Study Session presentation. Ms. Hullinger indicated the concerns were addressed in the response letters and added that the requirement for connection to the sewer system is a requirement of the County of Monterey.

Commissioner Nohr expressed concerns with the development timeline for the plan as it relates to the inclusionary housing. Ms. Hullinger indicated that development will be market driven and will adhere to the City's inclusionary housing ordinance.

Commissioner Rocamora stated that the City has a parking problem in certain areas and asked how the future impact would be as a result of the higher density areas proposed in the plan. Ms. Hullinger indicated that the vision of the General Plan is to have more pedestrian-oriented residential areas as set forth in the Specific Plan.

Commissioner Ottone requested clarification on City's response to the comment letter from Land Watch advocating for reduced project land use alternatives. Ms. Hullinger stated that reduced project land use alternatives would be inconsistent with the planning efforts that have occurred. Mr. Ottone also inquired if the study to review school impacts could be revised to address additional costs not met by current impact fees and potentially increase the fees as necessary. Ms. Hullinger indicated that the City reports annually to school districts on

Commissioner Meeks requested that the recommendation to City Council be amended to include a community benefits agreement. Due to lack of specification, the request was not accommodated.

Note: The first two votes shown below are contained in one Planning Commission resolution.

1. Commissioner Nohr motioned to approve a resolution recommending that the City Council certify the West Area Specific Plan Final Program Environmental Impact Report (FEIR) (ER2018-003). Commissioner Hernandez seconded this motion. The motion carried by the following vote:

   AYES: Chairperson Griffin, Commissioners, Anzo, Hernandez, Meeks, Nohr, Ottone, and Rocamora

   NOES: None

   ABSTAIN: None

   ABSENT: None

2. Commissioner Meeks motioned to approve a resolution recommending that the City Council adopt the CEQA Findings of Fact, the Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program (MMRP) for the Specific Plan. Commissioner Anzo seconded this motion. The motion carried by the following vote:

   AYES: Chairperson Griffin, Commissioners, Anzo, Hernandez, Meeks, Nohr, Ottone, and Rocamora

   NOES: None

   ABSTAIN: None

   ABSENT: None

3. Commissioner Meeks motioned to approve a resolution recommending that the City Council approve the West Area Specific Plan (SPEC 2013-002) including the incorporation of minor text and figure modifications (the Specific Plan Errata). Commissioner Ottone seconded this motion. The motion carried by the following vote:

   AYES: Chairperson Griffin, Commissioners, Anzo, Hernandez, Meeks, Nohr, Ottone, and Rocamora

   NOES: None

   ABSTAIN: None

FUTURE AGENDA ITEMS

The Work Street Vacation Project and The Initial Study and Mitigated Negative Declaration for the Airport Lease Project located at 1341 Mercer Way are expected to be presented to the Planning Commission on December 18, 2019.

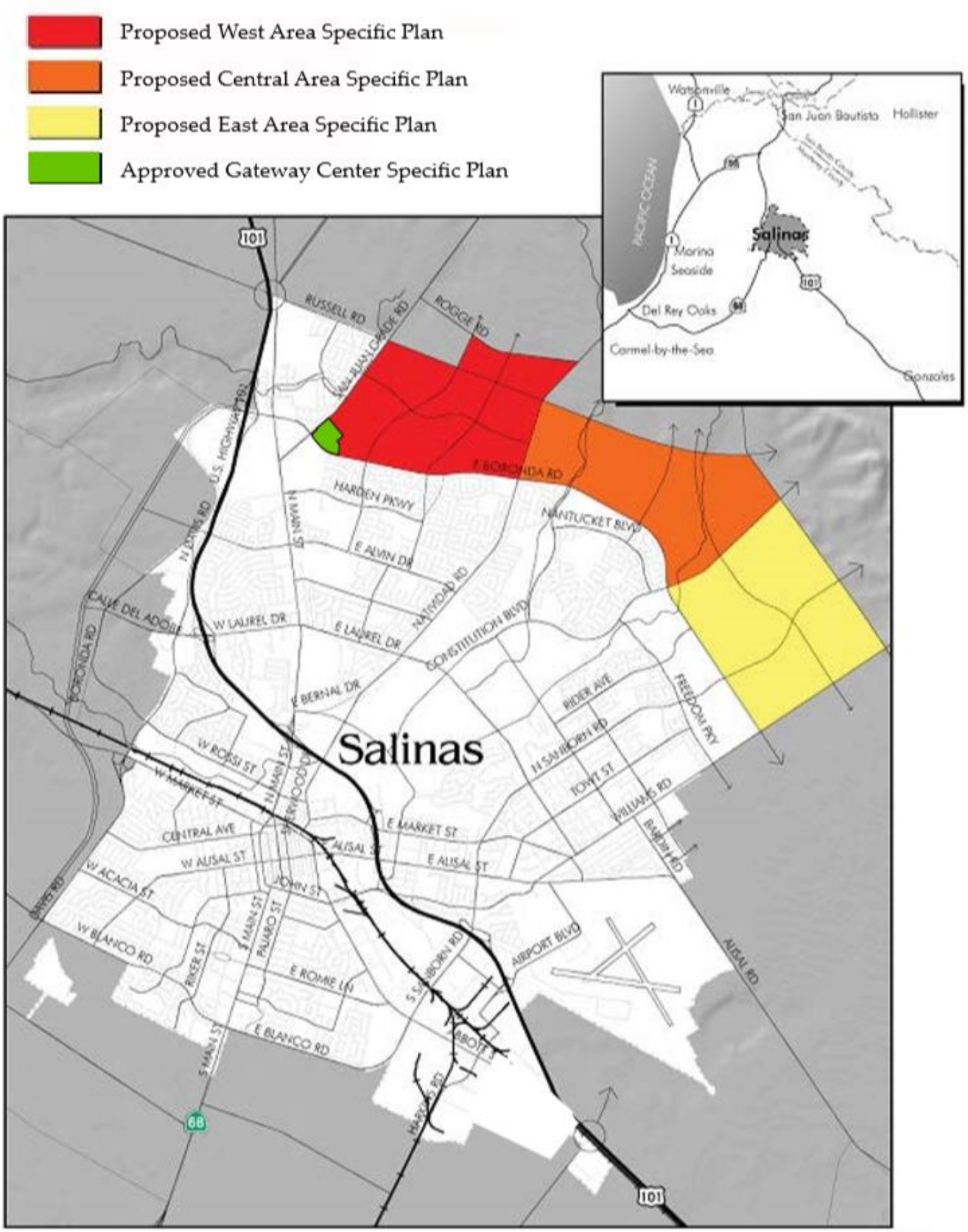
ADJOURNMENT

The meeting was adjourned at 6:21 p.m.

BRAD GRIFFIN
Chairperson

COURTNEY GROSSMAN
Executive Secretary

Attachment 7 Project Site Location Map



Attachment 8 Property Ownership/Existing Conditions Map

A. Pledge of Allegiance

B. The Meeting was called to order by vice chair, Commissioner Fong at 6:00 p.m. at the Rotunda, at City Hall.

ROLL CALL

Present:
Commissioner Stacey Wilson
Commissioner Albert Fong
Commissioner Elmer Dolera
Commissioner Elva Arellano
Commissioner Dominic Dursa
Commissioner Juan Mendoza

Absent:
Commissioner Ernesto Yzquierdo
Commissioner Joey Martinez

Staff:
Kristan Lundquist, Interim Community Services
Eric Howard, Deputy Librarian
Jose Areola, CASP Administrator
Sheila Molinari, Community Services Manager
Jill Miller, Senior Planner
Tara Hullinger, Advanced Planning Manager

C. Public Comments
Girls Scouts Troup 30115 want to earn a bronze award. They would like dog waste stations at city parks installed.

D. CONSENT

1. APPROVAL OF MINUTES OF February 13, 2019

On a motion by Commissioner Fong, seconded by Commissioner Dolera, the minutes were approved. Motion passed unanimously.

E. Presentations

1. Cesar Chavez Artificial Soccer Field Project

Ms. Lundquist introduced Brian Frus from Public Works, and he gave the presentation. The soccer field is slated for Cesar Chavez Park with a grant that was awarded. Public Works will be administering the grant and overseeing the design. Civil Engineering firm, BFS's Larry Foster showed slides with the existing conditions, and plans for the future soccer fields.

Commission action:

Receive presentation

Public comments:
None.

Commissioner Comments:
Commissioner Mendoza asked about containment of balls.
Commissioner Dolera asked which groups will be using the fields, and what is the life expectancy of the turf. Ms. Lundquist said it will be accessible to wide variety of groups. Life expectancy of the turf would be about ten years.
Commissioner Wilson asked if multiple use striping will be done. The public will have input.

2. Request to Rename Monte Bella Park

Ms. Molinari went over the report along with the City's naming policy and application to rename Monte Bella Park to Pastor Herb Valero Park. The application is from Victory Outreach. They wanted to honor slain Pastor Herb Valero for his involvement in the community for 28 years. This fits in the policy to consider naming the park in his honor.

Commission action:
Motion: Commissioner Fong motioned to move forward and support the renaming of Monte Bella Park to Pastor Herb Valero Park. Motion seconded by Commissioner Mendoza. Motion passed unanimously.

Public comments:
None.

Commissioner Comments:
Commissioner Fong asked if the neighborhoods were notified. Pastor Henry Campa came to podium and said that the neighborhoods were notified, and signatures were collected.
Commissioner Dursa asked how long does the process take. Ms. Molinari said it is quick, about 30 days.

3. West Area Draft Plan and EIR

Ms. Lundquist introduced Jill Miller, Senior Planner and Tara Hullinger, Advanced Planning Manager from Community Development Department. They presented on the Draft West Area Specific Plan and Draft Environmental Impact Report (DEIR) for the 45-day public review. It is in the North of Boronda Future Growth Area. It was annexed into the City limits in 2008. The project overview was presented including housing, schools, commercial areas, and an emphasis on parks. A brief background was given regarding the General Plan. Traffic, roundabouts, and access points were discussed.

Commission action:
Motion: Make a recommendation to City Council to support and move forward by Commissioner Fong and seconded by Commissioner Dolera. Motion Passed unanimously.

Public comments:
Jane Wilson (minor) asked why this is getting done.

Commissioner Comments:
Commissioner Mendoza inquired about the commercial area as well the roundabouts.
Commissioner Dursa asked about bike lanes and paths. Will baseball fields be incorporated. Ms. Lundquist and Ms. Hullinger addressed.

F. COMMISSIONER'S COMMENTS:

Commissioner Dursa, was a recent ceremony honoring Julio Padilla who started soccer leagues in the 70's. On March 30 there will be a youth summit which he will speak.
Commissioner Dolera likes to see the youth come out and get involved.
Commissioner Mendoza glad to be part of the commission and people in his area are concerned with the traffic on Boronda Road.
Commissioner Wilson was at a recent community meeting and took the questioner. She also requested briefer minutes.

G. Director's Report

Ms. Lundquist reported there were three community meetings in February. Community gave input to create a criteria to rank future projects. The Public Art Master Plan was busy with pop up events, a bus tour, and community events. There will be a presentation on Monday at 6:00 p.m. Mr. Areola spoke regarding the many community events this past month. Next week Youth Leadership Academy will be launching. Saturday Night Teen programs have improved attendance. Summer Activity Guides will be coming soon. Hebbron Spring Event is coming in mid-April. CASP meetings take place at 7:00 a.m. on first and third Wednesdays. Mr. Howard went over the web page for Salinas Public Library which showcase programs including tax preparation services, and food preparation classes. El Gabilan construction is coming along. Fundraising is taking place, and Friends of the Library have been active participators.

Commissioner Fong announced the Annual Prayer Meeting hosted by Mayor Gunter will be at the PAL Building on April 4 at 7:00 am.

H. Adjournment

There being no further business, motion to end the meeting by Commissioner Fong, and seconded by Commissioner Dolera, the meeting was adjourned at 7:09 p.m.

MEETING MINUTES
SALINAS TRAFFIC AND TRANSPORTATION COMMISSION

The Salinas Traffic and Transportation Commission met on Thursday, March 14, 2019, at 6:00 p.m. in the City Council Rotunda, 200 Lincoln Avenue, Salinas.

1. ROLL CALL: Vice Chairperson Hill called the meeting to order at 6:00 p.m.

PRESENT: Commissioner Brandon Hill
Commissioner Chris Flescher
Commissioner John Viarengo
Commissioner Elias Nunez
Commissioner Sophia Rome
Commissioner Jeff Davis

ABSENT: Commissioner Larry Tack (staff received notification of Commissioner Tack's absence on 3/7/19)

STAFF PRESENT: Jim Sandoval, Assistant PW Director / City Engineer
James Serrano, Transportation Manager
Andrew Easterling, Traffic Engineer
Tara Hullinger, Planning Manager
Jill Miller, Senior Planner
Crissy White, Administrative (Recording) Secretary

Commission Vice Chairperson Hill introduced new Commissioners Sophia Rome and Jeff Davis, appointed to the Commission by Mayor Joe Gunter and Councilmember Steve McShane, respectively.

2. WRITTEN COMMUNICATIONS (RECEIVED BY STAFF): NONE

3. PUBLIC COMMUNICATIONS / COMMENTS FOR ITEMS NOT ON THIS AGENDA: NONE

4. BUSINESS

A. ADMINISTRATIVE REPORT:

1. ITEM ID# 19-165 – Parking Restrictions Along Bridge and East Lake Streets

Receive informational report on Council's approval of the designation and installation of red zones along Bridge Street, and the designation and installation of 20-minute green zones along East Lake Street in support of the Salinas Police Department Homeless Outreach Team station in Chinatown.

COMMISSION ACTION: The Commission received an informational report from James Serrano, Transportation Manager.

B. CONSENT AGENDA:

1. ITEM ID# 19-061 – APPROVAL OF MINUTES
Approve minutes of January 10, 2019 Commission meeting.

2. ITEM ID# 19-130 – "NO PARKING" RED ZONES at the INTERSECTION of GRIFFIN STREET and NEIL STREET

COMMISSION ACTION: Consider recommending City Council establish approximately forty feet of "No Parking" red zones at the intersection of Griffin Street and Neil Street to provide sufficient sight lines.

COMMISSIONER VIARENGO MADE A MOTION TO APPROVE CONSENT AGENDA (ITEMS #19-061 and 19-130), COMMISSIONER NUNEZ SECONDED THE MOTION, ALL IN FAVOR, NONE OPPOSED, MOTION CARRIED.

C. CONSIDERATION AGENDA:

1. ITEM ID# 19-172 – DRAFT WEST AREA SPECIFIC PLAN: TRANSPORTATION and CIRCULATION

COMMISSION ACTION: Consider recommending City Council approval of the Draft West Area Specific Plan based on the Transportation Impact Analysis and recommended mitigation measures contained in the Draft Environmental Impact Report prepared for the project.

Andrew Easterling presented his report, on file in the Public Works Department.

Commissioner Rome asked general questions regarding fair share contributions and how they are determined, intersections that were not mitigated, and traffic impacts to schools in the development. Andrew Easterling provided information.

Brian Finegan approached the Commission to represent developers for the development. Mr. Finegan wanted to thank staff for working with the developers to get through the requirements of the approval process.

Commissioner Rome commented she feels it is important to install the roundabouts before the development begins construction; and traffic impact fees for the 17 intersections need to be considered for mitigation as a part of the development.

Commissioner Nunez asked about the procedures for installing speed cushions; Andrew Easterling provided information.

Commissioner Flescher commented new urbanism and cul-de-sacs are good designs for new developments.

Commissioner Viarengo commented regarding the benefits of roundabouts.

Commissioner Nunez commented regarding traffic cutting through neighborhoods to avoid major intersections; residents have often come before the Commission to complain about this issue. Commissioner Nunez asked if one-way streets are considered when designing new developments. Andrew Easterling provided information. James Serrano commented traffic calming is an element considered as a part of new developments.

Jill Miller, Senior Planner, approached the Commission to provide information regarding the process of reviewing the draft EIR.

Commissioner Hill commented about parking being provided for the new schools. Tara Hullinger, Planning Manager, approached the Commission to discuss measures taken to provide parking and other traffic elements for the new schools.

COMMISSIONER DAVIS MADE A MOTION TO APPROVE CONSIDERATION ITEM #19-172, COMMISSIONER ROME SECONDED THE MOTION, ALL IN FAVOR, NONE OPPOSED, MOTION CARRIED.

5. COMMISSIONER COMMENTS / REPORTS:

A. Commissioner Davis commented he is in favor of installing roundabouts versus traffic circles.

B. Commissioner Rome commented she is happy to be a part of the Traffic and Transportation Commission and wanted to thank Staff for all their work tonight.

C. Commissioner Viarengo commented about the new schools being included in the Salinas Union School District.

D. Commissioner Flescher asked if the traffic signal timer at Alisal and Church had been replaced to change the timing for pedestrians on Church Street. James Serrano provided information.

Commissioner Flescher asked if left turn arrows and sensors are being installed at Alisal and Church Streets, James Serrano provided info.

6. ATTENDANCE AT NEXT MEETING / ADJOURNMENT: April 11, 2019

All Commissioners present plan to attend.

The meeting was adjourned at 6:45 p.m.

APPROVED:

Commissioner Brandon Hill, Vice Chairperson

ATTEST:

Crissy White, Administrative Secretary
/CW

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Attachment 11 West Area Specific Plan with Errata sheet

Link to public review draft:

https://www.cityofsalinas.org/sites/default/files/draft_west_area_specific_plan_feb_27_2019_0.pdf

Errata Sheet to the Draft West Area Specific Plan

September 4, 2019

Introduction and Content

The Errata sheet consists of minor revisions to the Draft Specific Plan providing clarifications, some minor modifications as well as minor staff edits. The revisions to the Draft Specific do not change the intent or content of the document. The Errata sheet is in addition to typographical, re-ordering or similar non-substantive errors not listed.

Proposed changes are identified in Table 1, Errata Changes. Text deletions are shown with strikeout font and additions are shown with underlined font. Specific Plan table and figure modifications are listed and shown following Table 1 in the order that they are referenced in Table 1.

TABLE 1: Errata Changes

Section	Page	Modification
2.8.1	92	The design of all schools is encouraged to consider the New Urbanism design concepts, design standards and development regulations contained in the West Area Specific Plan to complement and promote compatibility with surrounding land uses. Fencing shall be black coated chain link.
4.8	166	If landscaping is used, evergreen plant material shall be spaced at an appropriated density to provide full screening. Fencing shall be black coated chain link.
2.5.3.6	88	A main pedestrian connection path will be located within a parking lot divider median landscaped with trees and shrubs in larger parking lots to enhance the safety and comfort of pedestrians. For parking lot lighting, see Appendix E, Light Standards.
4.5.5	156	Outdoor Energy Conservation and Parking Lot Lighting
4.8	166	Trees and landscaping planters shall be provided throughout the parking lots to provide shade and provide areas for bio-swales and bio-filters. For parking lot lighting, see Appendix E, Light Standards.
3.6	114	See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.
3.6	116	See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.
3.6	119	See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.
6.4.1	231	Each of the two middle school sites is approximately 10 acres in size; the middle school site is approximately 21 acres in size. Improvement of school site frontages, ROW and parkway improvements are the responsibility of the owner, developer, entity, etc. developing the land adjacent to the site, subject to review and approval by the City Engineer and City Planner.
2.4.1	41	Figure updated to show current park shapes and locations.
1.3	25	Figure updated to show correct designation of the town square park
1.3	27	Figure updated to show correct district of the town square park
1.2.2.1	9	Figure updated to show north arrow.
4.2.2.1	136	Graphic updated to show dimension correctly.
4.2.2.1	136	Graphic updated to show dimension correctly.
4.2.2.1	137	Graphic added where it was missing.
4.2.3	139	Figure updated to show sound wall along Russell Road.
4.2.3.2	143	Figure updated to have consistent font

3.6	114	Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Planner and City Engineer.
3.6	114	Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.
3.6	117	Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Planner and City Engineer.
3.6	117	Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.
2.6	89	Inclusionary housing requirements (including the Ordinance) are further discussed in the Affordable Housing component for the West Area Specific Plan as contained in Appendix H of the Specific Plan. Regarding applicability of the Inclusionary Housing Ordinance, Parcelization Maps (see appendix B, Definitions) shall not be considered the first approval.
1.2.3.2	15	Table updated to show correct and updated APNs.
9.3	291	Parcelization Maps Parcelization Maps shall mean a parcel map processed administratively for the purpose of creating master parcels for sale, financing or phasing purposes and on which no development is permitted without further subdivisions or other entitlement approval.
3.11	129	A detailed and complete wall plan (including the design and color of all walls) for each neighborhood or Planning Area, and, when required, noise reduction calculations shall be submitted and approved by the City Planner and City Engineer before any sound walls are constructed within a neighborhood or Planning Area. The construction of walls along Russell Road shall be the responsibility of the developer.

4.2.3	141	A complete wall and fence plan (including the design and color of all walls and fences) for each neighborhood or neighborhood Planning Area and, when required, noise reduction calculations shall be submitted and approved by the City Planner and City Engineer prior to any walls or fences being constructed within a neighborhood or neighborhood Planning area. The construction of walls along Russell Road shall be the responsibility of the developer.
4.1	132	Residential architectural design is the key to New Urbanism neighborhoods of Salinas. Where the word "shall" is used, the design standard is mandatory, where "encouraged" or "should" is used, the design standard is discretionary and an alternative design solution which achieves a comparable result may be used if approved by the City Planner.
5.3.2.5	200	Both sides of Russell Road will consist of an 8-foot parkway, a path 8-feet wide, and an 8-foot landscaped area between the path and a perimeter wall, or Type 3 wall as applicable per Community Wall Plan on the adjacent property line. The owner, developer and/or entity developing along Russell Road shall be responsible for construction of walls, frontages, ROW/parkway improvements, and half the street width, as determined by the City Engineer.
7.3	240	The landscape and maintenance plan must be prepared by a qualified professional and is subject to approval by the City Engineer and the City Planner (see Section 4.6 and 7.4.9 for further discussion). The submittal for the map creating the basin(s) shall also include improvements of frontages, ROW/parkway, and half the street width, as determined by the City Engineer.
2.8.1	91	It is anticipated that the middle school will serve primarily students residing in the Plan Area. A third elementary school site had been made available for Santa Rita Union School District in the Central Area Specific Plan area across Natividad Road. As of the date of approval of this Specific Plan, a boundary adjustment had been initiated between Santa Rita Union School District and Alisal Union School District. If the districts finalize the boundary adjustment, Santa Rita Union School District would relinquish the third elementary school site to the Alisal Union School District.

8.4	270	With the exception of Rogge Road, these roads will be improved by the developer and/or shall be funded proportionately by the City's Traffic Fee Ordinance in place at the time of permit issuance, or as otherwise determined in the development agreement. Fair share cost of the traffic mitigation measure improvements identified in the West Area Specific Plan Final EIR shall be collected in the same manner as TFO fees.
9.7	303	m. Incorporation and development of the following APNs 211-214-025-000 and 211-214-026-000 in accordance with this Specific Plan.
6.4.1	232	Table 6-4 updated to show latest student generation rates per EIR comment letters from school districts.
8.7	280	Add "… or special districts" to footnote 1 on Table 8-1
9.3	292	Development Review Applications and Building Permits Following approval of each final map, project applicants within the Plan Area may apply for the applicable development review process or building permit through the Community Development Department and Salinas Permit Center as applicable. Building Permits may not be issued until approval of the final map and the applicable Development Review Application process (SPR, CUP, etc.) is completed. For projects subject to Site Plan Review (SPR), the Community Development Department shall approve, conditionally approve, or disapprove the site plan within 30 days of the application being deemed complete unless the Applicant requests an extension in writing. Other Development Review Application processes such as Conditional Use Permits are subject to the timelines established in the Permit Streamlining Act. All project structures must be consistent with the approved Specific Plan, City NPDES Permit/SWDS/SWSP requirements, final map, and applicable Salinas Zoning Code requirements and must comply with all California Building Code (including CalGreen) and Fire Code requirements and all other applicable codes adopted and enforced by the City. The applicable California Building Code and Fire Code (as may be amended) shall be those in effect at the time of the building permit submittal.
8.4	273	It is expected that ~~17~~ 19 additional police officers and associated equipment/vehicles…

Table 3-2
Development Regulations for Neighborhood Edge (NE) Residential and Lot Standards 1 through 4

Development Regulations	Lot Std. 1 Detached	Lot Std. 2 Detached	Lot Std. 3 Detached	Lot Std. 4 Detached	Duplex/ Triplex	Notes
Minimum Lot Size (Square Feet):	6,500	5,500	4,500	3,600	5,000/ 7,500	**(2)(6)(7)**
Maximum Lot Size	-	6,499	5,499	4,499	-	**(2)(6)(7)**
Minimum Lot Area per Unit	-	-	-	-	2,500	**(2)(6)(7)**
Minimum Lot Dimensions without Alley (Feet):						
Width	50	45	40	40	50	**(2)**
Depth	90	80	70	60	90	**(2)**
Frontage	30	30	30	30	30	**(2)(9)**
Minimum Lot Dimensions with Alley (Feet):						
Width	50	45	40	40	50	**(2)**
Depth with Public Alley	80	80	70	60	80	**(2)(10)**
Depth with Alley Easement	90	90	80	70	90	**(2)(11)**
Frontage	30	30	30	30	30	**(2)(9)**
Minimum Front Yard (Feet):						
To Garage	20	20	20	20	20	**(1)(3)(4)(8)(12)(13)**
To Principal Structure	15	10	10	10	15	**(1)(3)(17)**
To Unenclosed Porch or Architectural Entry Feature	10	8	5	5	10	**(1)(3)(14)**
To Semi-Private Courtyard	10	8	5	5	10	**(1)(3)(15)**
Minimum Side Yard (Feet):						
Interior Lots						
To Principal Structure	5	4	3	3	5	**(1)(3)(4)(8)**
To Detached Alley-Loaded Garage Without Second Story Living Area	3	3	3	3	3	**(1)(3)(4)(8)**
To Detached Alley-Loaded Garage With Second Story Living Area	5	5	3	5	5	**(1)(3)(4)(8)**
To Street-Loaded Attached or Detached Garage with min. 30' Front Setback Without Second Story Living Area	3	3	5	3	-	**(1)(3)(4)(8)(12)(13)**
To Street-Loaded Attached or Detached Garage With Second Story Living Area and min. 25' Front Setback	5	4	3	3	-	**(1)(3)(4)(8)(12)(13)**
Corner Lots:						

To Principal Structure	10	8	6	6	10	**(1)(3)**
To Alley-Loaded Detached or Attached Garage With or Without Second Story Living Area	15	15	15	15	15	**(1)(3)(4)(8)**
To Street Loaded Detached or Attached Garage With or Without Second Story Living Area	20	20	20	20	20	**(1)(3)(4)(8)(12)(13)**
To Unenclosed Porch or Architectural Entry Feature	10	8	5	5	10	**(1)(3)(14)**
To Semi-Private Courtyard	10	8	8	5	10	**(1)(3)(15)**
Minimum Rear Yard (Feet):						
To Principal Structure	10	10	8	8	10	**(4)(17)**
To Alley-Loaded Detached or Attached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more					**(4)(8)(10)(16)**
To Alley-Loaded Detached or Attached Garage from Alley Easement With or Without Second Story Living Area	13-15 minimum/maximum or 30 feet or more					**(4)(8)(11)(17)**
To Street-Loaded Detached or Attached Garage with Second Story Living Area	10	8	5	5	-	**(4)(8)(12)(13)(17)**
To Street-Loaded Detached or Attached Garage without Second Story Living Area	3	3	3	3	-	**(3)(4)(8)(12)(13)(16)(18)(19)**
Maximum Height (Feet):	36	36	36	36	36	**(5)(16)**
Distance Between Structures:	6	6	6	6	6	**(17)**
Driveway Length:						
To Street-Loaded Detached or Attached Garage	20	20	20	20	-	**(3)(8)(12)(13)(17)**
To Alley-Loaded Detached or Attached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more					**(4)(8)(10)(16)(17)**
To Alley-Loaded Detached or Attached Garage from Alley Easement With or Without Second Story Living Area	13-15 feet minimum/maximum or 30 feet or more					**(4)(8)(11)(16)**
Non-Residential FAR	0.40	0.40	0.40	0.40	0.40	
Usable Open Space Area per Dwelling Unit – Minimum	**See Table 3-5 of this Specific Plan**					**(3)(4)(24)**
Stormwater and Water Quality Management	**See Chapter 7 of this Specific Plan**					
Landscaping	**See Salinas Zoning Code Article V, Division 4: Landscaping and Irrigation and footnotes (3) and (4) below.**					
Fences, Walls and Hedges	**See Specific Plan Section 4.2.3 and Zoning Code Section 37-50.090**					
Off Street Parking, Loading, and Outdoor Lighting	**See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.**					
Driveway and Corner Visibility	**See Salinas Zoning Code Section 37-50.460 Driveway and Corner Visibility.**					

Signs	**See Salinas Zoning Code Article V, Division 3: Signs.**
Outdoor Facilities	**See Salinas Zoning Code Section 37-50.170 Outdoor Storage and Display.**
Accessory Uses and Structures	**See Salinas Zoning Code Section 37-50.010 Accessory Uses and Structures.**
Screening of Mechanical Equipment	**See Salinas Zoning Code Section 37-50.240 Screening of Mechanical Equipment.**
Recycling and Solid Waste Disposal	**See Salinas Zoning Code Section 37-50.200 Recycling and Solid Waste Disposal Regulations.**
Performance Standards	**See Salinas Zoning Code Section 37-50.180 Performance Standards.**
Planned Unit Developments	**See Salinas Zoning Code Article VI, Division 13: Planned Unit Development Permits.**
Nonconforming Uses and Structures	**See Salinas Zoning Code Section 37-50.160 Nonconforming Uses and Structures.**
Recreational Vehicles, Prohibited Vehicles and Equipment	**See Zoning Code Section 37-50.190 Recreational Vehicles, Prohibited Vehicles and Equipment Parking and Storage**
Vehicle Trip Reduction	**See Zoning Code Section 37-50.330 Vehicle Trip Reduction**
Swimming Pools, Spas, and Hot Tubs	**See Zoning Code Section 37-50.010(k) Swimming Pools, Spas, and Hot Tubs**
Accessory Dwelling Units	**See Salinas Zoning Code Section 37-50.250 Accessory Dwelling Units**
Temporary Use of Land	**See Zoning Code Section 37-50.300 Temporary Use of Land**

(1) Architectural features can project two feet into front, corner or interior side yard setbacks that are 5 feet or more.
(2) To maintain the required densities, percentages and variety of lot sizes, once subdivided, no further subdivision shall be allowed without a "major" Specific Plan amendment and subsequent CEQA evaluation. This does not apply to dedicated school sites in accordance with Chapter 31 of the Salinas Municipal Code.
(3) Front and corner side yards and any additional yard space located in front of the street façade of a dwelling and side yard fence are required to be landscaped with a mix of vegetation and other pervious materials as approved by the City Engineer and City Planner. Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off-street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Planner and City Engineer. Parking in required front, corner or interior side yards is prohibited except on the approved driveway leading to required off-street parking (garage).
(4) Rear yard and interior side yard hardscape/impervious improvements are limited to a total of 50% of the total square footage of the yard or 500 square feet, whichever is less (not including building/structure footprints and driveways approved by the City Planner and City Engineer serving the required parking). Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.
(5) See Salinas Zoning Code Section 37-50.080: Exceptions to Height Limits.
(6) See Salinas Zoning Code Section 37-50.060: Density Bonus.
(7) Minimum lot sizes may be reduced when the exclusive use of such lots is intended for utility substations, pumping stations, and similar features.
(8) Refer to Section 4.2.2, Garages and Driveways of the Specific Plan. All garages shall have roll-up doors and must be set back a minimum of five feet from the street façade of the principal dwelling.
(9) Frontage minimum of 30 feet accommodates curved streets and knuckle corners.
(10) Standard 20-foot wide minimum public alley. Rear lot line measured at the edge of ROW.
(11) Rear lot line measured at center line of standard 20-foot-wide minimum alley easement.
(12) Minimum 20-foot driveway length to street property line as measured from garage door.
(13) No street-loaded garages allowed for duplex/triplex dwellings.
(14) An unenclosed porch or architectural entry feature shall be at least sixty square feet with a minimum unobstructed dimension of six feet.
(15) Subject to the approval of the City Planner and to promote eyes on the street and encourage an engaging streetscape, the front setback may be reduced to a minimum of five feet for an outdoor courtyard not exceeding a maximum of 100 square

feet (of pavers or pervious concrete) in area and surrounded by landscaping and enclosed by a wall exceeding thirty-six inches in height to a maximum of forty-two inches in height.
(16) If second story living area is provided, the rear setback shall be five feet or 15 feet, as applicable.
(17) Rear lot line measured from edge of the ROW.

Table 3-3
Development Regulations for Neighborhood General 1 (NG-1) and Neighborhood General 2 (NG-2) Residential
Lot Standards 4 through 7, Single-Family Attached Dwellings, and Duplex/Triplex Dwellings

Development Regulations	**Lot Std. 4 Detached**	**Lot Std. 5 Detached**	**Lot Std. 6 Detached**	**Lot Std. 7 Detached**	**Duplex/ Triplex**	**Single-Family Attached Condominium/ Townhome Lot Std. 8**	**Notes**
Minimum Lot Size (Square Feet):	3,600	2,900	2,200	1,900	4,400	1,000	**(2)(6)(7)**
Maximum Lot Size:	-	3,599	2,899	2,199	-	1,000	**(2)(6)(7)**
Minimum Lot Area per Dwelling Unit:	-	-	-	-	2,200	1,000	**(2)(6)(7)**
Minimum Lot Dimensions without Alley (Feet):							
Width	40	30	30	20	45	20	**(2)(6)(7)**
Depth	60	60	60	60	60	40	**(2)(6)(7)**
Frontage	30	20	20	20	20	20	**(2)(6)(7)(9)(19)**
Minimum Lot Dimensions with Alley (Feet):							
Width	40	30	30	20	45	20	**(2)(6)(7)**
Depth with Public Alley	50	60	60	60	50	40	**(2)(6)(7)(10)(18)**
Depth with Alley Easement	60	70	70	70	60	40	**(2)(6)(7)(11)(18)**
Frontage	30	20	20	20	20	20	**(2)(6)(7)(9)(19)**
Minimum Front Yard (Feet):							
To Garage	20	20	20	20	-	10	**(1)(3)(8)(10)(12) (13)(15)(22)**
To Principal Structure	8	6	6	6	6	10	**(1)(3)(10)(21)**
To Unenclosed Porch or Architectural Entry Feature	8	5	5	5	5	10	**(1)(3)(10)(14)(21)**
To Semi-Private Courtyard	8	5	5	5	5	10	**(1)(3)(15)(21)**
Minimum Side Yard (Feet):							
Interior Lots							

To Principal Structure	3	3	1.5	1.5	3	0/3	**(1)(3)(4)(18)(20)(21)**
To Alley-Loaded Attached or Detached Garage with Second Story Living Area	5	5	5	5	5	5	**(1)(3)(4)(8)(18)(20)(21)**
To Alley-Loaded Detached or Attached Garage Without Second Story Living Area	3	3	3	3	3	3	**(1)(3)(4)(8)(18)(20)(21)**
To Street-Loaded Attached or Detached Garage with minimum 20' Front Setback With or Without Second Story Living Area	3	3	3	3	-	-	**(1)(3)(4)(8)(12)(13)(15)(20)(21)**
Corner Lots:							
To Principal Structure	6	5	5	5	5	5	**(1)(3)(21)**
To Alley-Loaded Attached or Detached Garage With or Without Second Story Living Area	11	11	11	11	11	11	**(1)(3)(8)(18)(21)**
To Street Loaded Attached or Detached Garage With or Without Second Story Living Area	11	11	11	11	11	11	**(1)(3)(8)(12)(13)(15)**
To Unenclosed Porch or Architectural Entry Feature	5	5	5	5	5	5	**(1)(3)(14)(21)**
To Semi-Private Courtyard	5	5	5	5	5	5	**(1)(3)(15)(21)**
Minimum Rear Yard (Feet):							
To Principal Structure	8	8	8	8	3	3	**(4)**
To Street-Loaded Attached or Detached Garage With or Without Second Story Living Area	5	5	5	5	-	-	**(3)(4)(8)(12)(13)(15)(17)(18) (21)**
To Alley-Loaded Attached or Detached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more						**(3)(4)(8)(10)(16)(17)(18)(21**
To Alley-Loaded Attached or Detached Garage from Alley Easement With or Without Second Story Living Area	13-15 minimum/maximum or 30 feet or more						**(3)(4)(8)(11)(16)(17)(18)(21)**
Maximum Height (Feet):	36	36	36	36	36	36	**(5)**
Distance Between Structures:	4	3	3	3	3	3	
Driveway Length (Feet):							
To Street-Loaded Attached or Detached Garage With or Without Second Story Living Area	20	20	20	20	20	-	**(3)(4)(8)(13)(15)(18)(21)**

To Alley-Loaded Detached or Attached Garage from Public Alley With or Without Second Story Living Area	3-5 feet minimum/maximum or 20 feet or more						**(3)(4)(8)(10)(16)(17)(18)(21)**
To Alley-Loaded Garage Detached or Attached Garage from Alley Easement With or Without Second Story Living Area	13-15 minimum/maximum or 30 feet or more						**(3)(4)(8)(11)(16)(17)(18)(21)**
Non-Residential FAR	0.40	0.40	0.40	0.40	0.40	0.40	
Usable Open Space per Dwelling Unit–Minimum	**See Table 3-5 of this Specific Plan**						**(3)(4)**
Stormwater and Water Quality Management	**See Chapter 7 of this Specific Plan**						
Landscaping	**See Salinas Zoning Code Article V, Division 4: Landscaping and Irrigation and footnotes (3) and (4) below.**						
Fences, Walls and Hedges	**See Specific Plan Section 4.2.3 and Zoning Code Section 37-50.090.**						
Off Street Parking, Loading, and Outdoor Lighting	**See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.**						
Driveway and Corner Visibility	**See Salinas Zoning Code Section 37-50.460 Driveway and Corner Visibility.**						
Signs	**See Salinas Zoning Code Article V, Division 3: Signs.**						
Outdoor Facilities	**See Salinas Zoning Code Section 37-50.170 Outdoor Storage and Display.**						
Accessory Uses and Structures	**See Salinas Zoning Code Section 37-50.010 Accessory Uses and Structures.**						
Screening of Mechanical Equipment	**See Salinas Zoning Code Section 37-50.240 Screening of Mechanical Equipment.**						
Recycling and Solid Waste Disposal	**See Salinas Zoning Code Section 37-50.200 Recycling and Solid Waste Disposal Regulations.**						
Performance Standards	**See Salinas Zoning Code Section 37-50.180 Performance Standards.**						
Planned Unit Developments	**See Salinas Zoning Code Article VI, Division 13: Planned Unit Development Permits.**						
Nonconforming Uses and Structures	**See Salinas Zoning Code Section 37-50.160 Nonconforming Uses and Structures.**						
Recreational Vehicles, Prohibited Vehicles and Equipment	**See Zoning Code Section 37-50.190 Recreational Vehicles, Prohibited Vehicles and Equipment Parking and Storage**						
Vehicle Trip Reduction	**See Zoning Code Section 37-50.330 Vehicle Trip Reduction**						
Swimming Pools, Spas, and Hot Tubs	**See Zoning Code Section 37-50.010(k) Swimming Pools, Spas, and Hot Tubs**						
Accessory Dwelling Units	**See Salinas Zoning Code Section 37-50.250 Accessory Dwelling Units**						
Temporary Use of Land	**See Zoning Code Section 37-50.300 Temporary Use of Land**						
Condominium Conversions	**See Zoning Code Section 37-50.050 Condominium Conversions**						

(1) Architectural features can project two feet into front, corner or interior side yard setbacks that are 5 feet or more.

(2) To maintain the required densities, percentages and variety of lot sizes, once subdivided, no further subdivision shall be allowed without a "major" Specific Plan amendment and subsequent CEQA evaluation. This does not apply to subsequent subdivisions in accordance with Section 3.9.3, Mixed Use Commercial to Residential Flexibility, of this Specific Plan, or dedicated school sites in accordance with Chapter 31 of the Salinas Municipal Code. Front and corner side yards and any additional yard space located in front of the street façade of a dwelling and side yard fence are required to be landscaped with

a mix of vegetation and other pervious materials as approved by the City Engineer and City Planner. Pavers and pervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off-street parking, an entry walkway as approved by the City Engineer and City Planner not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling or an approved semi-private courtyard. Parking in required front, corner or interior side yards is prohibited except on the approved driveway leading to required off-street parking (garage).

(3) Front and corner side yards and any additional yard space located in front of the street façade of a dwelling and side yard fence are required to be landscaped with a mix of vegetation and other pervious materials as approved by the City Engineer and City Planner. Pavers and pervious or impervious paving or concrete are prohibited in these areas, except for an approved driveway leading to required off-street parking, an entry walkway not exceeding four feet in width providing pedestrian access to the main entry feature/porch of the dwelling unit or an approved semi-private courtyard; subject to approval by the City Planner and City Engineer. Parking in required front, corner or interior side yards is prohibited except on the approved driveway leading to required off-street parking (garage).

(4) Rear yard and interior side yard hardscape/impervious improvements are limited to a total of 50% of the total square footage of the yard or 500 square feet, whichever is less (not including building/structure footprints and driveways approved by the City Planner and City Engineer serving the required parking). Pavers and pervious paving or concrete will count toward the hardscape maximum coverage except for the driveway serving the required off-street parking. This provision applies to yard space that is outside of the required setback.

(5) See Salinas Zoning Code Section 37-50.080: Exceptions to Height Limits.

(6) See Salinas Zoning Code Section 37-50.060: Density Bonus.

(7) Minimum lot sizes may be reduced when the exclusive use of such lots is intended for utility substations, pumping stations, and similar features.

(8) Refer to Section 4.2.2, Garages and Driveways of the Specific Plan. All garages shall have roll-up doors and must be set back a minimum of five feet from the street façade of the principal dwelling.

(9) Frontage minimum of 30 feet accommodates curved streets and knuckle corners.

(10) Standard 20-foot-wide minimum public alley. Rear lot line measured at the edge of ROW. All garages must be set back a minimum of five feet from the street façade of the principal structure.

(11) Rear lot line measured at center line of standard 20-foot wide minimum alley easement.

(12) Minimum 20-foot driveway length to street property line as measured from garage door.

(13) No street-loaded garages allowed for duplex/triplex dwellings.

(14) An unenclosed porch or architectural entry feature shall be at least sixty square feet with a minimum unobstructed dimension of six feet.

(15) Subject to the approval of the City Planner and to promote eyes on the street and encourage an engaging streetscape, the front setback may be reduced to a minimum of five feet for an outdoor courtyard not exceeding a maximum of 100 square feet (of pavers or pervious concrete) in area and surrounded by landscaping and enclosed by a wall exceeding thirty-six inches in height to a maximum of forty-two inches in height. Rear lot line measured from edge of the ROW.

(16) If second story living area is provided, the rear setback shall be five feet or 15 feet, as applicable.

(17) Rear lot line measured from edge of the ROW.

(18) Where private drives and alleys are provided, curbs shall be painted red and appropriate signage for parking restrictions shall be provided as determined by the City Engineer, City Planner, and Fire Chief.

(19) The minimum lot frontage requirement for single-family attached dwellings shall be twenty feet except that the minimum lot frontage requirement may be waived for single-family attached dwellings (townhomes and rowhouses) located on lots, which do not front a street.

(20) 0 foot interior side yard setback if abutting a single-family attached dwelling.

(21) For lots that do not have street frontage (such as green court housing products, etc.) the location of required front, side, and rear yards will be determined by the City Planner.

(22) For Custom Dwellings located on a private drive, the alley easement development regulations shall apply.

Table 3-4
Multifamily Development Regulations for Neighborhood General 1 (NG-1), Neighborhood General 2 (NG-2) and Village Center

Development Regulations	Multifamily Land Use Category					Notes
	Village Center (VC) Stand Alone Residential	Village Center (VC)	NG-2 at Minimum 30 du/nra	NG-2	NG-1	
Minimum Lot Size (Square Feet):	10,000	No Minimum	10,000	7,200	10,000	**(3)(4)(6)**

Maximum Lot Size:	-	-	-	-	-	**(3)(4)(6)**
Minimum Lot Area per Dwelling Unit:	1,000	-	1,000	1,800	2,900	**(3)(4)(6)**
Minimum Lot Dimensions (Feet):						
Width	90	-	90	90	90	**(9)**
Width, Corner Lot	95	-	95	95	95	**(9)**
Depth	100	-	100	100	100	**(9)**
Frontage	80	-	35	35	35	**(8)(9)**
Minimum Front Yard (Feet):	10	-	10	15	15	**(8)**
Minimum Side Yard Per Story (Feet):						
Interior Lots	10/20 max.	-	10/20 max.	10/20 max.	10/20 max.	**(1)(8)(10)**
Corner Lots	10	-	10	15	15	**(1)(8)**
Minimum Rear Yard (Feet per Story):	10/20 max.	5	10/20 max.	10/20 max.	10/20 max.	**(10)**
Minimum Building Setback (Feet) to Private Drive	0	5	0	5	5	
Maximum Height (Feet):	55	55	55	45	36	**(2)**
Distance Between Structures	6	-	10	10	10	**(7)**
Maximum FAR	NA	1.0	-	-	-	**(11)**
Landscaping (percent of lot area)	5%	5%	5%	5%	5%	
Bedrooms per Dwelling Unit (Percent of Total Dwelling Units):						
3 or more bedrooms	-	-	-	20%	20%	
4 or more bedrooms	-	-	-	10%	10%	
Usable Open Space Area per Dwelling Unit–Minimum	**SEE TABLE 3-5**					
On-Site Parking Requirements (Parking Spaces):						
Studio Units	1	1	1	-	-	**(5)(10)**
One Bedroom Units	1.5	1	1	-	-	**(5)(10)**
Two Bedroom Units	2	1.5	1.5	-	-	**(5)(10)**
Three Bedroom Units	2	2	2	-	-	**(5)(10)**
Four Bedroom Units	3	3	3	-	-	**(5)(10)**
Guest Parking	1 per 15 units	0	1 per 15 units	-	-	**(5)(10)**
Landscaping	**See Salinas Zoning Code Article V, Division 4: Landscaping and Irrigation.**					
Fences, Walls and Hedges	**See Salinas Specific Plan Section 4.5.1.**					
Off Street Parking, Loading, and Outdoor Lighting	**See Section 4.2.2 and Appendix E of this Specific Plan and Salinas Zoning Code Article V, Division 2: Parking, Loading and Outdoor Lighting.**					
Driveway and Corner Visibility	**See Salinas Zoning Code Section 37-50.460 Driveway and Corner Visibility.**					
Signs	**See Salinas Zoning Code Article V, Division 3: Signs.**					
Outdoor Facilities	**See Salinas Zoning Code Section 37-50.170 Outdoor Storage and Display.**					
Accessory Uses and Structures	**See Salinas Zoning Code Section 37-50.010 Accessory Uses and Structures.**					
Screening of Mechanical Equipment	**See Salinas Zoning Code Section 37-50.240 Screening of Mechanical Equipment.**					

Temporary Use of Land	**See Zoning Code Section 37-50.300 Temporary Use of Land**
Recreational Vehicles, Prohibited Vehicles and Equipment	**See Zoning Code Section 37-50.190 Recreational Vehicles, Prohibited Vehicles and Equipment Parking and Storage**
Swimming Pools, Spas, and Hot Tubs	**See Zoning Code Section 37-50.010(k) Swimming Pools, Spas, and Hot Tubs**
Vehicle Trip Reduction	**See Zoning Code Section 37-50.330 Vehicle Trip Reduction**
Condominium Conversions	**See Zoning Code Section 37-50.050 Condominium Conversions**
Recycling and Solid Waste Disposal	**See Salinas Zoning Code Section 37-50.200 Recycling and Solid Waste Disposal Regulations.**
Performance Standards	**See Salinas Zoning Code Section 37-50.180 Performance Standards.**
Planned Unit Developments	**See Salinas Zoning Code Article VI, Division 13: Planned Unit Development Permits.**
Accessory Dwelling Units	**See Salinas Zoning Code Section 37-50.250 Accessory Dwelling Units**
Nonconforming Uses and Structures	**See Salinas Zoning Code Section 37-50.160 Nonconforming Uses and Structures**

(1) Architectural features can project two feet into front, corner or interior side yard setbacks that are five feet or more.
(2) See Salinas Zoning Code Section 37-50.080: Exceptions to Height Limits.
(3) See Salinas Zoning Code Section 37-50.060: Density Bonus.
(4) Minimum lot sizes may be reduced when the exclusive use of such lots is intended for utility substations, pumping stations, and similar features.
(5) Assumes shared parking with office/retail uses in addition to this required amount for one and two bedroom units in the mixed use Village Center, and two bedroom units built to a minimum of 30 du/nra in the NG-2.
(6) Subareas 1.6, 1.7 (eastern portion), 3.1 and 3.5 adjacent to the Village Center may be built at a minimum density of 30 du/nra to a maximum of 40 du/nra. This can be done only through commercial conversion and the total unit count for these subareas may exceed the maximum specified in Table 3-6.
(7) Five feet per story per building/maximum 20'.
(8) For lots that do not have street frontage (such as green court housing products, etc.) the location of required front, side, and rear yards will be determined by the City Planner.
(9) If alley easements are proposed, minimum lot dimensions shall increase to the centerline of the easement, as applicable.
(10) Carports may be located within five feet of an adjacent interior property line.
(11) Plus 10 dwelling units per net residential acre.

LEGEND

- CENTRAL COMMUNITY CORE
- NEIGHBORHOOD EDGE RESIDENTIAL (NE)
- NEIGHBORHOOD GENERAL 1 RESIDENTIAL (NG-1)
- NEIGHBORHOOD GENERAL 2 RESIDENTIAL (NG-2)
- MIXED USE VILLAGE CENTER
- SCHOOLS
- COMMUNITY PARK
- NEIGHBORHOOD PARKS (WA-1 TO WA-4)
- SMALL PARKS (WS-1 TO WS-6)
- OPEN SPACE
- OPEN SPACE / SUPPLEMENTAL STORM WATER DETENTION / RETENTION
- ROAD X STREETS
- (#) WATER WELL / TREATMENT SITES
- ✱ PLAN AREA/ PORTION OF PLAN AREA MAXIMUM DENSITY 40 DU/AC

Note: Turn restrictions may be required to minimize traffic impacts along existing streets and driveways fronting or accessing on San Juan Grade Road.

0' 300' 600' 900' 1200'

N

FIGURE 2-1

Specific Plan Land Use Map

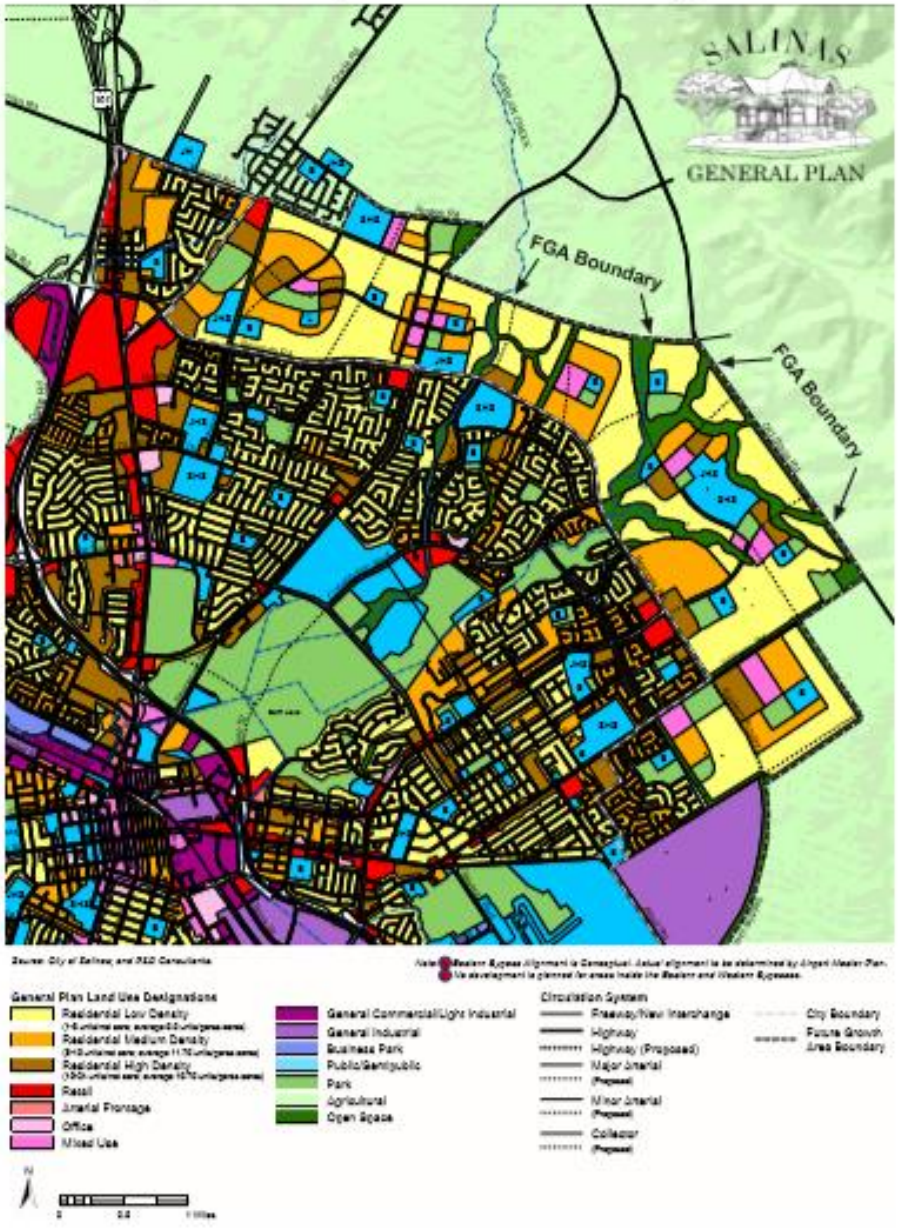
FIGURE 1-8

General Plan Land Use Designation Upon Adoption of Specific Plan

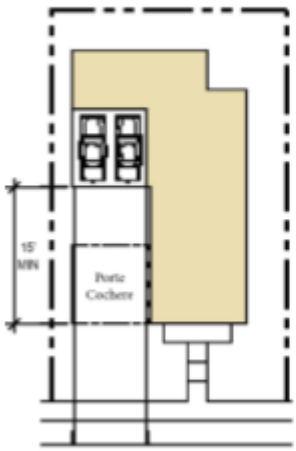
FIGURE 1-9

Zoning Map Upon Adoption of Specific Plan

Figure 1-3: Existing General Plan Land Use Designations

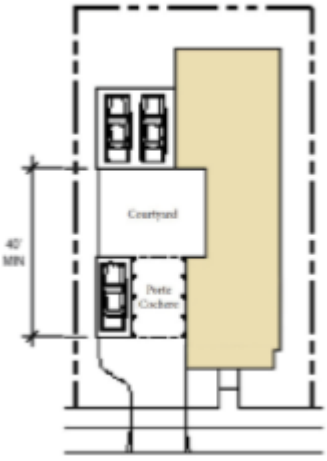


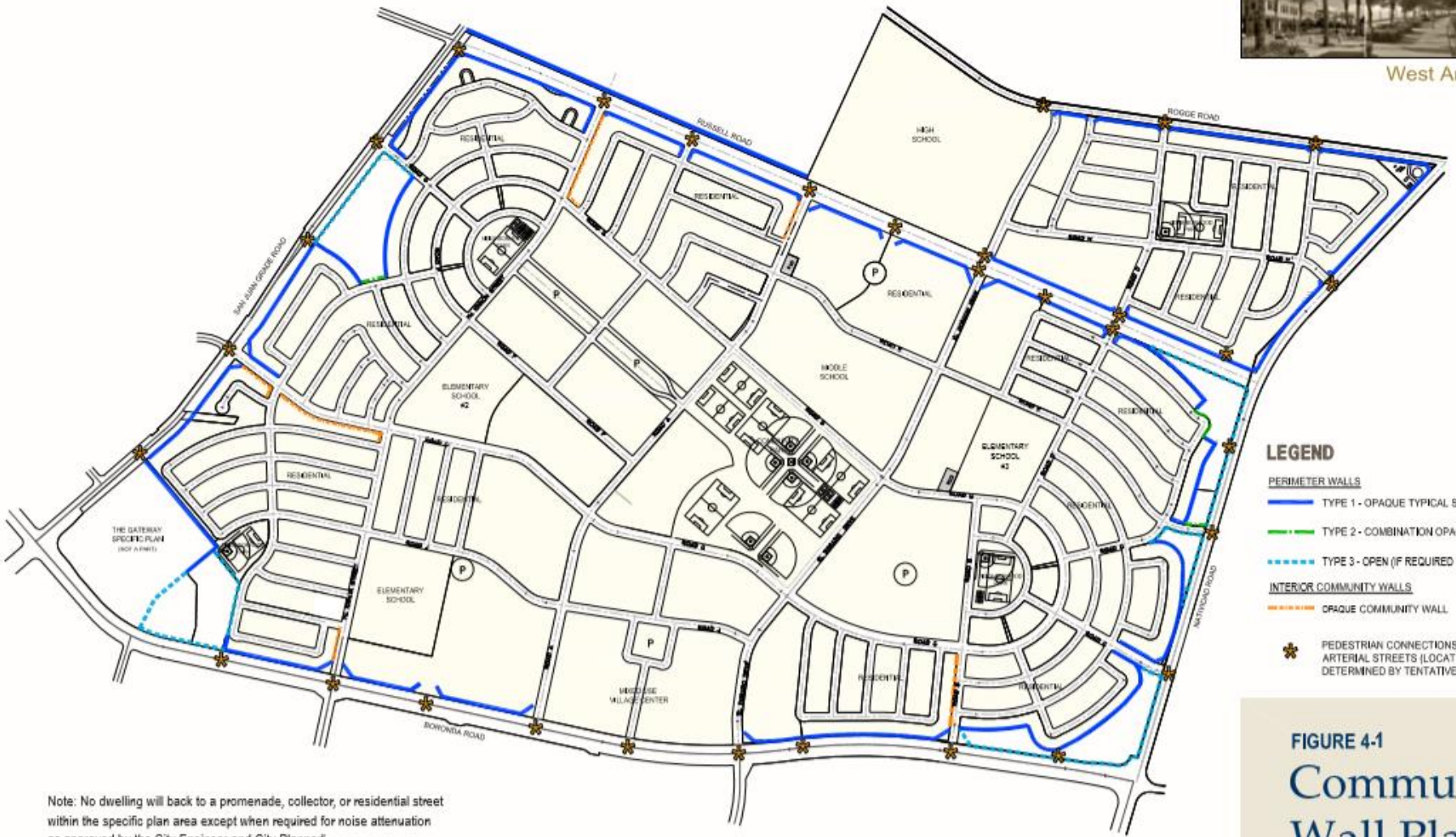
Deep Recessed Garage with or without Porte-Cochere



Offset Garage

Rear Courtyard Garage





LEGEND

PERIMETER WALLS

- TYPE 1 - OPAQUE TYPICAL SCREEN / SOUND WALL
- TYPE 2 - COMBINATION OPAQUE AND OPEN
- TYPE 3 - OPEN (IF REQUIRED BY CITY ENGINEER)

INTERIOR COMMUNITY WALLS

- OPAQUE COMMUNITY WALL

- PEDESTRIAN CONNECTIONS TO ARTERIAL STREETS (LOCATION DETERMINED BY TENTATIVE MAP)

Note: No dwelling will back to a promenade, collector, or residential street within the specific plan area except when required for noise attenuation as approved by the City Engineer and City Planner.

0' 300' 600' 900' 1200'

N

FIGURE 4-1

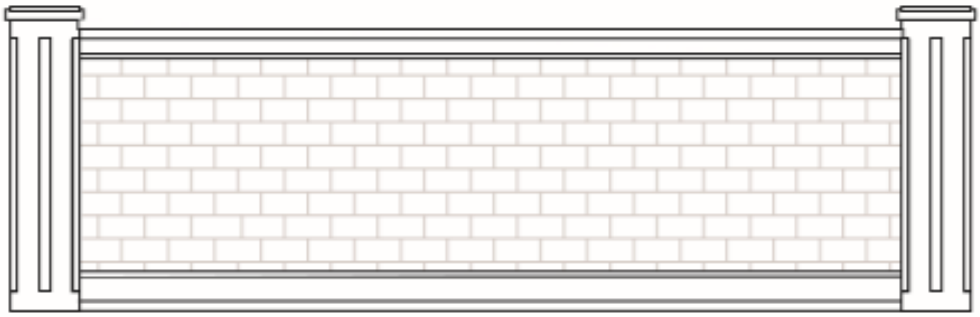
Community Wall Plan Concept

Figure 4-2: Perimeter Walls

Type 1 Opaque
Typical Screen Wall & Community Wall [(1)(2)]

Capped Pilaster & Block Wall With Textured Finish Paint

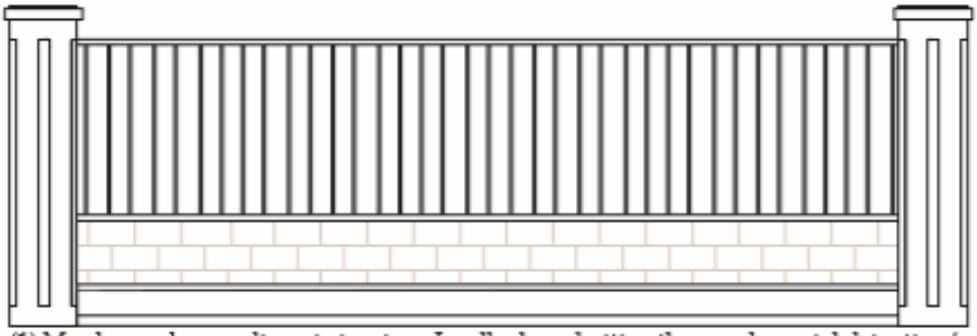
(Sierra Classic or Similar)



(1) As required for sound attenuation and where required by City Engineer.

Type 2 Combination Opaque/Open [(1)(2)]

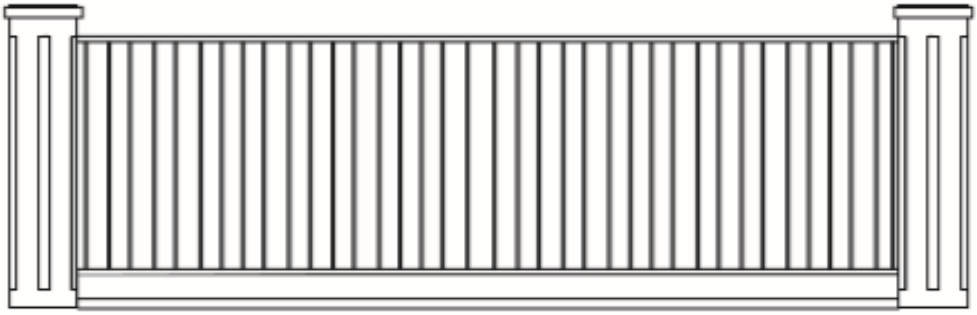
Capped Pilaster & Block Wall With Tube Metal



(1) May be used as an alternate to a type I wall when abutting the supplemental detention/ retention basin or where otherwise approved by the City Engineer or City Planner.

Type 3 Open [(2)]

Capped Pilaster & Tube Metal



(2) Wall height for all wall types to be deterined by the City Engineer or City Planner.

Table 1-1: West Area Specific Plan Property Ownership

APN	Property Identification	Approximate Land Area (Gross Acres)
211231060000	Cloverfield	138.36
211231061000	Cloverfield	138.36
211231016000	Harden	72.56
211011002000	Sbrana	117.95
211231012000	Kantro	154.04
211231013000	Bondesen	99.55
211011003000	Kantro	154.04
211011009000	Madalora	108.32
211231059000	Santa Rita Union School District	11.46
211011011000	Salinas Union High School District	38.97
211011008000	Mortensen	52.85
211011010000	Osequera	1.71
211011001000	Piffero	0.78
Total		**796.55**

Table 6-4: Projected Plan Area Student Population

Dwelling Unit Type	Total Dwelling Units	Education Level	Generation Factor	Students Generated
Single-Family (NE and NG-1)	3,164	Elementary	0.3148	996
		Middle	0.1955	619
		High	0.208	658
Multifamily (NG-2 and Village Center)	1,176	Elementary	0.5715	672
		Middle	0.1892	223
		High	0.041	48
Total				3,216

Source: Salinas Union High School District: 2018 School Facility Needs Analysis and Justification Report; Santa Rita Union School District School Facilities Needs Analysis March 6, 2018.

note: table assumes (high) single family (SF) detached units for all SF units, due to lack of detailed lot counts for attached and detached SFU's.

materials\attachment working drafts DRAFTS YOU DONT NEED THIS FILE TARA\Attachment 9 West Area Specific Plan and Errata Sheet OMNIBUS 11-22-19.docx

Attachment 12 Rezone Map

RECORDING REQUESTED BY
AND WHEN RECORDED RETURN
TO:

City of Salinas
Office of the City Attorney
200 Lincoln Avenue
Salinas, CA 93901

Record for the Benefit of
The City of Salinas

Exempt from Recording Fee
Government Code Section 23783

Space Above Reserved for Recorder's Use
Only

DEVELOPMENT AGREEMENT

BY AND BETWEEN

THE CITY OF SALINAS

and

REXFORD TITLE, INC.
PATRICIA JANE BONDESEN
ALVIN C. and KAREN RAE MORTESEN, TRUSTEES
RAY HARROD, JR., DBA HARROD CONSTRUCTION COMPANY
RCS SALINAS INVESTMENT I LLC
ANN AAROE, INDIVIDUALLY AND AS SUCCESSOR TRUSTEE

For the

WEST AREA SPECIFIC PLAN PROJECT

(North of Boronda Future Growth Area)

DRAFT

This Development Agreement ("**Development Agreement**" and sometimes "**Agreement**"), dated as of XXXX, 2019, is entered into by and between the **CITY OF SALINAS**, a California charter city and municipal corporation, (hereinafter "**City**"), and the following, all of which are collectively referred to herein as "the Developers" and sometimes individually referred to herein as a "Developer":

REXFORD TITLE, INC., a California corporation (hereinafter "Rexford"),
PATRICIA JANE BONDESEN, a married woman dealing with her sole and separate property (hereinafter "Bondesen"),
ALVIN C. and KAREN RAE MORTENSEN, TRUSTEES (hereinafter "Mortensen"),
RAY HARROD, JR., dba **HARROD CONSTRUCTION COMPANY** (hereinafter "Harrod"),
RCS SALINAS INVESTMENT I LLC, a Colorado limited liability company (hereinafter "Global")
ANN AAROE, an individual and Successor Trustee (hereinafter "Kantro")

under the authority of Section 65864 *et seq*. of the California Government Code and the City's police powers. (The Developers and the City are, from time to time, referred to individually in this Agreement as a "Party" and collectively as the "Parties").

This Agreement is entered into on the basis of the following facts, understandings and intentions of the Parties.

RECITALS

A. Purpose. To strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic risk of development, the Legislature of the State of California adopted Government Code Sections 65864 *et seq*. (the "Development Agreement Statute") which authorize cities to enter into agreements for the development of real property with any person having a legal or equitable interest in such property in order to establish certain development rights in such property. In accordance with the Development Agreement Statute, the City has enacted Article VI, Division 11 of Chapter 37 of the Salinas Municipal Code (the "Development Agreement Regulations") to implement procedures for the processing and approval of development agreements in accordance with the Development Agreement Statute. (The provisions of the Development Agreement Statute and the Development Agreement Regulations are collectively referred to herein as the "Development Agreement Law.") This Agreement has been drafted and processed pursuant to the Development Agreement Law.

B. Developer's Interest in Property. The Developers own or have contractual rights to purchase approximately 625.38 acres of real property in the City which is a part of the ±796.55-acre West Area of the City's North of Boronda Future Growth Area (the "Project Area") as depicted on the map attached hereto as **Exhibit A-1**. The Project Area is located within the city limits of Salinas and is bounded by Boronda Road on the south, San Juan Grade Road on the west, Russel Road Extension and Rogge Road on the north, and Natividad Road on the east.

The part of the Project Area that Developer Rexford owns is shown on the map attached hereto as **Exhibit A-2** (the "Rexford Property"). The part of the Project Area that Developer Bondesen owns is shown on the map attached hereto as **Exhibit A-3** (the "Bondesen Property"). The part of the Project Area that Developer Mortensen owns is shown on the map attached hereto as **Exhibit A-4** (the "Mortensen Property"). The portion of the Project Area as to which Developer Harrod has contractual rights to purchase is shown on the map attached hereto as **Exhibit A-5** (the "Harrod Property"). The part of the Project Area that Developer Global has contractual rights to purchase is shown on the map attached hereto as **Exhibit A-6** (the "Global Property"). The part of the Project Area the Developer Kantro owns is shown on the map attached hereto as **Exhibit A-7** (the "Kantro Property").

C. Planning Uses. Consistent with the City of Salinas General Plan, the Developers have proposed, and the City has approved in the Project Approvals, a Specific Plan for the entirety of the Project Area. The Specific Plan, referred to herein as the "West Area Specific Plan," is a planned community comprised of residential uses with a minimum of 3,553 and a maximum of 4,340 dwelling units ("Total West GP Target"), a community park, four neighborhood parks, six small parks, up to five schools (two of which are existing as of the Effective Date), and up to ±571,500 square feet of mixed- use commercial uses (the Village Center) with a minimum of 91 residential units, together with retail, office, restaurant, entertainment and other non-residential uses, all as more specifically provided for in the Specific Plan, together with construction, site preparation and installation of infrastructure (the "Project"). The maximum number of dwelling units authorized under the Specific Plan excludes Density Bonus Dwelling Units allowed pursuant to Section 37-50.060 of the Salinas Municipal Code, Accessory Dwelling Units allowed pursuant to Section 37-50.250 of the Salinas Municipal Code, and/or any dwelling units allowed pursuant to Section 3.9.3 of the Specific Plan, which allows up to a maximum of 250,000 square feet of the allowable 571,500 square feet of mixed use commercial floor area which may be converted to up to a maximum of 250 dwelling units on the basis of 1,000 square feet of mixed use commercial floor area for one residential dwelling unit.

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D. Project Approvals. The following approvals, entitlements, and findings (the "Project Approvals") were adopted by the City with respect to the Project after duly and properly noticed public hearings:

1. Certification and adoption of a Subsequent Program Environmental Impact Report for the West Area Specific Plan (the "Project EIR"), including project-specific mitigation measures as certified and adopted by City with the Project EIR and as specified within the adopted Mitigation Monitoring and Reporting Program adopted by the City Council of Salinas by Resolution No. _____ adopted on **{To be inserted at City Council Approval}.**

2 The West Area Specific Plan, ("**Specific Plan**") approved by the City Council of Salinas by Resolution No. _____ adopted on **{To be inserted at City Council Approval}.**

3. Zoning Ordinance map amendments adopted by the City Council of the City of Salinas by Ordinance No. _____ adopted on **{To be inserted at City Council Approval}.**

4. This Development Agreement approved by the City Council of Salinas by Ordinance No. ____, adopted on **{To be inserted at City Council Approval}** (the "Enacting Ordinance").

5. All Subsequent Project Approvals, as defined below, immediately upon approval.

E. Subsequent Project Approvals. In addition to the Project Approvals, the Project will require various additional future land use and construction approvals and permits from City in connection with development of the Project ("**Subsequent Project Approvals**"), which shall be deemed to be part of the Project Approvals as they are approved. Subject to the terms and requirements of this Development Agreement, Developers may convey fee title interest in portions of the Property to Affiliates or to third parties who will complete development of those portions of the Property. Developers may also convey portions of the Property to users who will apply to City, as needed, for required Subsequent Project Approvals to complete development of their portions of the Property. The Subsequent Project Approvals also include any review required by the California Environmental Quality Act (CEQA), including implementation of all mitigation measures, Mitigation Monitoring and Reporting Program, and conditions adopted as part of the Project Approvals.

F. Development Assurances. Developers desire to carry out the development of the Property as a master-planned community development consistent with the General Plan, the Project Approvals and this Agreement. The complexity, magnitude and build-out of the Project would be difficult for Developers to undertake if the City had not determined, through this Agreement, to inject a sufficient degree of certainty in the land use regulatory process to justify the substantial financial investment and risk associated with development of the Project. As a result of the execution of this Agreement, both Parties can be assured that the Project can proceed without disruption, which assurance will thereby reduce the risk of planning, financing and proceeding with construction of the Project and promote the achievement of the private and public objectives of the Project.

G. City Interests. City desires to advance the housing and economic interests of the City and its residents by encouraging quality residential development and economic growth in the incorporated portion of the North of Boronda Future Growth Area, in accordance with and envisioned by the Salinas General Plan, thereby enhancing and expanding housing and employment opportunities for residents and growing the City's tax base.

H. Public Benefits. City is also desirous of gaining the public benefits of the Project under the Project Approvals and this Agreement, which are in addition to those dedications, conditions and exactions required by laws or regulations, and which advance the planning objectives of, and provide benefits to, the City. Among the public benefits to be realized from the Project are those identified in Sections 2.2.1 and 2.2.2 of the Specific Plan and the following:

1. The Project will produce a significant portion of the residential development needed to house the City's projected population for the next 30+ years, as envisioned by and as provided for in the Salinas General Plan.

2. By incorporating the principles of New Urbanism, the Project promotes alternative modes of transportation with an emphasis on pedestrian and bicycle transportation to potentially reduce vehicle trips.

3. New Urbanism design helps bring a variety of land uses together in a relatively compact manner (close proximity), providing residents with the opportunity for healthier, more active lifestyle choices.

4. Greater accessibility to mixed use, commercial land uses will allow

residents living in or near the village centers, for example, to save travel time and spend less on transportation, as well as numerous other benefits which potentially add to a healthier economy.

5. New Urbanism encourages green transportation and utilizes various sustainable building methods. This will help the City achieve a greater level of environmental accountability and sustainability.

6. The Project provides a variety of housing options and affordability levels for residents at various stages of life.

7. The Project will comply with the City's Inclusionary Housing Ordinance and related Guidelines to ensure housing for workforce and very low, low, and moderate income households.

8. The Project incorporates a variety of housing sizes, types, densities and designs which create a pleasing residential environment.

9. The Project provides a wide array of recreation opportunities, including bike lanes, public parks, greenways, walkways, and open spaces, supporting a healthy, sustainable and pleasing physical environment community.

10. The Project and the surrounding community will be served by a ±30-acre community park which includes a variety of features and amenities.

11. The Project is designed to retain and detain stormwater in accordance with adopted Stormwater Development Standards and Best Management Practices, thus alleviating increased off-site flooding, siltation and erosion, and contributing to the recharge of groundwater aquifers.

12. The Project will provide or contribute to infrastructure improvements (streets, parks, sewers, stormwater management facilities) that benefit the City and further the City's long-range infrastructure goals.

13. As demonstrated by the Fiscal Impact Report prepared by the City's consultant (Economic & Planning Systems, Inc., July 2018), the Project will have a fiscally positive impact on the City's finances.

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14. According the WASP area Water Supply Assessment (California Water Service (Cal Water), December 2015) conversion of the WASP area from agricultural to urban land use could result in an estimated reduction of consumptive groundwater use (or increase in groundwater storage) of 2,170 acre feet per year, which is a significant contribution toward reducing overdraft in the Salinas Valley Ground Water basin.

I. City Council Findings. City has given the required notice of its intention to adopt this Development Agreement and has conducted public hearings thereon pursuant to Government Code Section 65857 and Article 6, Division 11 of Chapter 37 of the Salinas Municipal Code. As required by Government Code Section 65867.5, City has found that the provisions of this Development Agreement and its purposes are consistent with the public health, safety and general welfare of the City and that all of its provisions are consistent with the goals, policies, standards and land use designations specified in the General Plan, as well as all other applicable plans, policies and regulations of the City.

J. Compliance with CEQA. The environmental impacts of the Project including the Project Approvals have properly been reviewed and assessed by the City pursuant to the California Environmental Quality Act, Public Resources Code Section 21000 et seq.; California Code of Regulations Title 14, section 15000 et seq. (collectively, "**CEQA**"). On _____, pursuant to CEQA and following consideration of the recommendations of the Planning Commission, the City Council certified and adopted a program level environmental impact report as provided in Section 15168 of the CEQA Guidelines (the "**Project EIR**"). The Project EIR provides the "first tier" environmental review of the Project, and also provides the City with a single environmental document as a baseline to evaluate related entitlements at a project level of analysis as well as subsequent development projects within the Specific Plan area. Unless one of the events set forth in Public Resources Code §21166 occurs, no subsequent or supplemental environmental impact report shall be required. Subsequent individual development that requires further discretionary approvals will be examined in light of the Project EIR to determine whether additional environmental documentation must be prepared.

K. Planning Commission. On _____, _____, the City of Salinas Planning Commission (the "**Planning Commission**"), the initial hearing body for purposes of Development Agreement review, recommended approval of this Development Agreement pursuant to Resolution No. _____ **{To be inserted upon approval by the Planning Commission}** to the City Council.

L. Enacting Ordinance; City Council. On_____, _____, the City Council of City adopted its Ordinance No. ___ approving this Development Agreement and authorizing its execution, and that Ordinance ("**Enacting Ordinance**") became effective on _____, _____{**To be inserted upon City Council approval**}.

M. Project Provides Substantial Benefits. For the reasons recited herein, City and Developers have determined that the Project is a development for which this Agreement is appropriate. Through the establishment of vested rights as provided herein, this Agreement will reduce risk and eliminate uncertainty regarding Project Approvals and Subsequent Project Approvals, thereby encouraging investment in and commitment to use and development of the Property. Continued use and development of the Property will in turn provide substantial housing and employment opportunities and tax benefits, and other public benefits to City, and contribute to the provision of needed infrastructure for area growth, thereby achieving the goals and purposes for which the Development Agreement Law was enacted.

N. Applicability to Property. This Agreement shall be applicable to the Property and all portions thereof, the City, and the existing owners of the Property, the Developers and their successors in interest, all of whom shall be bound by the terms hereof.

O. Voluntary Commitments. To ensure that the intent of the City and of the Developers with respect to the Project Approvals and Subsequent Project Approvals is carried out, the Parties desire to voluntarily enter into this Agreement to facilitate development of the Project subject to the conditions and the requirements included in this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants and promises contained herein and other valuable consideration, the Parties hereby agree as follows:

SECTION 1
ADMINISTRATION

1.1 Definitions. As used in this Agreement, the following terms, phrases and words shall have the meanings and be interpreted as set forth in this Section. To the extent that any capitalized terms contained in this Agreement are not defined below, then such terms shall have the meaning otherwise ascribed to them in this Agreement.

1.1.1 "**Affiliate**" means any person, limited liability company, partnership, joint venture, trust, or corporation or other legal entity who now or hereafter (a) is a member of Developer; (b) directly or indirectly through one or more intermediaries Controls, or is Controlled by, or is under common Control with, the Developer; or (c) in which fifty percent (50%) or more of the equity interest of which is held beneficially or of record by the Developer, as the context may require; or (d) is Controlled by or under the day-to-day management of a member of Developer.

1.1.2 "**Agreement**" shall mean this Development Agreement, as set forth in the preamble of this Agreement.

1.1.3 "**Applicable City Regulations**" shall mean all of the following to the extent the following do not conflict with or are not inconsistent with the Project Approvals: Except as may be otherwise expressly set forth herein, the rules, regulations, ordinances, and official policies of the City (whether adopted by the City Council or the voters of the City) existing on the Effective Date governing the permitted uses of the land, density, design, improvement, and construction standards and specifications, applicable to development of the Property. Applicable City Regulations may include in whole or in part without limitation, (i) the General Plan, Specific Plan, the Inclusionary Housing Ordinance (Ordinance no. 2594, adopted June 6, 2017) and associated Guidelines (Resolution No. 21175, adopted June 6, 2017), and the Municipal Code (including standard specifications, design standards, and relevant public facility master plans adopted and published by the City), (ii) Exactions listed on **Exhibit B** to this Agreement, or elsewhere in this Agreement; and (iii) all other City laws that relate to or specify the permitted uses of land or improvements, the density or intensity of use, the subdivision of land for development, that are existing and in effect on the Effective Date; and (iv) all those existing and approved permits, entitlements, agreements, and other grants of approval having force and effect on the Effective Date relating to the Project and Property, including without limitation their text, terms and conditions of approval. A list of Applicable City Regulations, other than the Exactions and the Project Approvals, is set forth in **Exhibit C** to this Agreement. Exceptions to Applicable City Regulations include Uniform Codes (as defined in **Section 1.1.41** and referenced in **Section 2.3**), and the application of New City Laws (as defined in **Section 1.1.25**) permitted under **Section 2.4**.

1.1.4 "**CEQA**" shall mean the California Environmental Quality Act (California Public Resources Code Section 2100, *et seq*.), and the State CEQA Guidelines, (California Code of Regulations, Title 14, Section 15000, et seq.), as each is amended as of the Effective Date.

1.1.5 "**City**" shall mean the City of Salinas.

1.1.6 "**City Council**" shall mean the City Council of the City.

1.1.7 "City Planner" shall mean the officially designated city employee or their designee charged with the responsibility for the interpretation and administration of the Zoning Code, having the authority provided in **Section 37-10.160** of the Zoning Code. As defined in Section 37-10.160 of the Zoning Code, the City Planner is the Community Development Director.

1.1.8 "Community Development Director" shall mean that city official designated by the City Manager with such title and any city official who is authorized by the City Manager to assume and carry out the duties of such official under the same or a different title.

1.1.9 "**Control**" means the possession, directly or indirectly, of the power to cause the direction of the management and policies of any entity including but not limited to a limited liability company, a partnership, a joint venture, a trust, or a corporation, whether through the ownership of voting securities, by contract, or otherwise.

1.1.10 "**Developers**" shall mean **REXFORD TITLE, INC.,** a California corporation, **PATRICIA JANE BONDESEN,** a married woman dealing with her sole and separate property, **ALVIN C. and KAREN RAE MORTENSEN, TRUSTEES**, **RAY HARROD, JR.,** dba **HARROD CONSTRUCTION COMPANY, and GLOBAL INVESTMENT & DEVELOPMENT LLC,** a California limited liability company**, ANN AAROE,** an individual and Trustee, and, subject to **Section 5.3**, their successors and assigns.

1.1.11 "**Development Agreement Law**" shall have the meaning given in Recital A.

1.1.12 "**Development Agreement Regulations**" shall have the meaning given in Recital A.

1.1.14 13 "**Development Agreement Statute**" shall have the meaning given in Recital A.

1.1.14 " Boronda Road Congestion Relief Project" (the "Congestion Relief Project") means the City-sponsored project to widen East Boronda Road into a four-lane roadway with two-lane roundabouts, landscaped median, and bike lanes to accommodate future (year 2064) traffic demands on East Boronda Road (including the build-out of the WASP area).

1.1.15 "**Effective Date**" shall mean the date determined under **Section 1.2.1.**

1.1.16 "**Project EIR**" shall have the meaning given in **Recital J**.

1.1.17 "**Enacting Ordinance**" shall mean the Ordinance Approving this Agreement as first referenced in **Recitals J and K** of this Agreement.

1.1.18 "Exactions" shall mean exactions that may be imposed by the City as a condition of developing the Project, including but not limited to City Impact Fees, in-lieu payments, requirements for acquisition, dedication or reservation of land, obligations to construct on-site or off-site public and private improvements, whether such exactions constitute subdivision improvements, mitigation measures in connection with environmental review of the Project, measures imposed for the protection of the public health or safety, or impositions made under Applicable City Regulations.

1.1.19 "Fiscal Impact Report" shall mean the report entitled "Fiscal Impact of Salinas' WASP and CASP Future Growth Areas" (EPS, July 26, 2018) commissioned by the City that analyzed, among other things, estimated costs associated with providing required public services to, and the revenues generated by, the Project.

1.1.20 "Frontage Improvements" shall mean the public improvements made necessary by that development. Construction of frontage improvements includes 20-foot width of pavement, plus curb, gutter, sidewalk, landscaping, and sound wall (if required) and dedication of 30-feet of right-of-way.

1.1.21 "**Force Majeure Event**" shall mean an event that causes a delay in performance beyond the control of the Party claiming the same. For the purpose of this definition, a cause shall be beyond the control of the Party whose performance would otherwise be required only if such cause would prevent or hinder the performance of such a requirement by any reasonable person similarly situated and shall not apply to causes peculiar to the Party claiming the benefit of a Force Majeure Event (such as the failure to order materials in a timely fashion). A Force Majeure Event shall include, without limitation, any of the reasons set forth in this **Section 1.1.21**: (a) delay attributable to acts of God, accident, strikes or labor disturbances or disputes, (b) delay attributable to the actions or inaction of any governmental agency including the City that unreasonably delays development of the Property, (c) delays of the City in processing any Project Approval beyond the period of time permitted by law or required by this Agreement for the processing of such Project Approval, (d) delay attributable to inclement weather, earthquake or other natural disaster resulting in suspension of Project work for safety purposes, e.g., extended periods of heavy rainfall, (e) delay attributable

to inability to procure or a general shortage of labor, equipment, materials or supplies in the open market, rationing or restrictions on the use of utilities, or failure of transportation (but not attributable to a mere increase in price unless such price is commercially unreasonable and will extend for a period of time under the circumstances), (f) delay caused by acts of a public enemy, war, terrorism, insurrections, civil disturbance, riots, mob violence, sabotage, malicious mischief, or casualty, (g) delay attributable to a development moratorium (including but not limited to a sewer or water moratorium) approved by the City or other entity having jurisdiction, (h) delay caused by litigation or administrative action preventing or delaying the approval or development of the Project or adversely affecting the ability of the City or other public entity or the Developer or its successors or assigns to obtain financing for the Project, (j) delay attributable to local, state or federal laws or regulations (other than those expressly permitted by this Development Agreement), (k) delay attributable to governmental agencies in issuing permits or approvals or taking other actions required for development of the Project, (l) delay attributable to the commencement of circulation of an initiative or referendum petition or the filing of any court action to set aside or modify this Development Agreement for the Project Approvals or any Subsequent Project approvals, or (m) delay attributable to insufficient water available to serve the Project or any phase, increment or portion thereof, or (n) any delay claimed by a Party in the performance of any term, covenant, condition or obligation under this Agreement caused by a default of the other Party.

1.1.22 "**General Plan**" shall mean the City of Salinas General Plan adopted September 17, 2002.

1.1.23 "**Moratorium**" shall mean any action by or on behalf of the City or another public entity having jurisdiction (including but not limited to action taken by virtue of a referendum or initiative) which delays or halts the processing, implementation or approval of subdivision maps, building permits or other Project Approvals.

1.1.24 "**Municipal Code**" shall mean the City of Salinas Municipal Code.

1.1.25 "**New City Laws**" shall mean any ordinances, resolutions, orders, rules, official policies, standards, specifications or other regulations, which are promulgated or adopted by the City Council or the City's electorate (through their power of initiative) after the Effective Date. The application of New City Laws to the Project shall be governed by **Section 2.4**.

1.1.26 "**Non-Curable Default**" shall mean a default for which a cure period shall not exist, as set forth in **Section 4.1.2**.

1.1.27 "Parcelization Map" shall mean a parcel map processed administratively for the purpose of creating master parcels for sale, financing or phasing purposes and on which no development may occur without further subdivision or other entitlement approval by the City.

1.1.28 "Park Impact Fees" shall mean and refer to City-wide impact fees levied on all new development in the City of Salinas for the purpose of funding the acquisition and improvement of new and existing parks within the City of Salinas, including the North of Boronda Future Growth Area. The term "Park Impact Fees" shall not include the West Area Park Impact Fee, which is defined in **Section 1.1.45**, below.

1.1.29 "**Planning Commission**" shall mean the Planning Commission for the City of Salinas.

1.1.30 "**Project**" shall mean the project commonly known as the "**West Area Specific Plan**" which is proposed to be constructed on the Property as more fully described in **Recital C**.

1.1.31 "**Project Approvals**" shall mean the permits and approvals granted by the City for the Project, including each Subsequent Project Approval, as set forth in **Recital D**.

1.1.32 "**Property**" shall mean the real property described in **Recital B**.

1.1.33 "**Processing Fees**" shall have the meaning given in **Section 2.8.2**.

1.1.34 "**Rights of Access**" shall mean the right of developer to enter or encroach on certain public improvements as set forth in **Section 2.10.8.**

1.1.35 "**Specific Plan**" shall mean the West Area Specific Plan as adopted by the City Council, and amended from time to time.

1.1.36 "**Subsequent Project Approvals**" shall have the meaning given in **Recital E**.

1.1.37 "**Subdivision Map Act**" shall mean that legislation set forth in California Government Code Sections 66410 through 66499.58.

1.1.38 "**Tentative Map**" shall mean one or more tentative subdivision maps, whether a Parcel Map or not, for the Property, including any conditions of approval applied to such map. .

1.1.39 "**Term**" shall have that meaning as set forth in **Section 1.2.2** of this Agreement.

1.1.40 "TFO" shall mean the City of Salinas Traffic Impact Fee Program (Traffic Fee Ordinance) with its implementing resolutions.

1.1.41 "Uniform Codes" shall mean any and all codes and regulations applicable to improvements, structures, and development in the City, and the applicable version or revision of such codes and regulations as modified and adopted by the City. Uniform Codes includes the Uniform Building, Plumbing, Electrical, and Fire Codes, City standard construction specifications and details, City grading standards, Title 24 of the California Code of Regulations, and similar codes and regulations relating to Building Standards, in effect at the time of approval of the appropriate permit.

1.1.42 "**Vested Elements**" shall have that meaning as set forth in **Section 2.1.1** of this Agreement.

1.1.43 "West Area" shall mean the portion of the North of Boronda Future Growth Area bordered by Boronda Road on the south, San Juan Grade Road on the west, Russell Road Extension and Rogge Road on the north, and Natividad Road on the east, being the land regulated by the West Area Specific Plan.

1.1.44 "WASP" shall mean and refer to the West Area Specific Plan.

1.1.45 "West Area Park Impact Fees" (WAPIF) shall mean the impact fee levied on development within the West Area of the North of Boronda Future Growth Area for the purpose of funding the acquisition and the improvement of parks within the WASP.

1.2 Effective Date and Term.

1.2.1 The Effective Date of this Agreement is _____, 20____.

1.2.2 The term of this Agreement shall commence upon the Effective Date and continue for a period of twenty (20) years from the Effective Date (the "Original Term"), unless the Term is terminated, modified, or extended by the terms of this Agreement. The Original Term may be extended only upon the mutual written consent of the Parties and only for five (5) year periods ("Extended Term"). Consent for the Extended Term shall be granted by the City to Developers demonstrating good faith compliance as described in Section 4.5, Annual Review. Developers may request the

Extended Term within two (2) years of the current term expiration. Requests for an Extended Term must be submitted in writing with an accompanying City issued "Notice of Compliance," (Section 4.5.4) issued for the previous year, In no event shall there be more than two (2) Extended Terms such that the total of the Original Term and Extended Terms may not exceed thirty (30) years in total. The Original Term has been established by the Parties as a reasonable estimate of the time required to develop and to build out the Project, taking into consideration the complexity of the Project, anticipated actions or other public agencies, normal market and economic conditions, and other contemplated potential circumstances which could affect the timing of development.

In the event that a Developer, within its individual portion of the Property, has not (i) conducted site improvements and grading over at least ten percent (10%) of its Property pursuant to permits issued by the City; (ii) provided documentation to the satisfaction of the City that Developer has installed infrastructure or improvements totaling more than three million dollars ($3,000,000); or (iii) in the event that three (3) or more Developers, collectively, have not, pursuant to the formation of an assessment district for the purpose of financing Project infrastructure, had assessments levied totaling $15 million in the aggregate prior to the tenth (10th) anniversary of the Effective Date, the Term of this Agreement, as to any single Developer pursuant to subsections (i) or (ii) herein, or as to all Developers pursuant to subsection (iii), shall end fifteen (15) years after the Effective Date without the opportunity for extension, unless otherwise mutually agreed to in writing by the Developer and City. Developers shall each demonstrate compliance with this provision on or before the tenth (10th) Annual Review, per Section 4.5 of this Agreement.

1.2.3 In accordance with Government Code Section 66452.6(a), the term of any Tentative Map, including modifications or amendments thereto, relating to the Property or any portion thereof shall automatically be extended to and until the later of the following: (1) the duration of this Agreement; or (2) the expiration of the Tentative Map in accordance with the Subdivision Map Act without reference to any extension given under this Agreement.

1.2.4 If this Agreement terminates for any reason before expiration of rights given under the Project Approvals or any Tentative Map pursuant to the Subdivision Map Act, such termination shall not affect the Developers' rights and obligations to proceed in accordance with the law governing such Project Approvals and/or Tentative Map, nor shall it affect any other covenants of the Developers specified in this Agreement to continue after the termination of this Agreement. If this Agreement terminates for any reason, including expiration of the Term, the terms and conditions of this Development Agreement, and Project approvals shall continue to govern the Project

unless the City has previously specifically amended such rules, regulations and policies until such time as the City amends such rules, regulations and policies.

1.2.5 The term of any and all Project Approvals shall automatically be extended for the longer of the Term of this Agreement or the term otherwise applicable to such Project Approvals.

1.2.6 This Agreement shall terminate with respect to any lot and such lot shall be released and no longer be subject to this Agreement, without the execution or recordation of any further document, when a final certificate of occupancy has been issued for the building(s) on the lot. Termination of this Agreement for any residential dwelling lot shall not in any way be construed to terminate or to modify any assessment district, fee district, public financing district, special tax district, tax and/or any Mello Roos Community Facilities District lien affecting such lot at the time of termination.

1.2.7 Notwithstanding anything to the contrary in this Agreement, the term of any Permit Approval shall not include the period of time during which any moratorium, lawsuit, referendum, initiative or other legal challenge involving the Permit Approval was or is pending. If this Agreement or a Project Approval is unsuccessfully appealed or otherwise legally challenged, the term of this Agreement shall be extended until such appeal or legal challenge is finally resolved or adjudicated (including the expiration of time for further appeals). In addition, the term may be extended for a reasonable time upon the request of the Developer with the consent of the City. The Developers understand and agree that the City does not have authority or jurisdiction over another public agency's authority to impose a moratorium.

1.2.8. Execution and Recording. The Developers have executed and acknowledged this Agreement. Not later than ten (10) days after the Effective Date, the City Clerk will cause recordation of this Agreement with the Monterey County Recorder against the Property, provided that a referendum applicable to the Enacting Ordinance has not been timely submitted to the City.

1.3 City's Police Power. The Parties understand, acknowledge, and agree that the limitations, reservations, and exceptions contained in this Agreement are intended to reserve to the City that part of its police power which cannot be limited by contract and this Agreement shall be construed to reserve to the City that part of its police power which cannot be restricted by contract.

SECTION 2
DEVELOPMENT OF THE PROPERTY

2.1 Vested Elements.

2.1.1 The permitted uses of the Property, the density or intensity of use, the maximum height and size of proposed buildings, provisions for reservation or dedication of land for public purposes, the subdivision of land and requirements for infrastructure and public improvements, the general location of public utilities, and other terms and conditions of development of the Property shall be governed by the Project Approvals, Applicable City Regulations and this Development Agreement (collectively "**Vested Elements**"), except as expressly provided in this Agreement.

2.1.2 The Developers shall have a vested right to develop the Property in accordance with the Vested Elements subject to the terms and conditions of this Agreement and also subject to a referendum that specifically overturns the City's approval of the Project Approvals or Subsequent Project Approvals.

2.2 Applicable City Regulations. Except as may otherwise be specifically provided in this Agreement, the City shall have the right to regulate the development of the Property and uses within the Project pursuant to the Applicable City Regulations if, and only to the extent, such regulations do not conflict with or are not inconsistent with the Project Approvals or the Vested Elements.

2.3 Uniform Codes. In the construction of the Project, each particular improvement shall be subject to all Uniform Codes in force and effect when a building, grading or other application for a building permit or equivalent permit is granted by the City.

2.4 Applicability of New City Laws.

2.4.1 New City Laws (including amendments to Applicable City Regulations) shall not be applicable to the Property unless such New City Laws are (a) generally and uniformly applicable on a city-wide basis and not otherwise inconsistent with the Vested Elements or terms of this Agreement or (b) meet one of the following requirements: (i) they are mandated by State or Federal law pursuant to **Section 2.5**; or (ii): they are imposed as part of a declaration of a local emergency or state of emergency as defined in Government Code Section 8558, or a finding that an otherwise permitted use represents a current and immediate threat to public health, safety or welfare pursuant to Government Code Section 65858. Examples of New City Laws that would be generally

and uniformly applicable on a city-wide basis and applicable to the Property pursuant to subdivision (a) of this section are storm water utility programs, rent control regulations, rental registry and/or inspection programs, and accessory-dwelling unit restrictions.

Nothing herein shall be construed to limit the authority of the City to adopt ordinances, policies, and regulations which have the legal effect of protecting persons or property from conditions which create a health, safety, or welfare risk.

To the extent any future changes in the General Plan, Zoning Code, or any future rules, ordinances, regulations, or policies are not inconsistent with the terms and the conditions of the Specific Plan and this Agreement, such future changes in the General Plan, Zoning Code, or such future rules, ordinances, regulations, and policies shall be applicable to the Property.

A Developer, by giving written notice to the City, may elect to have all or part of the Property subject to any New City Laws that are otherwise not applicable to the their portion of the Property under this Section. In the event a Developer so elects, the Developer shall provide written notice to the City and the other Developers of that election (such notice to be provided pursuant to this Agreement) and thereafter such New City Law shall be deemed part of the Applicable City Regulations applicable to that Developer. Such notice shall be in a form provided by the City Attorney which notice shall be recorded and which shall contain a copy of the New City Law which is being made applicable to a portion of the Property.

2.4.2 Developer shall have the right to challenge the application under subsections (a) and (b) of **Section 2.4.1** of New City Laws to the Project. If Developer chooses to challenge the application of a New City Law to the Project, Developer shall give written notice to the City Attorney in accordance with **Section 6.11** of this Agreement. Developer's written notice shall inform the City of the factual and legal reasons why Developer believes the City cannot apply the New City Law to the Project consistent with the Vested Elements and this Agreement. The City shall respond to Developer's notice within thirty (30) days of receipt of such notice. Thereafter, the Parties shall meet and confer within thirty (30) days of the date of Developer's receipt of the City's response with the objective of attempting to arrive at a mutually acceptable solution to this disagreement. If no mutually acceptable solution is reached at the conclusion of the meet-and-confer period, the Parties may initiate dispute resolution proceedings in accordance with **Section 4.4** below, or Developer may initiate a legal action or proceeding challenging such application. If it is determined at the conclusion of such dispute resolution process or legal action that such New City Laws apply to the

Project, and if such New City Laws have the effect of substantially and materially preventing development of the Project in accordance with the Vested Elements (i) the Parties shall process an amendment to this Agreement in accordance with the Development Agreement Law, and/or (ii) the Parties shall amend the Project Approvals or amend the Applicable City Regulations without amending this Development Agreement to allow the Project to be built as originally intended.

2.4.3 There shall be a presumption that any New City Laws affecting the Project and having any of the following effects shall be considered inconsistent with the Vested Elements and this Agreement:

2.4.3.1 Limiting or reducing, directly or indirectly, the total number of residential units in the Project, the mix of residential types in the Project, or the maximum number of residential units allocated to an identified ownership interest within the Project.

2.4.3.2 Limiting or reducing the total retail square footage in the Project or the amount of retail square footage allocated to an identified ownership interest within the Project.

2.4.3.3 Limiting or materially changing the location of buildings, parking, grading, or other improvements on the Property.

2.4.3.4 Imposing new, modified, increased or additional dedication requirements.

2.4.3.5 Imposition of a Moratorium. This limitation on the City shall not apply when a Moratorium meets the requirements of **Section 2.4.1** for application of New City Laws to the Property; provided that the application of any such Moratorium to the Property shall be limited in both scope and time to only effectuate the purpose for which it was imposed. The Developers understand and agree that the City does not have authority or jurisdiction over another public agency's authority to grant a moratorium.

2.4.3.6 Except as required in **Section 2.13** (Inclusionary Housing), imposing requirements for dedication, sale, or other conveyance of residential units and/or lots for less than market price as determined by the Developers.

2.4.3.7 Fees, charges, or exactions that have the same effect as a Development Impact Fee, as defined in Chapter 9, Article V of the Salinas Municipal Code and/or as shown on **Exhibit B** and **Table 1 to Exhibit B**.

2.4.3.8 Materially frustrating the intent or purpose of the Vested Elements, except with respect to increased costs. Increased costs may be considered by the City when determining whether the intent or the purpose of the Vested Elements have been materially frustrated by a New City Law, but increased costs shall not be a sole determining factor.

2.5 As provided in Government Code Section 65869.5, this Agreement shall not preclude the application to the Property of changes in laws, regulations, plans, or policies, to the extent that such changes are specifically mandated and required by changes in state or federal laws or regulations. In the event State or Federal laws or regulations enacted after the Effective Date of this Development Agreement or action by any other governmental agency other than City prevent or preclude compliance with one or more provisions of the Vested Elements or this Development Agreement, or require changes in plans, maps or permits approved by City, this Development Agreement shall be modified, extended or suspended as may be necessary to comply with such State or Federal laws or regulations or the regulations of such other governmental agency. Immediately after enactment of any such new law or regulation, the Parties shall meet and confer in good faith to determine the necessity of any such modification or suspension based on the effect such modification or suspension would have on the purposes and intent of this Development Agreement. It is the intent of the Parties that any such modification or suspension be limited to that which is necessary, and to preserve to the extent possible the original intent of the Parties in entering into this Development Agreement. If the Parties are unable to reach agreement on the modification, then either party may submit the issue to dispute resolution pursuant to **Section 4.4** or may terminate this Agreement.

To the extent that any actions of federal or state agencies (or actions of other governmental agencies, including the City, required by federal or state agencies, or actions of the City taken in good faith to prevent adverse impacts upon the City by actions of federal, state, or other governmental agencies) have the effect of preventing, delaying, or modifying the development of the Property or any portion thereof, the City shall not in any manner be liable for any such prevention, delay, or modification.

2.6 Processing and Development

2.6.1 The Tentative Map includes a condition as required by Government Code Section 66473.7(b)(1). Final maps shall comply with Section 66473.7. This provision is included in this Agreement to comply with Section 65867.5 of the Development Agreement Statute. City agrees that Developer may file and process tentative maps or vesting tentative maps, including Parcelization Maps, in accordance with Chapter 4.5

(commencing with Section 66498.1) of Division 2 of Title 7 of the California Government Code, as the same may be amended from time to time, and the Applicable City Requirements. If final maps are not recorded for an entire parcel before such tentative map(s) would otherwise expire, the term of such tentative map(s) automatically shall be extended for the term of this Agreement or the term otherwise applicable to such map if this Agreement is no longer in effect. The term of any other permit (except building permits which shall not be extended), or other land use entitlements approved as a Project Approval or Subsequent Project Approval shall automatically be extended for the longer of the Term of this Agreement (including any extensions) or the term otherwise applicable to such Development Approval or Subsequent Project Approval if this Agreement is no longer in effect.

2.6.2 The City shall promptly accept, process, review and act upon all applications for permits and approvals for the Project, in a professional, timely manner including Subsequent Project Approvals under **Section 2.9** hereof. Upon request of the Developer, the City shall inform the Developer of the necessary application requirements for any requested City approval or requirement relating to the Project.

2.6.3 City and Developer shall cooperate in processing all applications for permits and approvals for the Project, provided, however, that such cooperation shall not include any obligation, on the City's part, to incur any un-reimbursed expense, and the City shall be entitled, subject to the terms of this Agreement and Developer's rights hereunder, to exercise all discretion to which it is entitled by law in processing and issuing any permits and approvals for the Project.

2.6.4 The Developers and the City shall comply with the time frames set forth in the Subdivision Map Act, and, if applicable, the Permit Streamlining Act (Government Code sections 65920 through 65963.1). The City shall endeavor to make sure that adequate staff is available to process the Developers' applications for permits and approvals within the time periods required by the Permit Streamlining Act and the Developers shall pay the City Processing Fees with respect thereto. If requested by the Developers (or any of them), the City in its sole direction may retain additional staff and overtime staff assistance or staff consultants as may be necessary to timely process some or all applications for permits and approvals for the Project on an expedited schedule. If the Developers request that City pursue such expedited processing, City agrees to provide the Developers with reasonable prior notice of the amount and due date of the additional costs associated therewith. If the City determines to retain additional staff or to provide overtime staff assistance or staff consultants, the staff and the consultants shall be at the sole selection of the City and shall be paid for at the sole cost and expense of the

Developers. Upon the City's written request, the Developers shall advance a deposit sufficient to cover the City's estimated costs. Such deposit shall be replenished, as necessary, from time to time, to assure that the City shall not bear any of the costs associated with additional staff, overtime, or staff consultants.

2.6.5 The Parties shall cooperate and diligently work to implement any zoning, tentative map, final development plan and/or land use, grading or building permits or approvals which are necessary or desirable in connection with the development of the Project in substantial conformance with the Vested Elements.

2.6.6 Notwithstanding any administrative or judicial proceedings, initiative or referendum concerning any of the Project Approvals, City shall process applications for permits and approvals as provided herein to the fullest extent allowed by law and Developer may proceed with development of the Project pursuant to the Project Approvals or Subsequent Project Approvals to the fullest extent allowed by law. City shall be entitled, subject to the terms of this Agreement and Developer's rights hereunder, to exercise all discretion to which it is entitled by law in processing and issuing any permits and approvals for the Project.

2.6.7 The term of any Permit Approval shall not include the period of time during which any moratorium, lawsuit, referendum, initiative or other legal challenge involving the Permit Approval was or is pending.

2.7 Development Timing.

The Parties acknowledge that Developer cannot at this time predict when or the rate at which the Property will be developed or the order in which each increment of the Project will be developed. Such decisions depend upon numerous factors which are not within the control of the Developer, such as market conditions and demand, interest rates, absorption, and other similar factors. Buildout of the Project, and the resulting need for public service facilities, will take many years. Development of the Project may be phased as homebuilding goes forward and creates the need for additional capacity. In particular, and not in any limitation of any of the foregoing, since the California Supreme Court held in *Pardee Construction Co. v. City of Camarillo*, 37 Cal.3d 465 (1984), that the failure of the Parties therein to consider and expressly provide for the timing of development resulted in a later-adopted initiative restricting the timing of development to prevail over such parties' agreement, it is the Parties' desire to avoid that result by acknowledging that, unless otherwise expressly so provided in this Agreement, Developer shall have the vested right to develop the Project in such order and at such rate and at such times as Developer deems appropriate in the exercise of its business judgment provided

Developer is in compliance with the Project Approvals, provided, however, nothing herein shall override any phasing or timing for development set forth in a Parcelization Map conditions of approval, Mitigation Monitoring and Reporting Program (the West Area, Salinas General Plan FEIR (2002), and Final Supplement to the Salinas General Plan Final Program FEIR 2007) mitigation measures, and Section 9.4 and other applicable sections of the Specific Plan.

2.8 Property Taxes; Processing Fees.

2.8.1 The Property shall remain subject to general property taxes, as well as special taxes, assessments, and fees, existing as of the Effective Date and to increases in such taxes, assessments, and fees permitted by law and Developer shall be obligated to incur Exactions in addition to those set forth in **Exhibit B** required to be imposed pursuant to State or Federal law, under the provisions of **Section 2.5**

2.8.2 Developer shall be obligated to pay all applicable application and processing fees, permitting fees, including development review applications, plan check, map review, inspection and monitoring fees and fees of outside consultants, for land use approvals, grading and building permits, temporary use of land permits, and other administrative and ministerial permits, and other permits and entitlements ("**Processing Fees**") in connection with the Project established and in effect at the time of application processing.

2.9. Subsequent Project Approvals. City may deny an application for a Subsequent Project Approval if such application is incomplete or otherwise does not comply with this Agreement or Applicable City Regulations or is materially inconsistent with the Project Approvals. The City may approve an application for a Subsequent Project Approval subject to any conditions reasonably necessary to bring the Subsequent Project Approval into compliance with this Agreement or Applicable City Regulations, or as necessary to make the Subsequent Development Approval consistent with the Project Approvals or if an amendment has been previously approved by the City to allow the requested deviation. If City denies any application for a Subsequent Project Approval, City shall specify in writing the reasons for such denial.

2.9.1. Nothing herein shall limit the ability of the City to require the necessary reports, analyses, or studies to assist in determining whether any of the requested Subsequent Approvals are consistent with applicable law and this Agreement.

2.10 Streets and Related Improvements.

2.10.1 The City had adopted a Traffic Improvement Fee Program (TFO) in recognition that the traffic impacts of new development are not limited to the immediate vicinity of the new development, but have an impact upon the major streets throughout the city and in part to ensure that new development contributes toward offsetting the burden it imposes upon the City's traffic system.

The City last updated its Traffic Improvement Fee Program (TFO) on January 19, 2010 (Resolution No. 19802). The City intends to update the TFO when it updates its General Plan, which is anticipated to begin in early 2020 ("TFO Update"). The TFO Update will be comprehensive and while the City cannot commit to a particular date by which the General Plan update and TFO Update will be completed, to a particular result, or to a particular approach or methodology, the TFO Update may take into consideration a number of factors including, but not limited to, cost estimates and elimination of the two-tier fee structure. Except as otherwise specifically set forth in this Agreement, in their development of the Project the Developers shall comply with the TFO. However, when the TFO update is complete, the Developers may choose, at their discretion, to initiate an amendment to this Agreement pursuant to **Section 3** of this Agreement to reflect changes resulting from the TFO Update. The Developers may also, at their discretion, request that the City form an assessment district or adopt a plan area fee as additional mechanisms to finance construction of the roadways and related improvements necessary for the Project.

2.10.2 The City plans to complete the Congestion Relief Project along the entire frontage of the WASP as a four-lane expressway with landscaped median, turn lanes, bike lanes, roundabouts, and traffic signage. The Congestion Relief Project will also include a widened four-lane bridge over Gabilan Creek within the Central Area Specific Plan (CASP). The Congestion Relief Project will include roundabouts at the intersections of Boronda Road with McKinnon Street and with Natividad Road. The Congestion Relief Project (which consists of four-lanes, landscaped median, turn lanes, bike lanes, roundabouts, and traffic signage) will be paid from a variety of sources including TFO funds, supplemented with Measure X funds, Senate Bill 1, potential grant funds, and other City revenues. Developers' contribution to the cost of the Congestion Relief Project shall include payment of TFO fees. Developers shall also be responsible for related improvements along the Boronda Road frontage including the Frontage Improvements (curb and gutter, sound wall, sidewalk, landscaping, street lighting, and right-of-way dedication). The Developers' responsibility shall also include the landscaping, irrigation,

and maintenance of the landscaping in the ultimate third lane (10-feet) buildout of Boronda Road. (Exhibit D)

The Parties understand and acknowledge that completion of the Congestion Relief Project along the entire frontage of the WASP is important to the completion of development within this Project Area. The Parties further understand and acknowledge that the City cannot predict when or the rate at which the Congestion Relief Project will be commenced or will be completed. When the Congestion Relief Project will begin and will be completed depend upon numerous factors, not all of which are within the control of the City, such as weather, cost, challenges to the project, and similar factors. Consequently, the City cannot commit to a date certain by which its work on the Congestion Relief Project will begin or will be completed; however, in acknowledgement of the importance of the Congestion Relief Project to the Project, notwithstanding what is otherwise provided in **Section 1.2.2** of this Agreement, in the event the City has not completed the Congestion Relief Project along the entire frontage of the WASP (from McKinnon Street to Natividad Road) within seven (7) years of the Effective Date, the Original Term of this Agreement and the deadline for the Developers to meet their Project improvement obligations under Section 1.2.2, shall automatically be extended for five (5) years for any of the Developers who are not at that time in default of this Agreement.

2.10.3 The following streets within the West Area may by action of the City Council be designated as Major Thoroughfares: Collector Feature Street Section 3 (Road C), a segment of the Southerly Greenway, Collector Feature Street Section 4 (Road G), a segment of the Northerly Greenway, Boronda Road between McKinnon Street and Natividad Road, San Juan Grade Road between Boronda Road and the Russell Road Extension, Russell Road between San Juan Grade Road and Natividad Road, Rogge Road between the westerly boundary of the high school site and Natividad Road, and El Dorado Drive and McKinnon Street within the Project. Access to abutting lots and on-street parking are not allowed on these streets.

2.10.4 Improvements for other streets or street segments which are required by the Project EIR to mitigate cumulative impacts, but which are not included within the TFO shall be paid for by the Developers on a fair-share basis. These fair-share payments shall be indexed annually and shall be paid by the Developers in the same manner and at the same time that TFO payments are made.

2.10.5 All of the other interior streets not designated as major thoroughfares within the WASP will be constructed and paid for by Developers in accordance with the street sections contained in **Section 5** of the Specific Plan.

2.10.6 WASP streets shall be constructed in phases on a subdivision-by-subdivision basis in conjunction with the review and approval of individual tentative subdivision maps. Streets within the WASP shall be dedicated as part of the public street system, shall be accepted by the City upon completion, and shall be maintained by the City through an assessment district upon expiration of the Developer's one-year warranty period.

2.10.7 When a Developer applies for a building permit and there are still traffic impact fees due to the City after applying all traffic fee credits assigned to that Developer, the Developer shall pay the difference at the then applicable rate. If the traffic impact fee credits issued on all of the Developer's buildings in the Project exceed the total traffic impact fees due, the City shall repurchase the excess traffic impact fee credits from the Developer at the then current rate.

2.10.8 The City shall grant to Developer Rights of Access subject to City's standard conditions for such Right of Access as may be necessary across, under, and over the surface and subsurface of all City streets as may be required from time to time for construction and installation of the following improvements:

2.10.8.1 Gas, electricity, water, wastewater, drainage, telephone, cable media, computer, security, telecommunications, and all other utilities, facilities and like improvements (including without limitation their related conduits, wires, lines, pipes, mains, pumps, meters and other structures, stations and improvements) necessary or desirous to the Project; and

2.10.8.2 Construction, paving, striping, cleaning, and repairing streets within the Project.

2.11. Parks and Recreation Facilities

2.11.1 Public Parks Provided. As described in **Section 2.9** of the WASP, the Project shall provide a total of 49.76 net acres of parkland ("the WASP Parkland") to meet the General Plan and Subdivision Ordinance requirement of 3 acres of developed parkland per 1,000 residents assuming buildout with 3.67 people per dwelling unit. The City will determine the final design of public park facilities, including the number and the type of sports fields that can be accommodated within the park configuration and acreage in accordance with City standards. The Community Park is ±30.83 net acres. Neighborhood parks vary from ±2.4 acres to ±3.6 acres in size. Small parks are typically less than two acres in size, but in no case less than 0.5 acres in size. Net acreage of each

park will be refined in connection with tentative subdivision map review. The location, size and type of each park shall be substantially as shown in **Table 2-4 and Figure 2-7** of the WASP. The design standards for the WASP's parks shall be substantially as described in **Section 2.9.1** of the WASP. No additional dedication or reservation of park land or open space, or the payment of any additional *in lieu* fee or exaction for park or open space land, shall be required of the Project.

2.11.2 Park Improvements. Improvements to dedicated parkland made by a Developer in accordance with the City's Park and Sports Facility Standards (May 2018) as approved by the Library and Community Services Director shall be deemed consistent with the General Plan, the Specific Plan, the City's park and sports facility standards and any other applicable standards adopted by the City.

2.11.3 Park Improvement Fees. The City shall adopt, and Developers shall pay, a new West Area Park Improvement Fee ("WAPIF") in an amount sufficient to fund the acquisition of designated WASP parkland, the cost of street improvements abutting such designated parkland, and the cost of park improvements to equip such parklands within the WASP in accordance with adopted park improvement standards. Developers who construct park improvements in accordance with adopted park improvement standards shall receive Park Improvement Fee credits in the amount of the actual cost of such improvements as constructed (hard and soft costs), not to exceed the per acre cost as calculated in the Park Facilities Development Impact Fee Update Study (Willdan, November 5, 2019) referred to herein as he WAPIF Fee Study, by type of park constructed. The fee credit for land will be $250,000 per acre and will be adjusted annually by the construction cost index change as published by the Engineering News Record in April along with all of the other development impact fees. The fee credits for the construction soft cost will be limited to the percentages of each category that were used in the WAPIF Fee Study, provided however, that costs actually be incurred but assigned to a "contingency" category may be converted to hard costs at the option of the Developer. WAPIF fees collected will be accounted for in a separate fund with Park Impact Fees so that, to the extent feasible, sufficient funds are available to pay fee credits as accrued. If sufficient funds are not available in the WAPIF fund to reimburse the Developer as provided herein, reimbursement will not occur until such time as sufficient funds become available. In the case of parkland purchased by the City from third parties, or park improvements constructed or installed by the City, the cost recovered by the City from WAPIF Fees or from the WAPIF fund shall be limited to the acquisition cost and park improvement costs (hard and soft costs) calculated in the WAPIF Fee Study by type of park constructed, and any cost overage shall not be charged to the Developers.

2.11.4 Timing of Park Dedications and Improvements. Dedications of WASP parkland and improvements to WASP parkland shall be coordinated on a subdivision-by-subdivision basis with the development of the overall WASP to the extent feasible to assure the availability of recreational facilities to serve the residents of the area. Developers shall not be required to dedicate or improve designated park land until such park land is included in a recorded final subdivision map. The City shall coordinate its acquisition of parklands and construction of park improvements funded with Park Impact Fees so that, to the extent feasible, such improved parklands are available for use at the time of issuance of the first certificate of occupancy for residential development for which Park Impact Fees have been paid.

2.11.5 Community Park. The WAPIF will be in an amount sufficient to fund the cost of street improvements abutting such designated parkland, and the cost of park improvements to equip the community park in accordance with adopted park improvement standards.

2.11.5.1. Improvement of Community Park. Improvement of the Community Park shall be funded through the use of West Area Park Impact Fees as provided, in part, in **Section 8.5** of the Specific Plan. The recreation center buildings shall be funded through the Public Facilities Impact Fee (Recreation Services Impact Fee).

2.11.5.2. Sequential Development. Acquisition and improvement of WASP Community Park land shall be coordinated and sequenced on a subdivision-by-subdivision basis with the development of the overall WASP to the extent feasible.

2.12. School Sites.

2.12.1. The Project shall include sites for two (2) new elementary schools (±10 acres each) and one (1) new middle school (±20 acres).). The Project includes one (1) existing elementary School (McKinnon Elementary School) and one (1) existing high school (Rancho San Juan High School).

2.12.2. Sites for new schools within the West Area may be provided pursuant to a written agreement between Project Developers and the school districts. In the absence of such agreement, school sites shall be reserved by the Developer and acquired by the school district in accordance with **Section 31-804 *et seq***. of the Salinas Municipal Code.

2.12.3. Responsibility for development of public schools, including the acquisition of school sites and the construction of school facilities, lies with the respective

school districts.

2.12.4. Project Developers and the City shall cooperate with school districts to facilitate joint use of school sites and facilities.

2.12.5. If not needed for school purposes, as determined by the applicable school district, school sites may be developed for residential use up to a maximum of fifteen (15) units per net residential developable acre.

2.12.6. The Project Developers shall be responsible for the payment of school impact fees pursuant to Government Code Section 65996 as specified by the Project EIR as full and complete school facilities mitigation.

2.13. Inclusionary Housing.

2.13.1 Inclusionary Housing Ordinance. All residential development within the Project shall comply with the City's Inclusionary Housing Ordinance embodied in Ordinance No. 2594, as adopted June 6, 2017, and Resolution No. 2567 (collectively the "Inclusionary Ordinance") and the Guidelines adopted pursuant thereto. For those Developers that choose to pay in lieu fees (for sale and rental) the in-lieu fees shall be set at the amount pursuant to the Inclusionary Housing Ordinance as of the Effective Date of this Agreement. The housing in lieu fees and/or rental housing impact fees will be adjusted by the percentage increase in the Engineering News Record (ENR) cost index, based on the most current April edition. The Inclusionary Ordinance is attached hereto as **Exhibit E**.

2.14. Infrastructure Financing.

2.14.1 Level of Municipal Services. In determining the level of improvement and service to be applied to and required by the Project, the City, the City's consultants, the FGA Developers and their consultants shall apply the factors and assumptions set forth in the City of Salinas Public Facilities Impact Fee Study (February 2014, adopted April 8, 2014) (the "Nexus Study") and in the Fiscal Impact Report.

2.14.2 City Development Impact Fees. Except as provided in **Sections 2.14.2.1 or 2.14.2.2** of this Agreement, the Developers shall be obligated to pay only those City Development Impact Fees as set forth in **Exhibit B** attached and incorporated herein by this reference. The City may not impose or exact additional or increased City Development Impact Fees on the Developers or the Project.

2.14.2.1 State and Federal Fees; Permits and Approvals. Notwithstanding **Section 2.14.2**, Developer shall be obligated to pay fees that may be

imposed pursuant to State or Federal law (subject to **Section 4.6** of this Agreement). The Developers shall also comply with lawful requirements of, and obtain all permits and approvals required by other local, regional, state, and federal agencies having jurisdiction over the Developers' activities in furtherance of this Agreement. The Developers shall pay all required fees when due to federal, state, regional, or other local government agencies other than the City and acknowledge that the City does not control the amount of such fees.

2.14.2.2 Subsequent Project Approvals and City Processing Fees. This Development Agreement shall not limit the authority of the City to charge any and all lawfully enacted City Processing Fees required for Subsequent Project Approvals, including application, inspection and monitoring fees, fees for staff and consultants used by the City in connection with processing permit and other approvals, and fees for preparation of environmental analysis under CEQA, which are in force and effect on a city-wide basis and are in compliance with Government Code Section 66014.

2.14.2.3 Other Agency Impact Fees. Notwithstanding the provisions of **Section 2.14.2**, Developer shall be obligated to pay school impact fees imposed pursuant to the provisions of Government Code 65995 through 65996 and Education Code sections 17620 through 17626 and traffic impact fees imposed by the Transportation Agency for Monterey County (TAMC), in addition to whatever other agency impact fees may be imposed and applicable to the Project through the Term of this Agreement. Such fees shall be payable upon issuance of building permits, or at such other time as may be negotiated with the applicable agency.

2.14.2.4 Exactions. Except as expressly provided in this Agreement or mandated by state or federal law, the City shall not impose any additional development impact fees or charges or require any additional dedications or improvements through the exercise of the police power or otherwise, with the following exception: The City may impose reasonable additional fees, charges, dedication requirements as conditions of the City's approval of an amendment to the (i) Project Approvals, (ii) Subsequent Project Approvals, or (iii) this Agreement, which amendment is either requested by the Developers or agreed to by the Developers; and

2.14.3 Mitigation Measures. Nothing contained in this Agreement shall relieve Developer of the obligation to implement feasible mitigation measures identified in the Project EIR for the purpose of mitigating or avoiding significant environmental effects of the Project; provided, however, that City retains the authority to adopt substituted measures or findings of overriding circumstances as provided by CEQA and

the CEQA Guidelines.

2.14.3.1. Agricultural Mitigation. The City's Agricultural Land Preservation Program (ALPP) was adopted on April 8, 2008 (Resolution No. 19422). The WASP, as part of the Salinas Future Growth Area Annexation and Sphere of Influence (SOI) Area, is a "GSA-MOU identified growth area" as defined in the ALPP. Developers shall comply with the ALPP as described in Section 9.5 of the Specific Plan. As set forth in Section 9.3 of the Specific Plan, the Developers will not be required to establish agricultural mitigation easements for the lands within the Project area and will be required to pay an agricultural land mitigation fee in the amount of $750 per acre of converted land designated by the California Department of Conservation's Farmland Mapping and Monitoring Program as "Prime" or "of Statewide Importance" (Designated Farmland).

2.14.4. Drainage/Stormwater. The City and the Developers acknowledge and agree that the analysis, plans, polices and design of the drainage and stormwater management facilities of the Specific Plan conform with or exceed the requirements of the (stormwater management plan in effect as of the Effective Date). The City and the Developers further acknowledge that the storm water requirements and stormwater fees imposed upon development and redevelopment projects, as well as to individual properties, in the city change from time-to-time and that the Project will be subject to whatever storm water requirements, storm water programs and utilities, and stormwater fees are in effect as of the date of application for a Project Approval or a Subsequent Project Approval. Developer shall implement the drainage and stormwater management policies of the Specific Plan in phases as provided in **Section 8.3** of the Specific Plan.

2.14.5. Reimbursement Ordinance. On June 3, 2014, the City adopted an ordinance to provide for the establishment of one or more zones of benefit and the reimbursement for costs incurred in connection with the annexation and entitlement of lands in the North of Boronda Future Growth Area (Ordinance No. 2549, the "Reimbursement Ordinance")

2.14.6. Installation of Improvements; Inspections. In any instance where a Developer is required to install improvements that are subject to inspection and approval by the City, Developer shall obtain City approval of the plans and specifications, and provided Developer has supplied all information required by the City, the City shall promptly review and act on the application for such approval in a diligent manner in accordance with law. The commentary on plans shall specify the changes required to comply with City regulations. Developer shall correct the plans as requested

or shall explain in writing why any changes were not made, or deviated from the changes requested by the City.

2.15. Significant Actions by Third Parties Necessary for Approval. At Developer's sole discretion, but consistent with the Project Approvals, Developer may apply for such other permits, grants of authority, agreements, and other approvals from other private, public and quasi-public agencies, organizations, associations or other public entities as may be necessary to the development of, or the provision of services and facilities to, the Project. The City shall cooperate with Developer in its endeavors to obtain such permits and approvals.

2.16. Cooperation of Parties. Each of the Parties shall act toward each other and the tasks necessary or desirous to the Project in a fair, diligent, expeditious and reasonable manner (except in those cases where a Party is given sole discretion under this Agreement), and no Party shall take any action that will unreasonably prohibit, impair or impede the other Party's exercise or enjoyment of its rights and obligations secured through this Agreement. This agreement to cooperate shall not require either Party to incur any un-reimbursed expenses.

2.17. Developer's Right to Rebuild. City agrees that Developer may renovate or rebuild portions of the Project within the Term of this Agreement should it become necessary due to fire, earthquake, or other natural disaster or changes in seismic requirements. Such renovations or reconstruction shall be processed as a Subsequent Project Approval. Any such renovation or rebuilding shall be subject to all design, density and other limitations and requirements imposed by this Agreement, and shall comply with the Project Approvals, the building codes existing at the time of such rebuilding or reconstruction, and the requirements of CEQA.

2.18. Fiscal Neutrality. The Fiscal Impact Report was prepared to summarize, among other things, estimated costs associated with providing required public services to, and the revenues generated by, the Project. Based upon the findings of the Fiscal Impact Report, the City has determined that the economic impact of the Project on the City will be fiscally positive. The conclusions of the Fiscal Impact Report are predicated among other things on the following assumptions regarding the shared responsibilities for ownership and maintenance of infrastructure between the City and the West Area of the Future Growth Area:

2.18.1 Construction and Dedication of Streets. The Developer shall construct or install all improvements within the City-maintained areas described in **Section 2.18.1** above. If Developer installs landscaping within the City-maintained areas,

Developer shall maintain such landscaping in a healthy weed-free condition for one year following the City acceptance of the Project improvements. Developer shall dedicate such landscaped areas to the City.

2.19 Landscaping and Lighting Maintenance District. A Landscaping and Lighting Maintenance District ("LLMD") will be established by the City in connection with the development of the West Area to reimburse the City for the costs of maintenance performed by the City within the public areas of the Project, including but not limited to the following maintenance tasks:

(a) Maintenance of public parks less than two (2) acres in size.

(b) Operation and maintenance (including replacement as needed) of all street path lighting.

(c) Maintenance of all low-impact development (LID) areas within public streets, parcels, and rights-of-way, and in supplemental detention and retention basins (open space).

(d) Slurry coating of all interior streets and alleys every 5-7 years, depending on the deterioration of the asphalt as determined by the Public Works Director or his designee.

(e) Maintenance of all traffic calming devices, such as the center median islands, roundabouts, bulb-outs, and traffic circles, including landscaping.

(f) Maintenance and replacement of the public paths, street trees, decorative street furniture, and traffic/street signs.

(g) Maintenance of the landscaping and the walls within the abutting half of the right-of-way of the arterial streets surrounding the West Area.

(h) Maintenance of alleys (including paving) and the adjacent landscaping within alley rights-of-way and/or easements.

(i) Maintenance of landscaping located within the public right-of-way of the southerly greenway street/path and landscape easement.

The LLMD shall be established in phases on a subdivision-by-subdivision basis in conjunction with the review and approval of individual tentative subdivision maps. Prior to establishment of the LLMD the Developers shall provide all of such maintenance

work. Developers shall maintain all areas of the LLMD until such time as the City reasonably determines there is sufficient residential development within the Project to support the City's costs of such maintenance.

2.20 Completion of Improvements. The City generally requires that all improvements necessary to service new development be completed prior to issuance of building permits (except model homes). However, the Parties acknowledge that some of the backbone improvements associated with the development of the Property may not need to be completed to adequately service portions of the Property as such development occurs. Therefore, as and when portions of the Property are developed, all backbone infrastructure improvements required to service such portion of the Property in accordance with the Project Approvals and Subsequent Project Approvals shall be completed prior to issuance of any building permits within such portion of the Property (except permits for model homes). Provided, however, the Community Development Director may approve the issuance of building permits prior to completion of all such backbone improvements if the improvements necessary to provide adequate service to the portion of the Property being developed are substantially complete to the satisfaction of the City Engineer or the Developer has entered into an agreement with the City as provided in Section 66462 of the California Government Code, and that the Developer's performance to complete all of the backbone infrastructure is secured in the manner provided in Chapter 5 of the Subdivision Map Act (beginning with Section 66499).

2.21 Obligations of the Developers. The Developers shall develop the Property in accordance with and subject to the terms and the conditions of this Agreement, the Project Approvals, and the Subsequent Project Approvals, if any, and any amendments to the Project Approvals or this Agreement as may, from time to time, be approved pursuant to this Agreement. The failure of a Developer to comply with any term or condition of or fulfill any obligation of the Developers under this Agreement, the Project Approvals or the Subsequent Project Approvals or any amendments to the Project Approvals or to this Agreement as may have been approved pursuant to this Agreement, shall constitute a default by that Developer under this Agreement. An individual Developer's default under this Agreement shall not affect the rights or the obligations of the other non-defaulting Developers who have entered into this Agreement.

Except as otherwise provided herein, the Developers shall be responsible, at their sole cost and expense, to make the contributions, improvements, dedications, and conveyances set forth in this Agreement and the Project Approvals.

SECTION 3
AMENDMENT OF AGREEMENT
AND SUBSEQUENT APPROVALS

3.1. Amendment of This Agreement. This Agreement may be amended from time to time in accordance with the Development Agreement Statute, only upon the mutual written consent of the City and Developer.

3.1.1. Major Amendments and Minor Amendments. Any amendments to this Agreement which affects or relates to (a) the Term of this Agreement, (b) permitted uses of the Property, (c) provisions for the reservation or dedication of land, (d) conditions, terms, restrictions, or requirements for subsequent discretionary action, (e) the density or the intensity of use of the Property or the maximum height or gross square footage of proposed non-residential buildings, or (f) monetary contributions by the Developers, shall be deemed a "Major Amendment" and shall require giving notice and a public hearing before the Planning Commission and the City Council. Any amendment which is not a Major Amendment shall be deemed a "Minor Amendment."

The Parties acknowledge that refinement and further implementation of the Project may demonstrate that certain minor changes may be appropriate with respect to the details and performance of the Parties under this Agreement. The Parties desire to retain a certain degree of flexibility with respect to the details of the Project and with respect to those items covered in the general terms of this Agreement. If and when the Parties fine that clarifications, minor changes, or minor adjustments are necessary or appropriate and do not constitute a Major Amendment, they shall effectuate such clarifications, minor changes, or minor adjustments through a written Minor Amendments approved in writing by the Developers and the City Manager. Unless otherwise required by law, no such Minor Amendment shall require prior notice or hearing, nor shall it constitute an amendment to this Agreement.

The City Attorney shall have the authority to determine if an amendment is a Major Amendment or a Minor Amendment. The City Attorney's determination may be appealed to the City Council.

3.2 Amendment of Project Approvals. The Project Approvals from time to time, may be modified in the following manner:

3.2.1. Amendment to this Agreement Not Contemplated. Subsequent Project Approvals and (except as expressly provided below) modifications to Project Approvals shall not require an amendment to the terms of this Agreement, and the terms

of this Agreement shall apply to all Subsequent Project Approvals and amendments to modifications to Project Approvals, without any further action of the Parties.

3.2.2. Determination of Need for an Amendment. Upon the written request of the Developer, the City Attorney shall determine whether any requested modification of the Project Approvals requires an amendment to the terms of this Agreement. If the City Attorney finds that the proposed modification does not result in a material change to the terms of this Agreement, the modification shall be approved administratively as a Minor Revision as provided in **Section 9.7.1** of the Specific Plan without amendment of this Agreement.

3.2.3. Processing of Amendments. Any request by the Developer for a modification of the Project Approvals that is determined by the City Attorney to require an amendment to this Agreement shall be processed as an amendment to this Agreement in accordance with the Development Agreement Statute and **Section 9.7.2** of the Specific Plan..

3.2.4. Administrative Approval of Minor Revisions. Minor modifications to Project Approvals that do not materially change the character of the Project, such as minor adjustments in location or area that do not increase the overall size of the Project site, minor changes in the location of buildings, substitution of custom homes in the place of pre-designed homes, or the area designated for year-round outdoor/sidewalk/parking lot display by the anchor tenant, design and architectural details, floor plan or landscaping, as well as modifications listed in **Section 9.7.1** of the Specific Plan, do not require amendment of this Agreement, and shall be approved administratively through the building permit process without the necessity of notice, hearing, CEQA review, separate application or process.

3.2.5. CEQA Review. The City has conducted extensive environmental review of the Project Approvals and has certified the West Area Specific Plan Final Environmental Impact Report (the "Project EIR") pursuant to the requirements of CEQA. To the maximum extent permitted by law, the City shall process Subsequent Project Approvals under the existing CEQA approvals (or as an addendum or supplement to the existing CEQA approvals) and shall not require further CEQA action unless such additional review is legally mandated under the CEQA Guidelines. The Parties acknowledge that certain discretionary Subsequent Project Approvals, if any, may be legally required to be subject to additional review under CEQA. The City shall process all documents required under CEQA for the Project. Notwithstanding any other provision of this Agreement, nothing contained in this Agreement is intended to limit or restrict the discretion of the City to take any appropriate action as may be required by

CEQA with respect to any such discretionary Subsequent Project Approvals. The Developers are responsible for all costs associated with any additional CEQA review required for Subsequent Project Approvals, including the payment of recording fees (if any) and the Notice of Determination Fee or Notice of Exemption Fee, as applicable.

SECTION 4
DEFAULT, REMEDIES, TERMINATION

4.1 Defaults.

4.1.1 Except for Non-curable Defaults, any failure by the City or Developer to perform any term or provision of this Agreement, which failure continues uncured for a period of thirty (30) days following written notice of such failure from the other Party (unless such period is extended by written mutual consent), shall constitute a default under this Agreement. Any notice given pursuant to the preceding sentence shall specify the nature of the alleged failure and, where appropriate, the manner in which such alleged failure may be satisfactorily cured. If the nature of the alleged failure is such that it cannot reasonably be cured within such 30-day period, then the commencement of the cure within such time period, and the diligent prosecution to completion of the cure thereafter, shall be deemed to be a cure, provided that if the cure is not diligently prosecuted to completion, the default shall continue and no additional cure period shall be provided. If the alleged failure is cured, then no default shall exist and the noticing Party shall take no further action. If the alleged failure is not cured, then a default shall exist under this Agreement and the non-defaulting Party may exercise any of the remedies available under **Section 4.3**.

4.1.2 Any Assignment or other transfer in violation of **Section 5** shall be considered a Non-curable Default.

4.1.3 No failure or delay in giving notice of default shall constitute a waiver of default; provided, however, provision of notice and opportunity to cure shall nevertheless be a prerequisite to the enforcement or correction of any Default.

4.2 Actions During Cure Period. During any cure period specified under **Section 4.1.1** and during any period prior to delivery of any notice of default, the Party charged shall not be considered in default for purposes of this Agreement. If there is a dispute regarding the existence of a default, the Parties shall otherwise continue to perform their obligations hereunder, to the maximum extent practicable in light of the disputed matter and pending its resolution or formal termination of the Agreement as provided herein.

4.3 Remedies for Non-Defaulting Party.

4.3.1 In the event either Party is in default under the terms of this Agreement, subject to any applicable requirements of **Section 4.4**, the other Party may elect to pursue any of the following courses of action: (i) waive such default; (ii) pursue administrative remedies as provided in this Agreement; and (iii) pursue any judicial remedies available.

4.3.1.1 Developers' Default; Enforcement. No building permit shall be issued or building permit application accepted for the building shell of any structure on the Property if the permit applicant owns or controls any property subject to this Agreement and if such applicant or any entity or person controlling such applicant is in default under the terms and the conditions of this Agreement unless such default is cured or this Agreement is terminated. The Developer shall cause to be placed in any covenants, conditions, and restrictions applicable to the Property, or in any ground lease or conveyance thereof, express provision for an owner of the Property, lessee or City acting separately or jointly to enforce the provisions of this Agreement and to recover reasonable attorneys' fees and costs for such enforcement.

4.3.2 Unless otherwise provided in this Agreement, either Party, in addition to any other rights or remedies, may institute legal action to cure, correct, or remedy any default by the other Party to this Agreement, to enforce any covenant or agreement herein, or to enjoin any threatened or attempted violation hereunder or to seek specific performance.

4.4 Dispute Resolution; Legal Action.

4.4.1 Mediation. Except as otherwise provided herein, no action or proceeding with respect to any dispute, claim or controversy arising out of or relating to this Agreement ("**Dispute**") may be commenced until the matter has been submitted to mediation. Either Party may commence mediation by providing to the other Party a written request for mediation, setting forth the subject of the Dispute and the relief requested. The Parties shall cooperate with one another in selecting a mediator and in scheduling the mediation proceedings in Monterey County (unless otherwise agreed by the Parties). The Parties covenant that they will participate in the mediation in good faith, and that they will share equally in its costs. All offers, promises, conduct and statements, whether oral or written, made in the course of the mediation by any of the Parties, their agents, employees, experts and attorneys, and by the mediator are confidential, privileged and inadmissible for any purpose, including impeachment, in any litigation or other proceeding involving the Parties, provided that evidence that is otherwise

admissible or discoverable shall not be rendered inadmissible or non-discoverable as a result of its use in the mediation. Either Party may seek equitable relief prior to the mediation to preserve the status quo pending the completion of that process. Except for such an action to obtain equitable relief, neither Party may commence a civil action or proceeding with respect to the matters submitted to mediation until after the completion of the initial mediation session, or 45 days after the date of filing the written request for mediation, whichever occurs first. Mediation may continue after the commencement of a civil action or proceeding, if the Parties so desire. The provisions of this **Section 4.4.1** may be enforced by any court of competent jurisdiction, and the Party seeking enforcement shall be entitled to an award of all costs, fees and expenses, including attorneys' fees, to be paid by the Party against whom enforcement is ordered.

4.4.2 If the mediation required under the provisions of this Agreement has not resolved the Dispute any Party to this Agreement may then commence an action or proceeding relating to a Dispute. Jurisdiction over any such dispute(s) shall be had in Monterey County or in the appropriate federal court with jurisdiction over the matter.

4.5 Annual Review.

4.5.1 Each year during the Term of this Agreement beginning on or about the first anniversary date of the execution of this Agreement, the City shall review the extent of good faith compliance by Developers with the terms of this Agreement. This review shall be conducted by the Community Development Director and shall be limited in scope to compliance with the terms of this Agreement pursuant to the Development Agreement Statute.

4.5.2 A finding by the Community Development Director of good faith compliance by Developers with the terms of this Agreement, or a lack of a finding to the contrary, shall conclusively determine such good faith compliance up to and including the date of such review.

4.5.3 The burden of proof, by substantial evidence, of good faith compliance shall be upon the Developers. The Developers shall provide the evidence determined to be necessary by the City Attorney to demonstrate good faith compliance with the provisions of this Agreement. The Community Development Director may conduct the annual review notwithstanding the Developers' failure to submit the written request or to provide substantial evidence of compliance. Costs reasonably incurred by the City in connection with the annual review and any related hearing shall be paid by the Developers in accordance with the City's schedule of fees in effect at the time of the review. If, following such review, the Community Development Director is not satisfied

that the Developers have demonstrated good faith compliance with all the terms and the conditions of this Agreement, the Community Development Director may refer the matter along with her or his recommendation to the City Council. Similarly, in the event the Developers disagree with the Community Development Director's determination of non-compliance with all the terms and the conditions of this Agreement, the Developers may appeal the Community Development Director's determination to the City Council to determine whether the Developers are in compliance.

4.5.4 With respect to each year for which an annual review of compliance with this Agreement is conducted, upon request of Developers (or any of them), the City shall provide Developer with a written "**Notice of Compliance**," or, based on substantial evidence of a material failure of Developer to comply in good faith with the terms of this Agreement after notice and a reasonable opportunity to Developer to cure such failure, "**Notice of Non-compliance**," as applicable, duly executed and acknowledged by the City. Either Party shall have the right to record any such notice.

4.5.5 Failure by the Developers (or any of them) to request review under this **Section 4.5** or failure of City to initiate review under this **Section 4.5** shall not invalidate any provisions of this Agreement or constitute a default hereunder.

4.6 Force Majeure Delay, Extension of Times of Performance.

4.6.1 In addition to specific provisions of this Agreement, performance by any Party hereunder shall not be deemed to be in default where delays or defaults are due to a Force Majeure Event.

4.6.2 Any Party claiming a delay as a result of a Force Majeure Event shall provide the other Party with written notice of such delay, the reason for the delay and an estimated length of delay. Upon the other Party's receipt of such notice, the period of time for performance of any obligation or duty shall be automatically extended for the period of the Force Majeure Event, unless the other Party objects in writing within thirty (30) days after receiving the notice. In the event of such objection, the Parties shall meet and confer within thirty (30) days after the date of objection to arrive at a mutually acceptable solution to the disagreement regarding the delay. If no mutually acceptable solution is reached at the conclusion of the meet and confer session(s), either Party may initiate dispute resolution proceedings as set forth in **Section 4.4** of this Agreement. During the period of any Force Majeure Event extension, the Parties shall use their best efforts to minimize potential adverse effects resulting from the Force Majeure Event.

4.7 Legal Challenge by Third Party.

4.7.1 It is specifically understood and agreed by the Parties that the Project contemplated by this Agreement is a private development, that the City has no interest in or responsibility for or duty to third persons concerning any of said improvements, except for those improvements that are accepted by the City for maintenance and responsibility, and that the Developers shall have the full power over and exclusive control of the Property subject only to the limitations and the obligations of the Developers under this Agreement.

4.7.2 In the event of any administrative, legal or equitable action or other proceeding instituted by any person, entity or organization (not a Party to this Agreement) challenging the validity or enforceability of this Agreement, the Parties shall cooperate with each other in the defense of any such challenge, provided such cooperation shall not extend to payment of funds or expenses in defending such challenge unless agreed by the cooperating Party.

4.7.3 Developer shall indemnify, defend and hold harmless the City, its officers, agents, employees, officers from any claim, action or proceeding brought by a third party within the applicable statute of limitations (i) challenging the validity of this Agreement or seeking to attack, set aside, void or annul any action, decision or approval taken by the City pursuant to this Agreement, (ii) any development of the Property during the term of this Agreement or the Project Approvals, (iii) any actions or inactions by the Developers (or any of them) or their contractors, subcontractors, agents, or employees in connection with construction of the improvement of the Property and the Project, or (iv) seeking damages which may arise directly or indirectly from the negotiation, formation, execution, enforcement or termination of this Agreement. Nothing in this Section shall be construed to mean that Developer shall hold the City harmless or defend it to the extent that such claims, costs or liability arise from, or are alleged to have arisen from, the sole negligence or willful misconduct of the City. The City shall cooperate with Developer in the defense of any matter in which Developer is defending or holding the City harmless and for such purpose Developer shall retain competent legal counsel approved by the City, which approval shall not be unreasonably withheld or delayed; provided, however, that the City and the Developers shall each bear their own respective costs, if any, arising from such defense. The City shall promptly notify the Developers of any such claim, action or proceeding. If the City fails to promptly notify the Developers of any such claim, action or proceeding, or if the City fails to cooperate fully in the defense, the Developer shall not thereafter be responsible to defend, indemnify or hold harmless the City. Nothing contained in this Agreement

prohibits the City from participating in the defense of any claim, action or proceeding if the City bears its own attorney's fees and costs, and the City defends the action in good faith.

4.8 Estoppel Certificate.

4.8.1 Either Party may, at any time, and from time to time, deliver written notice to the other Party requesting such Party to certify in writing that, to the knowledge of the certifying Party:

4.8.1.1 This Agreement is in full force and effect, and unless otherwise indicated has not been amended.

4.8.1.2 To best of knowledge, the Party requesting such certificate is not in default of the performance of its obligations under this Agreement, or alternatively, if a default exists or notice of default has been given, the nature and amount of any such defaults.

4.8.2 A Party receiving a request hereunder shall execute and return such certificate within twenty (20) business days following the receipt thereof. The Parties acknowledge that any certificate given hereunder may be relied upon by any governmental agency, any assignee, and other persons having an interest in the Project, including holders of any deed of trust. The City Manager shall be authorized to execute any such certificate for the City, unless otherwise directed by the City Council.

4.9 Termination of Agreement. This Agreement is terminable by mutual written consent of the Parties, and such termination shall not require or be contingent upon the approval or consent of any other person or entity. Any obligations of indemnification and defense relating to matters arising before termination of this Agreement shall survive termination of this Agreement. Any unused fees, fee credits or deposits shall be refunded to Developers forthwith. Any one or more of the Developers may terminate this Agreement upon the City's mutual written consent. In the event any one or more of the Developers so terminates this Agreement with respect to their portion of the Property, the rights and obligations of the remaining Developers under this Agreement shall not be effected and this Agreement shall remain in full force and effect as to those remaining Developers.

4.9.1 Except as otherwise set forth in this Agreement, if this Agreement is terminated by mutual written consent of the Parties, neither Party shall have any further rights or obligations under this Agreement. Subject to **Section 4.9.3**, each Party

understands that it may have sustained damages that arise, or may arise out of, or relate to the termination of this Agreement that may not be apparent and that are presently unknown. Each Party waives, with respect to termination of this Agreement by mutual written consent of the Parties, any claims for all such damages. The waivers and releases in this Agreement include waivers and releases of any claims for unknown or unanticipated injuries, losses, or damages arising out of or relating to termination of this Agreement by mutual written consent of the Parties.

4.9.2 Subject to **Section 4.9.3**, each Party waives, with respect to termination of this Agreement by mutual written consent of the Parties, all rights or benefits that it has or may have under Section 1542 of the California Civil Code to the extent it would otherwise apply. Section 1542 reads as follows:

> A general release does not extend to claims which the creditor does not know or suspect to exist in his favor at the time of executing the release, which if known by him must have materially affected his settlement with the debtor.

4.9.3 Nothing herein contained shall release or excuse Developer in the performance of its obligations to indemnify and defend the City as provided in this Agreement.

4.10 Limitation on Legal Actions. In no event shall the City, or its officers, employees, or agents be liable in damages for any breach or violations of this Agreement, it being expressly understood and agreed that the Developers sole legal remedy for a breach or a violation of this Agreement by the City shall be a legal action in mandamus, specific performance, or other injunctive or declaratory relief to enforce the provisions of this Agreement.

SECTION 5
ASSIGNMENTS

5.1 Limitation As To Assignment. Except as permitted by **Section**s 5.2 and 5.3 of this Agreement, Developer shall not assign, or attempt to assign or otherwise transfer this Agreement or any right herein (each referred to as an "**Assignment**") in whole or in part, without the prior written approval of the City, which approval shall not be unreasonably withheld, conditioned or delayed. The City may refuse to give its consent only if, in light of the proposed assignment and financial resources, such assignee would not in the City's reasonable opinion be able to perform the obligations proposed to be assumed by such assignee. The Developers acknowledge that the identity, make-up and

proposal of the Developers are of particular concern to the City and it is because of these matters that the City has entered into this Agreement.

5.2 Permitted Assignment. The prior written approval of the City shall not be required for the following Assignments:

5.2.1 Any Assignment to one or more Affiliates of Developer; or

5.2.2 The merger, consolidation, restructuring or sale of substantially all of the assets of Developer or of any Affiliate; or

5.2.3 The assignment to any trustee by way of a deed of trust in favor of holder or beneficiary under such deed of trust, or the absolute or collateral assignment, pledge, grant or transfer to such holder, of the Developer's right, title and interest in, to and under this Agreement for the purpose of creating an encumbrance on or security interest in such interest, or to or by any such holder or other purchaser in connection with its acquisition of the Project Site by foreclosure or deed in lieu of foreclosure; or

5.2.4 The sale of individual parcels to third parties (provided, however, that such parcels shall be subject to the Specific Plan and Project Approvals).

5.3 Assumption of Assigned Obligations. As a condition to any Assignment under this Agreement, any person or entity accepting such Assignment ("**Assignee**") shall assume all of the obligations of this Agreement as they pertain to the portion of the Property being transferred to the Assignee. The assumption shall be on a form acceptable to the City and following the Assignment shall be recorded on the portion of the Property transferred. This requirement shall apply whether or not the transfer requires approval of the City.

5.4 Release of Developer. Upon the effectiveness of any Assignment and assumption of Developer's obligations by any Assignee, the Developer shall be fully relieved and released of each of its duties and obligations with respect to the portion of the Property transferred to the transferee from and after the date of such transfer, except as to those obligations of Developer under this Agreement, Project Approvals or Applicable City Regulations that affect more than the portion of the Property being transferred.

5.5 Successive Assignment. In the event of any Assignment under the provisions of this **Section 5**, the provisions of this **Section 5** shall apply to each successive Assignment and Assignee. The Developer's obligations under this Agreement with respect to the portion of the Property transferred which are to be assumed by the

Assignee shall be set out in substantially the form of the Assignment and Assumption Agreement.

5.6 Unapproved Transfers Void. Any Assignment, or attempted Assignment, that is not approved by the City as required under this **Section 5**, or that is inconsistent with the provisions of this **Section 5,** shall be unenforceable and void and shall not release Developer from any rights or obligations hereunder.

SECTION 6
GENERAL PROVISIONS

6.1 Notice of Default to Mortgage, Deed of Trust or Other Security Interest Holders; Right to Cure. The Developer's breach of any of the covenants or restrictions contained in this Agreement shall not defeat or render invalid the lien of any mortgage or deed of trust made in good faith and for value as to the Project, or any part thereof or interest therein, whether or not said mortgage or deed of trust is subordinated to this Agreement, but, the terms, conditions, covenants, restrictions and reservations of this Agreement shall be binding and effective against the holder of any such mortgage or deed of trust or any owner of the Project, or any part thereof, whose title thereto is acquired by foreclosure, trustee's sale or otherwise.

6.2 Covenants Binding on Successors and Assigns. This Agreement and all of its provisions, agreements, rights, powers, standards, terms, covenants and obligations, shall be binding upon the Parties and their respective successors (by merger, consolidation, or otherwise) and assigns, and all other persons or entities acquiring the Property, or any interest therein, and shall inure to the benefit of the Parties and their respective successors (by merger, consolidation or otherwise) and assigns.

6.3 Covenants Run With Land. The provisions of this Agreement shall be enforceable during the Term as equitable servitudes and constitute covenants running with the land pursuant to applicable law, including, but not limited to Section 1468 of the Civil Code of the State of California. Each covenant to do or refrain from doing some act on the Property which is for the benefit of the Property or shall constitute a burden upon the Property, as applicable, shall run with the land, and is binding upon each Party and each successive owner during its ownership of the Property, or any portion thereof.

6.4 Bankruptcy. The obligations of this Agreement shall not be dischargeable in Bankruptcy.

6.5 Reimbursement of Development Agreement Costs and Fees. Prior to the City's issuance of any Subsequent Project Approvals, the Developers shall reimburse the City for all its reasonable and actual costs, fees, and expenses incurred in drafting, reviewing, revising, and processing this Agreement, including, but not limited to, recording fees, ordinance publication fees, staff time in preparing staff reports, and staff time, including legal counsel and special counsel fees, for preparation and review of this Agreement and changes requested by the Developers (or any of them). Exhibit F.

6.6 Reimbursement of Annexation Costs and Fees. Prior to the City's issuance of any Subsequent Project Approvals, the Developers shall reimburse the City for all its reasonable and actual costs, fees, and expenses incurred in relation with the annexation of the Property into the City including, but not limited to, staff time, legal counsel fees, consultant fees, and publication fees. Exhibit G.

6.7 Preamble, Recitals, Exhibits. References herein to "**this Agreement**" shall include the Preamble, Recitals and all of the exhibits of this Agreement.

6.8 Attorneys Fees. Should any legal action or proceeding be brought by either Party regarding any matter arising out of or relating to this Agreement, the prevailing Party in such action shall be entitled to recover reasonable attorneys' fees actually incurred, court costs, and such other costs as may be determined by the court.

6.9 Project as a Private Undertaking. It is specifically understood and agreed by and between the Parties hereto that the development of the Project is a separately undertaken private development and Developer shall have full power over and exclusive control of the Project subject only to the limitations and obligations of Developers under this Agreement and the Project Approvals and Subsequent Project Approvals. No partnership, joint venture, agency or other association of any kind between Developers and the City is formed by this Agreement. The only relationship between the City and Developer is that of a governmental entity regulating development and the owner of the Project.

6.10 Construction. As used in this Agreement, and as the context may require, the singular includes the plural and vice versa, and the masculine gender includes the feminine and neuter and vice versa.

6.11 Notices. All notices, demands, or other communications which this Agreement contemplates or authorizes shall be in writing and shall be personally delivered, mailed by certified mail, return receipt requested, or delivered by reliable overnight courier, to the respective Party as follows:

If to City:
City of Salinas
200 Lincoln Avenue
Salinas, CA 93901
Attn: City Manager

With a Copy To:
City Attorney
City of Salinas
200 Lincoln Avenue
Salinas, CA 93901
Attn: City Attorney

And

Community Development Director
City of Salinas
65 West Alisal, 2nd Floor
Salinas, California 93901

If to Developer:

Rexford Title, Inc.
Attention: Mark Kelton
2716 Ocean Park Blvd., Suite 3006
Santa Monica, CA 90405

Ray Harrod, Jr.
365 Victor Street, Suite S
Salinas, CA 93907

Patricia Jane Bondesen
Three Ravine Way
Kentfield, CA 94904

RCS Salinas Investment I, LLC
Attention: Joseph Rivani
3470 Wilshire Blvd. Suite 1020
Los Angeles, CA 90010

DRAFT

Alvin C. and Karen Rae Mortensen
27840 Mesa Del Toro Road
Salinas, CA 93908

Ann Aaore
[We need the contact information]

With a Copy To:
Brian Finegan
Attorney at Law
P. O. Box 2058
Salinas, CA 93902

A notice shall be effective on receipt. Any Party may change the address stated herein by giving written notice to the other Party, and thereafter notices shall be addressed and transmitted to the new address. Any notice given to the Developer as required by this Agreement shall also be given to any lender which provides written request to City for notice.

6.12 Invalidity of Agreement; Severability. If this Agreement shall be determined by a court to be invalid or unenforceable, this Agreement shall automatically terminate as of the date of final entry of judgment.

If any term or provision of this Agreement, or the application of any term or provision of this Agreement to a specific situation, is found to be invalid, or unenforceable, in whole or in part for any reason, the remaining terms and provisions of this Agreement shall continue in full force and effect unless an essential purpose of this Agreement would be defeated by loss of the invalid or unenforceable provisions, in which case either Party may terminate this Agreement by providing written notice thereof to the other. In the event of such termination, the provisions of **Section 4.9** relating to termination of the Agreement by mutual written consent of the Parties shall apply. Without limiting the generality of the forgoing, no judgment determining that a portion of this Agreement is unenforceable or invalid shall release Developer from its obligations to indemnify the City under this Agreement.

6.13 Applicable Law; Venue. The interpretation, validity, and enforcement of the Agreement shall be governed by and construed under the laws of the State of California. Any suit, claim, or legal proceeding of any kind related to this Agreement

shall be filed and heard in a court of competent jurisdiction in Monterey County. The Developers acknowledge and agree that the City has approved and has entered into this Agreement in the sole exercise of its legislative discretion and that the standard of review of the validity or the meaning of this Agreement shall be that accorded legislative acts of the City.

6.14 Waivers. No waiver of any obligations under this Agreement shall be enforceable or admissible unless set forth in a writing signed by the Party against which enforcement or admission is sought. No delay or failure to require performance of any provision of this Agreement shall constitute a waiver of that provision as to that or any other instance. Any waiver granted shall apply solely to the specific instance expressly set forth in such writing. Waiver of a breach or default under this Agreement shall not constitute a continuing waiver or a waiver of a subsequent breach of the same or any other provision of this Agreement.

6.15 Signatures. The individuals executing this Agreement represent and warrant that they have the right, power, legal capacity, and authority to enter into and to execute this Agreement on behalf of the respective legal entities of Developer and the City. This Agreement shall inure to the benefit of and be binding upon the Parties hereto and their respective successors and assigns.

6.16 Exhibits. The following exhibits are attached to this Agreement and are hereby incorporated herein by this reference for all purposes as if set forth herein in full:

A-1	Map of West Area of Future Growth Area
A-2.1	Map of Rexford Property
A-3.1	Map of Bondesen Property
A-4.1	Map of Mortensen Property
A-5.1	Map of Harrod Property
A-6.1	Map of Global Property
A-7.1	Map of Kantro Property
B	Exactions Applicable to the Project E
Table 1 to Exhibit B	Development Impact Fees
C	Regulations Applicable to the Project
D	Boronda Road (WASP Project Buildout)

E	Inclusionary Housing Ordinance and Guidelines
F	Development Agreement Costs and Fees
G	Annexation Costs and Fees

6.17 Interpretation. This Agreement has been drafted jointly, and reviewed by the Parties and their attorneys and, therefore, shall not be construed in favor of or against a Party that may have drafted any particular term or provision. Prior versions or drafts of this Agreement shall not be used to interpret the meaning or intent of this Agreement or any provision hereof.

6.18 Entire Agreement. This Agreement constitutes the entire understanding and agreement of the Parties concerning the subject matter hereof. This Agreement integrates all of the terms and conditions mentioned herein or incidental hereto, and supersedes all negotiation or previous agreements between the Parties with respect to all or any part of the subject matter hereof. To the extent that there are conflicts or inconsistencies between this Agreement and any prior agreement, the provisions of this Agreement shall prevail.

6.19 Further Assurances and Acts. Each Party shall perform all acts and execute all documents and instruments that may be necessary or convenient to carry out its obligations under this Agreement.

6.20 Signatures; Signature Pages; Execution in Counterparts. The individuals executing this Agreement represent and warrant that they have the right, power, legal capacity, and authority to enter into and to execute this Agreement on behalf of the respective individuals or legal entities of the Developers and of the City. This Agreement shall inure to the benefit and be binding upon the Parties hereto and their respective successors and assigns. For convenience, the signatures of the Parties to this Agreement may be executed and acknowledged on separate pages in counterparts which, when attached to this Agreement, shall constitute this as one complete Agreement.

6.21 Time of the Essence. Time is of the essence in the performance of each Party's respective obligations under this Agreement.

6.22 No Third Party Rights. Nothing in this Agreement, whether express or implied, is intended to or shall do any of the following:

(a) Confer any benefits, rights or remedies under or by reason of this Agreement on any persons other than the express Parties to it;

(b) Relieve or discharge the obligation or liability of any person not an express Party to this Agreement;

(c) Give any person not an express party to this Agreement any right of subrogation or action against any Party to this Agreement.

IN WITNESS WHEREOF, the City and Developers have executed this Agreement as of the date first hereinabove written.

"City":

CITY OF SALINAS,

a municipal corporation

By: _____
Mayor

APPROVED AS TO FORM:

_____
City Attorney

ATTEST:

_____
City Clerk

"Developers":

Rexford Title, Inc.
A California corporation

By: _____
Its: _____

DRAFT

By: _____
Its: _____

_____
Patricia Jane Bondesen

_____
Alvin C. Mortensen, Trustee

_____
Karen Rae Mortensen, Trustee

_____
Ray Harrod, Jr.
d/b/a Harrod Construction Company

RCS Salinas Investment I LLC
A California limited liability company

By: _____
Manager

Ann Aaroe
An Individual and Successor Trustee of the Deon Kantro Trust

_____
Ann Aaroe, An Individual

_____
Ann Aaroe, Successor Trustee

DRAFT

APPROVED AS TO FORM:

_____

Michael Harrington, Esq.
Finegan & Harrington, LLP

DRAFT

EXHIBIT A-1
MAP OF WEST AREA

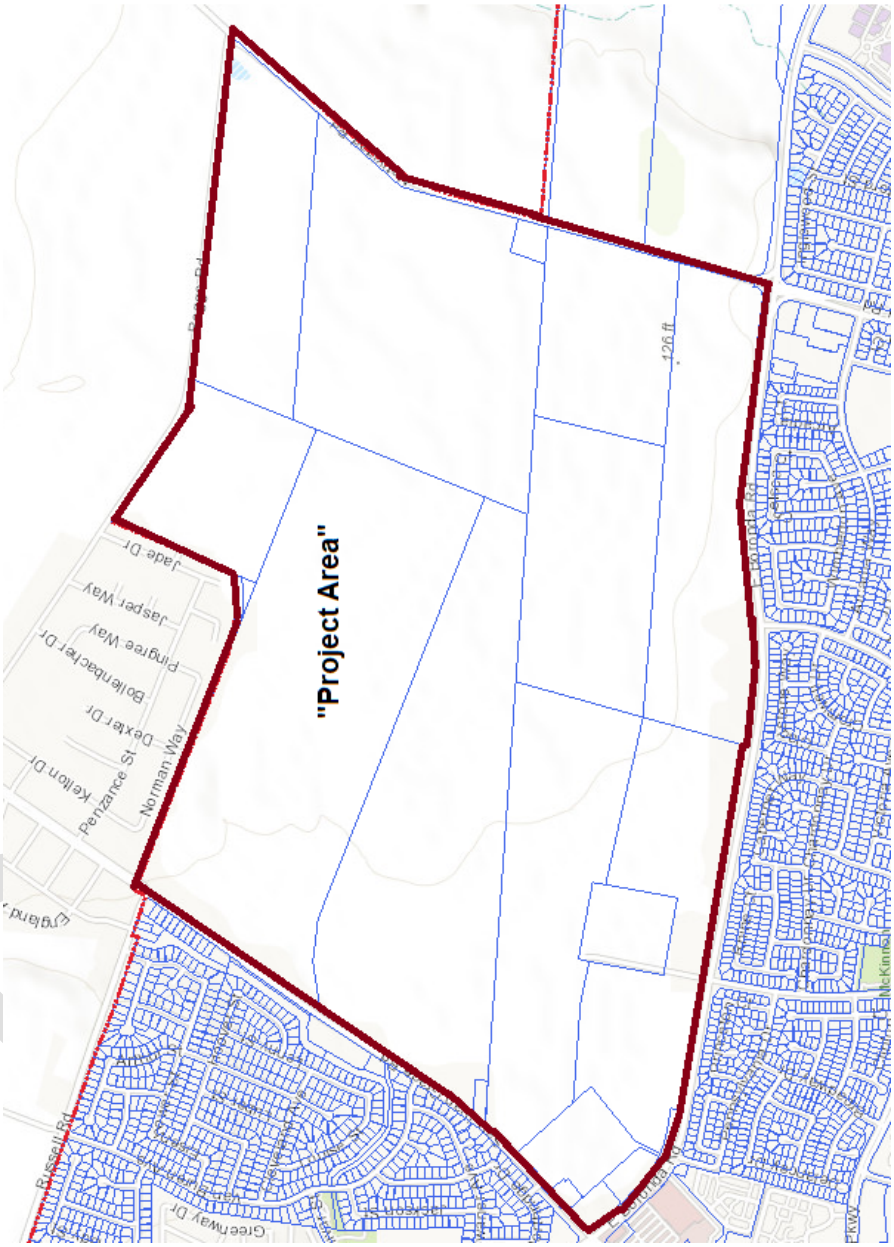

EXHIBIT A-2

MAP OF REXFORD PROPERTY

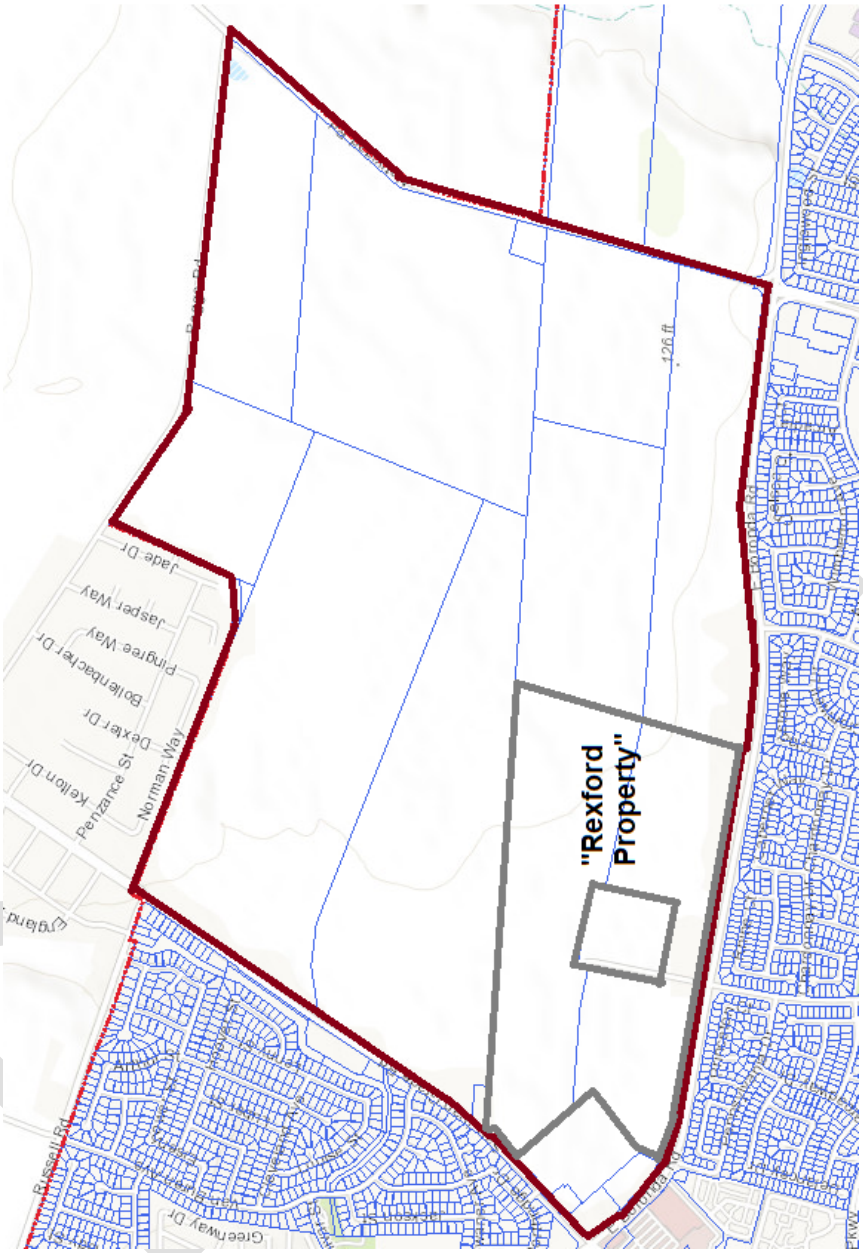

EXHIBIT A-3

MAP OF BONDESEN PROPERTY

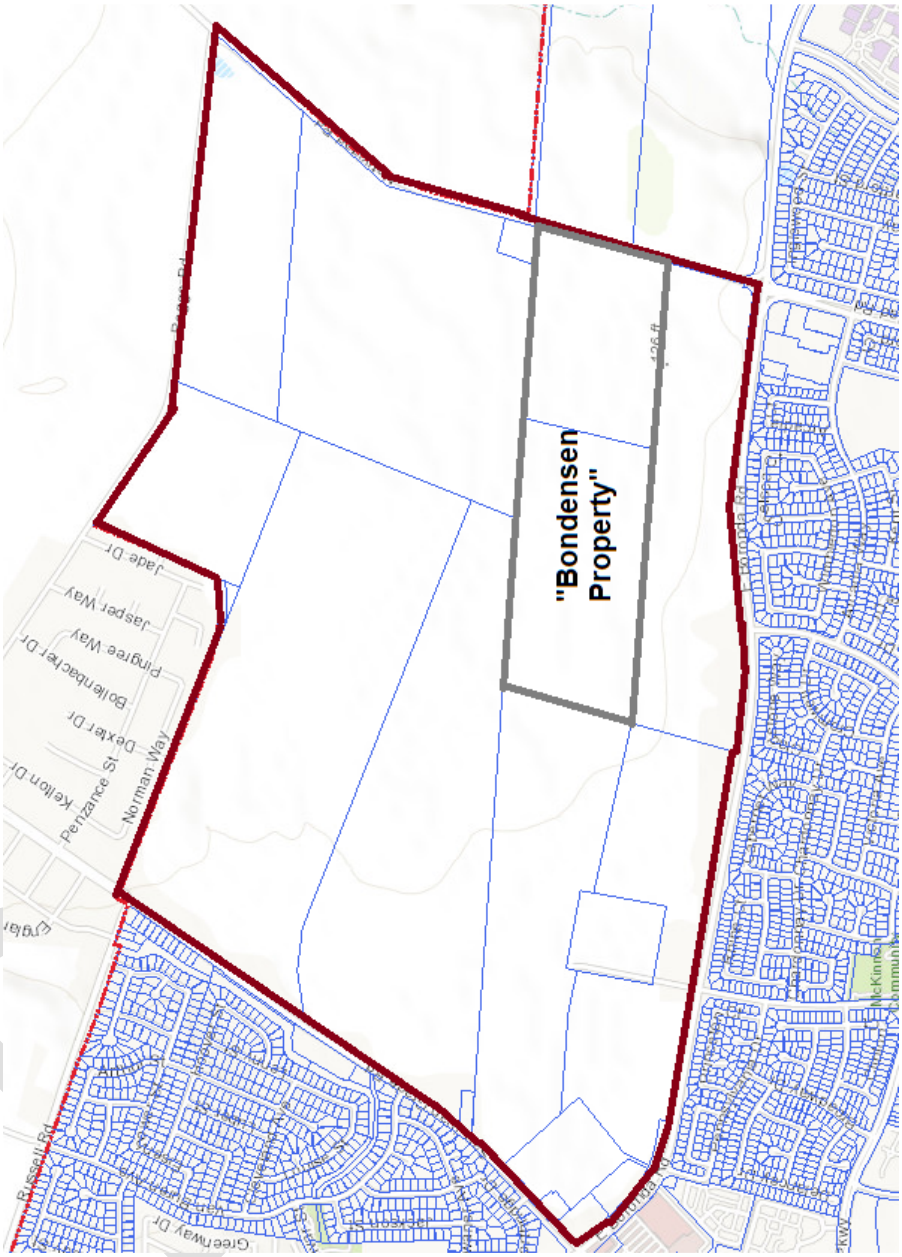

EXHIBIT A-4

MAP OF MORTENSEN PROEPRTY

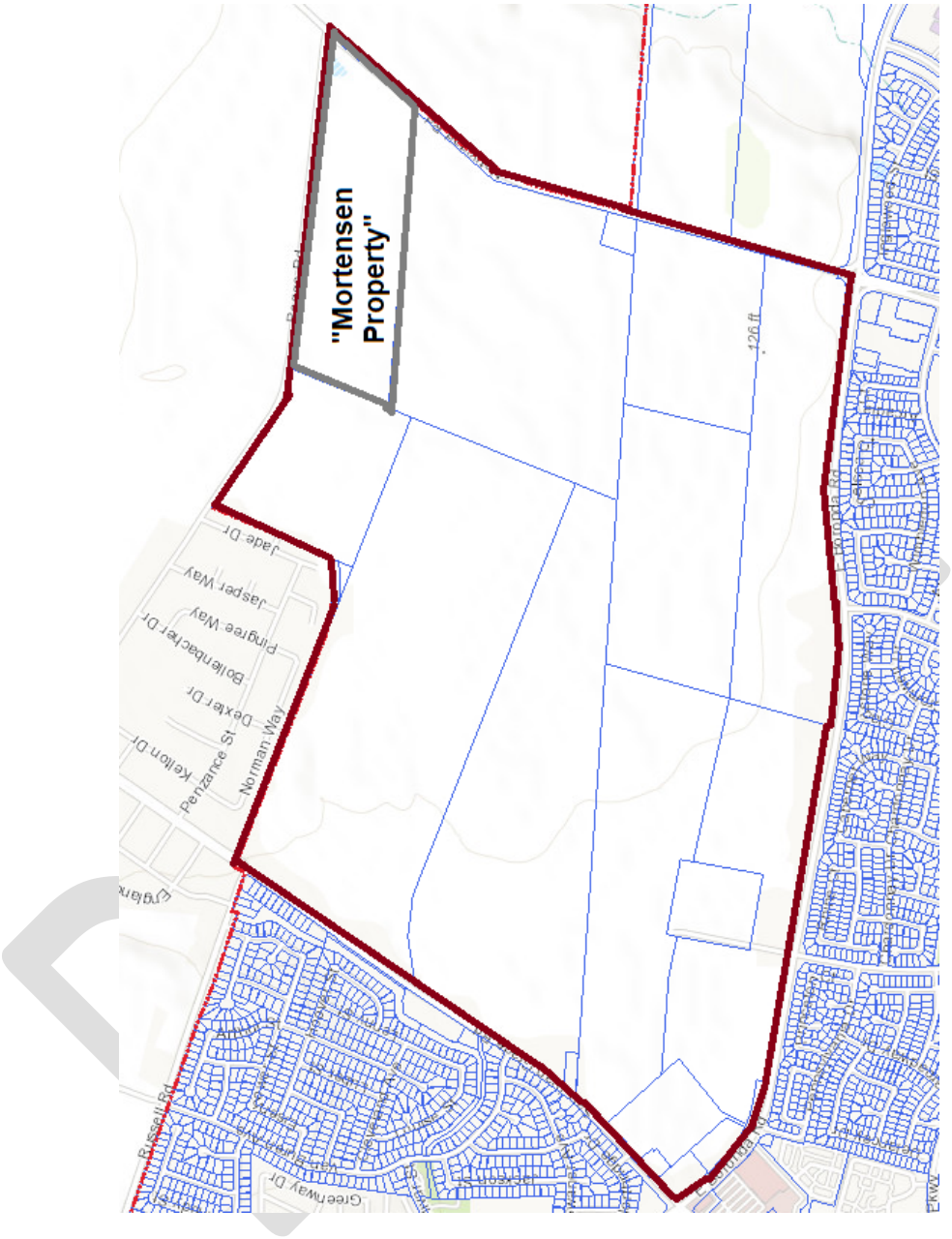

EXHIBIT A-5

MAP OF HARROD PROPERTY

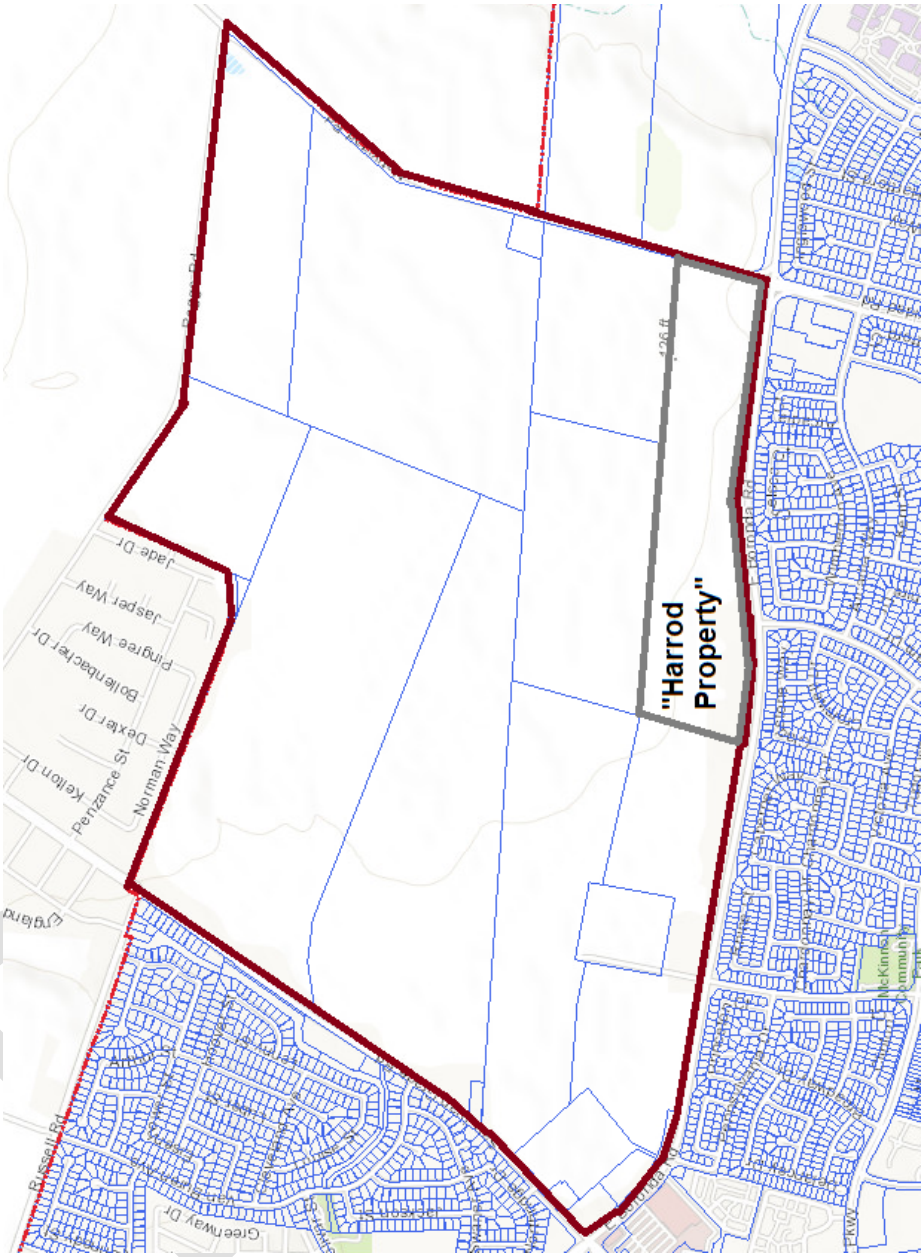

EXHIBIT A-6

MAP OF GLOBAL PROPERTY

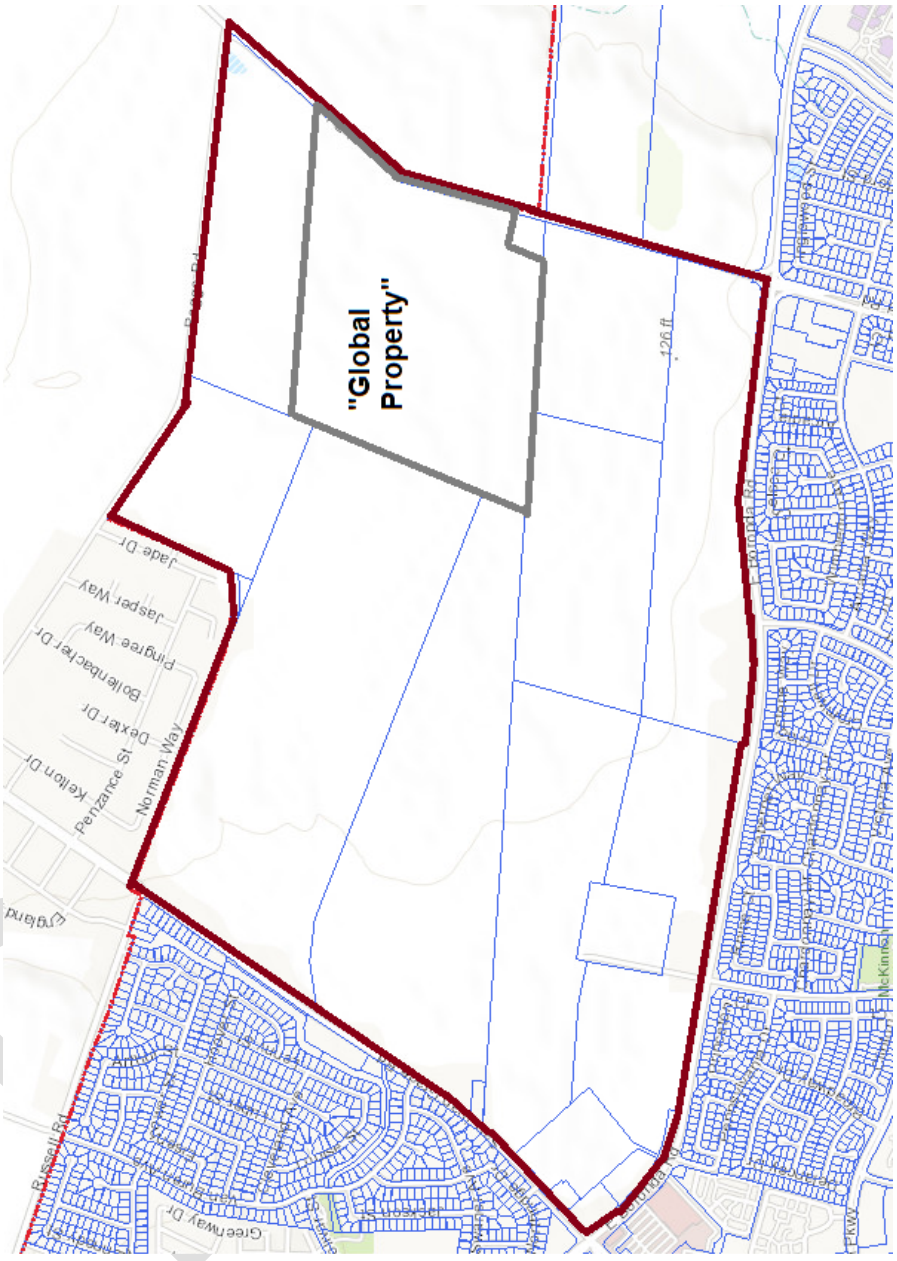

EXHIBIT A-7

MAP OF KANTRO PROPERTY

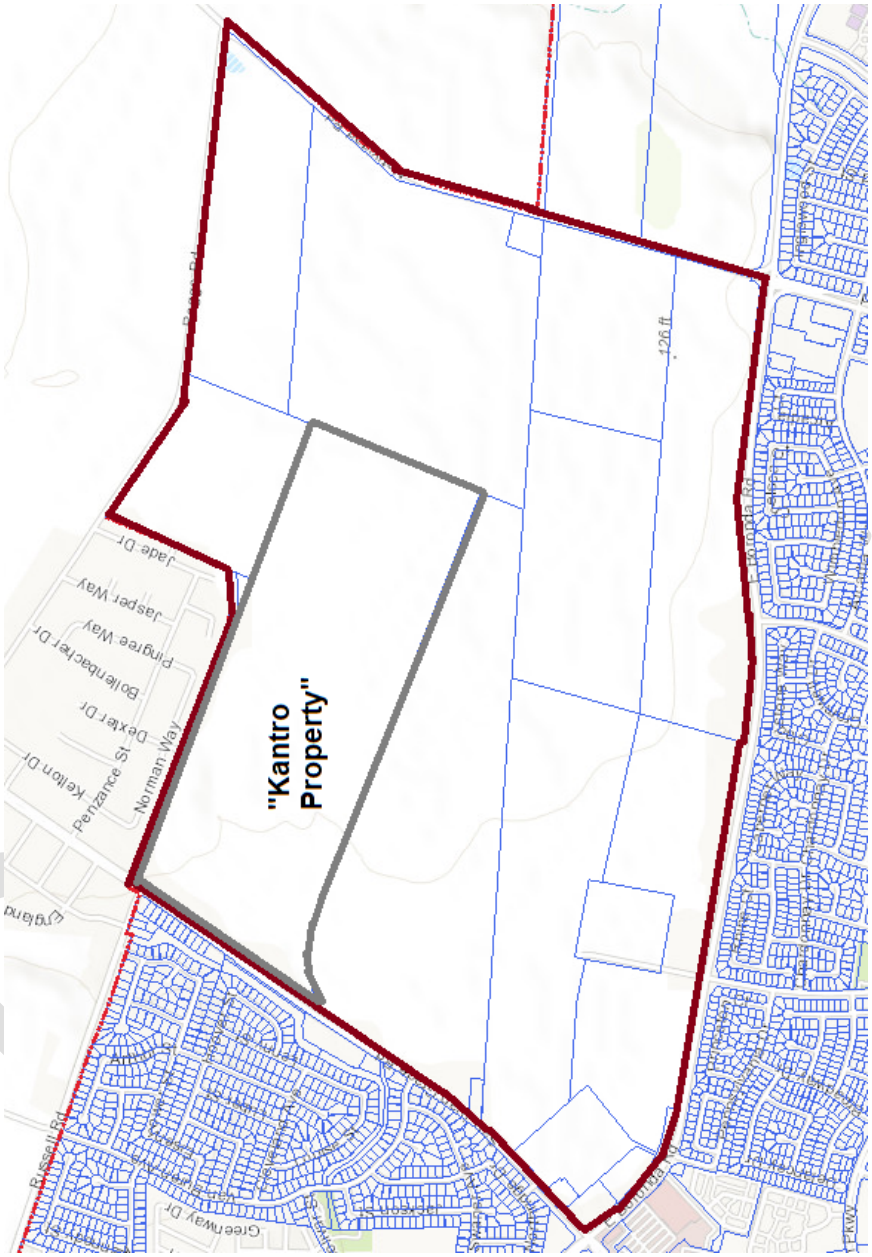

EXHIBIT B

EXACTIONS APPLICABLE TO THE PROJECT

[Subject to conforming and clarifying changes prior to execution and recordation]

1. **Development Impact Fees.** City and Developer agree that the development impact fees payable with respect to the specific land uses developed in the Project shall those listed in **Table 1** to this **Exhibit B**. The Development Impact Fees shall be the cost/rate in effect on the Effective Date of this Agreement. The Development Impact Fees set forth in Table 1 shall be automatically adjusted based on the increase or decrease in the Engineering News Record Construction Cost Index for the San Francisco Bay Area for the period ending December 31 of the preceding calendar year. Fees paid after the date of such adjustment shall be paid at the adjusted rate.

2. **Traffic Mitigation Measures.** City agrees not to impose on the Project any traffic mitigation measures other than those specifically set forth in the Project EIR.

3. **Environmental Mitigation and Implementation Measures.** The Parties understand that the Project EIR was intended to be used in connection with the Project Approvals and the Subsequent Project Approvals needed for the Project. Consistent with the CEQA streamlining policies applicable to specific plans, including but not limited to California Code of Regulations, Title 14, Section 15182, the City agrees to use the Project EIR in connection with the processing of any Subsequent Project Approval to the maximum extent allowed by law.

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TABLE 1 TO EXHIBIT B

DEVELOPMENT IMPACT FEES

Street Tree Fee

Public Utility Impact Fee
- **Storm Drain Fee**
- **Sanitary Sewer Fee**

Park Fee (WAPIF)

Traffic Impact Fee

Public Facilities Impact Fee

DRAFT

EXHIBIT C

CITY REGULATIONS APPLICABLE TO THE PROJECT

To the extent not in conflict with or not inconsistent with the Specific Plan, Parcel Map, and other Project Approvals, and except as otherwise provided for in this Agreement, the following rules, regulations and official policies in effect as of the Effective Date shall apply to the Project and Property:

A. City of Salinas General Plan, adopted September 17, 2002, in effect as of the Effective Date.

B. City of Salinas Subdivision Ordinance, Chapter 31 of the City of Salinas Municipal Code in effect as of the Effective Date.

C. City of Salinas Zoning Ordinance, Chapter 37 of the City of Salinas Municipal Code in effect as of the Effective Date.

D. City of Salinas Inclusionary Housing Ordinance (Ordinance No. 2594, June 6, 2017) and City of Salinas Inclusionary Housing Guidelines (Resolution No. 21175, June 6, 2017).

E. All other ordinances, resolutions, rules, regulations, and official policies governing permitted uses of the land, governing density, and governing design, improvement, and construction standards and specifications, applicable to development of the Property subject to a development agreement in effect as of the Effective Date.

F. Exactions (see Exhibit B)

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EXHIBIT D
(Boronda Road WASP Project Buildout)

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EXHIBIT E

Inclusionary Housing Ordinance and Guidelines
(Ordinance No. 2594, June 6, 2017; Resolution No. 2567)

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EXHIBIT F
Development Agreement Costs and Fees

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EXHIBIT G
Annexation Costs and Fees

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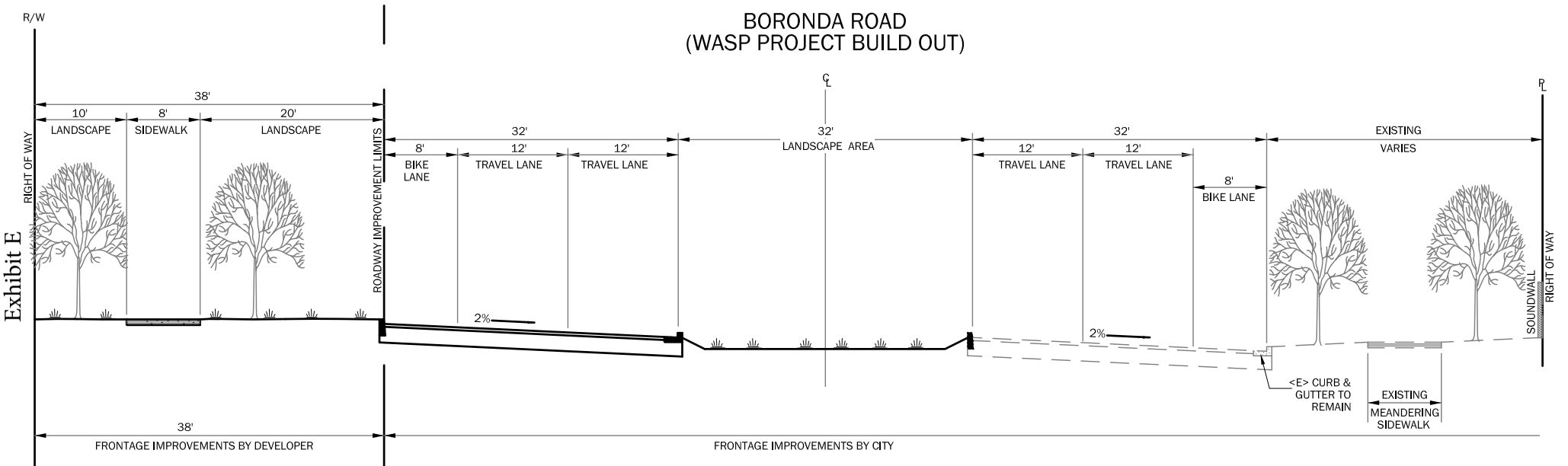
Exhibit E


BORONDA ROAD
(WASP PROJECT BUILD OUT)
R/W
RIGHT OF WAY
38'
10'
LANDSCAPE
8'
SIDEWALK
20'
LANDSCAPE
ROADWAY IMPROVEMENT LIMITS
32'
8'
BIKE LANE
12'
TRAVEL LANE
12'
TRAVEL LANE
2%
℄
32'
LANDSCAPE AREA
32'
12'
TRAVEL LANE
12'
TRAVEL LANE
8'
BIKE LANE
2%
EXISTING
VARIES
<E> CURB & GUTTER TO REMAIN
EXISTING MEANDERING SIDEWALK
SOUNDWALL
RIGHT OF WAY
℄
38'
FRONTAGE IMPROVEMENTS BY DEVELOPER
FRONTAGE IMPROVEMENTS BY CITY

CITY OF SALINAS
INCLUSIONARY HOUSING GUIDELINES

Adopted June 6, 2017
City Council Resolution No. 21175

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INTRODUCTION

A. PURPOSE

Since 1992, the City of Salinas has had an Inclusionary Housing Ordinance (Ordinance) to ensure that new development in the City would provide housing affordable to a range of income levels consistent with the City's General Plan Housing Element (Housing Element) goals and policies. As part of the City's 2015-23 Housing Element update, the City Council authorized direction under "*Action H-8: Inclusionary Housing*" to update the Ordinance along with a nexus study. These Inclusionary Housing Guidelines (Guidelines) incorporate provisions of the most recently adopted 2017 Ordinance.

The Ordinance prescribes City policy for affordable housing. However, it does not include fully detailed instructions for administration, which allows more flexibility in implementing the Ordinance. Instead, the Ordinance called for the City Council to adopt updated Guidelines.

These Guidelines implement the Ordinance adopted by the Salinas City Council (Article 3 of Chapter 17 of the Salinas Municipal Code (Sections 17-6 through 17-19). They constitute the Guidelines referred to from time to time in the Ordinance.

All of the terms of the Ordinance are not repeated in these Guidelines, which supplement but do not reiterate the entire Ordinance. Applicants must also refer to the Ordinance when submitting an application. If there is any conflict between these Guidelines and the Ordinance, the Ordinance shall control.

These Guidelines are not adopted as an Ordinance. While they give direction, administration of the Ordinance will necessarily need to occur in a reasonably flexible fashion consistent with the Ordinance's purpose and provisions. The Guidelines provide this flexibility while assuring conformance to the City's vision and goals for affordable housing.

B. RELATION TO OTHER AFFORDABLE HOUSING PROGRAMS

The Ordinance is designed to work together with other programs that provide affordable housing in the City of Salinas. Numerous developers since the inception of the first Ordinance, which was adopted in 1992, have created affordable housing when they have obtained federal, state, and local government grants and other assistance. Developers may also provide affordable housing to obtain a density bonus. As required by state density bonus law, developers may receive a density bonus for providing affordable units required by the Ordinance.

When the City implements other affordable housing programs, it will attempt to utilize the same administrative procedures as specified in these Guidelines, to the extent reasonable and consistent with the legal requirements of the other programs. It may also modify the practices authorized in these Guidelines when inclusionary units receive other sources of assistance subject to different regulations and statutes.

C. DEFINITIONS

The terms used in these Guidelines have the same meaning as in the Ordinance.

D. RESPONSIBLE CITY STAFF

The Ordinance is administered by the City of Salinas Community Development Department Housing Division, located at:

City of Salinas Permit Center
65 W. Alisal Street, 2nd Floor
Salinas, CA. 93901

Phone: (831) 758-7334
Fax: (831) 775-4258
E-mail: housingwebmail@ci.salinas.ca.us

SECTION ONE
PROVIDING INCLUSIONARY HOUSING IN RESIDENTIAL PROJECTS

This section of the Guidelines describes how developers and applicants comply with the Ordinance. Part A describes the projects subject to the Ordinance. Part B describes the basic requirements. The Ordinance is implemented primarily through two documents: the Affordable Housing Plan and the Inclusionary Housing Agreement. The Affordable Housing Plan, described in Part C, is submitted with a planning application and describes how the project will comply with the Ordinance. The Inclusionary Housing Agreement, described in Part D, is a contract between the City and the developer that is recorded against the property to ensure that the inclusionary housing is built as proposed in the Affordable Housing Plan. Part E describes how the City will ensure that the inclusionary housing is built.

A. PROJECTS SUBJECT TO THE INCLUSIONARY HOUSING ORDINANCE

The Ordinance applies to any project that requires any development permit and will create ten or more dwelling units or lots through either new construction or additions or alterations to existing structures. This includes:

(1) New construction of at least ten units of for-sale housing;

(2) Subdivision of property into ten or more lots; and

(3) Additions or alterations to existing structures to create ten or more new dwelling units.

A "dwelling unit" for purposes of the Ordinance includes a "dwelling unit" and "single room occupancy housing" as defined in the Salinas Zoning Ordinance (Chapter 37 of the Salinas Municipal Code).[1] If buildings that are not considered to be "dwelling units," such as motels and hotels, are remodeled to create ten or more dwelling units, then they are subject to the Ordinance. However, the Ordinance only applies to newly created units or lots. For example, if five units are added to an existing five-unit building, for a total of ten units, the Ordinance will not apply, because only five units are being newly created.

The City considers concurrent applications on contiguous parcels under the same ownership or submitted by the same applicant (or controlled by the same applicant or owner) to be one residential development for purposes of the Ordinance.

Exemptions

The following projects are exempt from the Ordinance:

- Projects creating fewer than ten additional dwelling units or lots.

Note: “Dwelling unit” means a room or suite of two or more rooms with internal circulation, designed for use by one family for living or sleeping purposes, and having only one kitchen or kitchenette. (Salinas Municipal Code Section 37-10.280).
“Single room occupancy housing” means a residential facility with individual secure rooms, of a smaller size than normally found in multi-family dwellings, which may have kitchen and bathroom facilities, and which are rented to a one- or two-person household on a long-term basis. (Salinas Municipal Code Section 37-10.430).

- Residential developments located in the Downtown Area, unless the City Council by Resolution determines that, based on market conditions, the provisions of this article will be applied in the Downtown Area. Downtown Area means the area within the boundaries of the Central City Overlay District as defined per Zoning Code 37-40.300. The Downtown Area exemption applies to adaptive reuse and new construction developments.
- Projects exempt under provisions of the Subdivision Map Act, except that those projects must comply with the Ordinance in effect on the date that they were deemed complete.
- One-hundred percent (100%) affordable low-income housing projects with either a deed restriction, restrictive covenant or regulatory agreement no less than 30 years.
- Proposed developments that have met certain milestones and comply with the requirements of the predecessor Ordinance. See the Ordinance for more information. These include:
    - Projects exempt under the terms of a development agreement
    - Residential developments exempted by Government Code section 66474.2 or 66498.1
    - Residential developments that have submitted a complete planning or building permit application along with full payment of required application fees to the City prior to the effective date of the Ordinance.

B. OPTIONS FOR PROVIDING INCLUSIONARY UNITS

On-site inclusionary housing requirements apply only to ownership (for-sale) housing developments of ten units or greater. Rental developments instead pay an affordable rental housing impact fee. A developer of rental housing may opt to voluntarily provide affordable rental housing in exchange for a City-provided benefit, as described in the Ordinance, and a developer of for-sale housing may opt to pay in-lieu fees.

Basic Options

The Ordinance in Section 17-9 and 17-10 provides three standard on-site inclusionary options for developers who elect to provide housing on site. A key part of any application for a residential development is for the applicant to select the appropriate inclusionary option. The table below summarizes the three standard on-site options.

Applicants may also choose alternatives to the standard on-site options as described in Section 17-13 of the Ordinance. These alternatives must be reviewed and approved by the City Council.

TABLE 1: SUMMARY OF STANDARD ON-SITE INCLUSIONARY OPTIONS

	Option 1	Option 2	Option 3
	20%	**15%**	**12%**
Very low Income (50% of median)	4% Ownership or rental	Not Required	8% Rental
Lower Income (80% of median)	8% Ownership or rental	Not Required	4% Rental
Median Income (100% of median)	Not Required	6% All must be ownership	Not Required
Moderate Income (120% of median)	4% All must be ownership	6% All must be ownership	Not Required
Workforce Income (160% of median)	4% All must be ownership	3% All must be ownership	Not Required

To use one of the options that has a rental housing component, developers must meet certain conditions, as described in Section C describing the Affordable Housing Plan.

Number of Units Required

In computing the total number of inclusionary units required on-site in a residential development, fractions of one-half (1/2) or greater are rounded up to the next highest whole number, and fractions of less than one-half (1/2) are rounded down. For example, a 53-unit development choosing option three would provide 47 market-rate units and 6 affordable units (53 x .12 = 6.36, rounded down to 6). A 55-unit development would provide 48 market-rate units and 7 affordable units (55 x .12 = 6.60, rounded up to 7).

In-Lieu Fees and Rental Housing Impact Fees

Developers of rental housing are required to pay a rental housing impact fee unless they voluntarily elect to mitigate the impact by providing affordable rental housing. If an applicant chooses to pay rental housing impact fees, the applicant will also make twelve percent (12%) of the units within the development available to Section 8 Housing Choice Voucher (Section 8) Program participants so long as the Section 8 Program is in effect. Units within the development that are offered to Section 8 Program participants should represent a unit and bedroom mix and be properly disbursed throughout the development. The applicant will include the proposed placement of the Section 8 Program units within the development as part of the Affordable Housing Plan which is to be reviewed and approved by the City. Developers of for-sale housing may elect to satisfy their affordable housing obligation by paying an in-lieu fee. All housing fees are deposited into the City's inclusionary housing trust fund. The City Council from time to time will adopt in-lieu fees and rental housing impact fees, which may be increased annually based on

increases of an established index. Full details regarding the dollar amounts and calculation of the in-lieu fees and rental housing impact fees are included in the City's adopted fee resolution. The fee is charged per square foot of residential development. In-lieu fees are due when building permits are issued.

Generally, the fee is based on the square footage of the buildings, not counting parking. For apartments, hallways, elevators and stairs are excluded from the calculations.

Specifically, for Single-Family Detached Homes, Townhomes, and Condominiums, Residential Floor Area includes all horizontal areas of the several floors of such buildings measured from the exterior faces of exterior walls or from the center line of party walls separating two (2) buildings, minus the horizontal areas of such buildings used exclusively for parking. For Apartments, Residential Floor Area includes all horizontal areas of the several floors of such buildings measured from the exterior faces of exterior walls or from the center line of party walls separating two (2) buildings, minus the horizontal areas of such buildings used exclusively for covered porches, patios, or other outdoor space, amenities and common space, parking, elevators, stairwells or stairs between floors, hallways, and between- unit circulation.

Other Alternatives

There are a number of alternatives available for developers that require City Council review and approval. These alternatives are described in the Ordinance in Section 17-13. Below is a list of alternatives:

1. Land Dedication
2. Partnerships
3. Off-Site Construction
4. Transfers of Surplus Inclusionary Units
5. Other Options

Land Dedication

Developers may dedicate land instead of providing affordable units. Among other conditions, the land must be appropriate for and zoned to allow development of the required inclusionary units. The land must have the infrastructure to serve the development and no unmitigated environmental hazards. The site must also comply with the City's fair housing goals by not tending to cause racial segregation.

Additionally, if the land is transferred to the City rather than to an affordable housing developer, the City must be allowed to sell or lease the property with the proceeds from the sale of the land deposited into the affordable housing trust fund. (The City's preference is not to sell the land, but rather to see affordable housing built on it.)

Off Site Production

Within the Future Growth Area, the affordable units may be built on a site different from the site of the Residential Development. Among other conditions, the alternative site must be located in the Future Growth Area and zoned appropriately for the proposed number of units. The units

must be completed prior to or concurrently with the market-rate development. The land must have the infrastructure to serve the development and no unmitigated environmental hazards. The site must also comply with the City's fair housing goals and not increase racial segregation.

Partnerships

Developers may contract with an experienced affordable developer to construct all or part of the inclusionary units. Per the Ordinance, the City Council must be assured that the required inclusionary units will be built in a timely fashion, that the affordable housing developer has the capability to develop the project, that the construction and permanent financing will be secured for the construction of the units within a reasonable time, and that the proposal otherwise meets the conditions described in Section 17-11 of the Ordinance.

Surplus Unit Transfers

Developers within the Future Growth Area may elect to produce more affordable housing than otherwise required and generate credits that can be used to offset future affordable housing obligations within the Future Growth Area. The credits may be used by the developer that produced them or sold to other developers. Credits expire after five years, but developers may request one five-year extension. All the affordable units must be located in the Future Growth Area.

Affordable units used for credits must match the tenure, affordability level and bedroom count of the units that would otherwise be required. However, deeper affordability or larger units are permitted. For example, if a developer produced four surplus for-sale, affordable housing units at 120% of the Area Median Income, the credits could not be used to meet a rental obligation nor could they be used to satisfy an obligation for units at a lower affordability level (e.g. 100% of AMI). However, they could be used to satisfy an obligation for units at a higher affordability level (e.g. 160% of AMI).

Developers must notify the City using the appropriate City-supplied form when selling Credits.

Other Options

A developer may propose an option not listed in the Ordinance as part of the Affordable Housing Plan. It may be approved by the City Council if it provides substantially the same or a greater level of affordability and the same number of units as required by the basic options. Alternatively, a developer may propose to provide fewer units with deeper affordability.

Nondiscrimination

The City of Salinas, through its Inclusionary Housing Ordinance upholds the purposes and policies of the Fair Housing Act, Title VIII of the Civil Rights Act of 1968. The City adheres to HUD's program requirements to take steps to proactively overcome historic patterns of segregation, promote fair housing choice and foster inclusive communities for all. The City is purposefully incorporating the same policies within its Inclusionary Housing Ordinance. Inclusionary Housing will meet the goals, wherever possible, to reduce segregation and increase integration; deter racially and ethnically concentrated areas of poverty; increase access to education, employment, low-poverty, transportation, and environmental health, among other critical assets.

Standards for Inclusionary Units

Section 17-12 of the Ordinance describes the standards for the inclusionary housing units. In addition, the following standards apply.

Interior Design Standards – Inclusionary units may have different interior finishes (i.e. the finishes do not need to be like-for-like) and features than market-rate units in the same residential development, as long as the finishes and features are functionally equivalent to the market-rate units and are durable and of good quality. For example, if the market units include a refrigerator and dishwasher, similarly sized appliances must be provided in the affordable units. All material and appliances must be new.

Exterior Design Standards - The exterior finishes of the inclusionary units must be consistent with the exterior design of all market-rate units. An observer should not be able to differentiate the inclusionary units from market-rate units by looking at the exterior of the building. Affordable units must meet the same parking standards as market-rate units, unless a parking incentive is requested under state density bonus law.

The inclusionary units must have the same amenities as the market-rate units, including the same access to and enjoyment of common open space and facilities in the residential development.

Generally, inclusionary units should be of the same construction type and have the same proportion of units with each number of bedrooms as the market-rate units. For example, if the market-rate units are single-family, three-bedroom homes, the affordable units must be three-bedroom, single-family homes. However, the Ordinance provides some flexibility. Developers may satisfy their obligation for moderate income units through duplexes, townhomes, or small (12 unit or less) multifamily buildings, so long as at least 50 percent of the units in the multifamily development must be market-rate. Developers may satisfy their workforce housing obligation through small lot single-family homes, even if the market-rate units are on large lots.

The City Council may allow rental units to be grouped as necessary so that state and federal financing sources, including low income housing tax credits, may be used, so long as the Affordable Housing Plan contains a management plan that ensures to the satisfaction of the City that the units will be well managed.

The City Manager or designee may choose to develop more detailed interior finish or exterior design standards.

All inclusionary units must also meet the standards in Table 2.

TABLE 2: Minimum Standards for All Inclusionary Units

	Single-Room Occupancy	Studio	One Bedroom	Two Bedrooms	Three Bedrooms	Four Bedrooms
Minimum Size (sq. ft.)	250	500	650	900	1,100	1,275
Minimum No. Bathrooms*	¾	1	1	1	1 ¾	1 ¾

*A full bathroom includes sink, toilet, and tub with shower. A ¾ bath includes a sink, toilet, and tub or shower.

C. AFFORDABLE HOUSING PLAN

Preparation of an Affordable Housing Plan is the first step in complying with the Ordinance.

Timing of Submittal of Affordable Housing Plan

The City's goal is to ensure that inclusionary housing is considered early in the planning process and included as part of any master planning. An Affordable Housing Plan must be submitted with the first application for a planning approval of any residential development with ten or more units or lots. The first application may include an application for a specific plan, general plan amendment, zoning, prezoning, development agreement, planned unit development permit, tentative map or minor subdivision, conditional use permit, site plan review, or building permit.

No application for a residential development will be deemed complete unless accompanied by an Affordable Housing Plan, or unless an Affordable Housing Plan has been previously approved for the development. The application for an Affordable Housing Plan must be accompanied by any processing fee adopted by resolution of the City Council. If a project requires no planning approval, the Affordable Housing Plan must be submitted with an application for a building permit.

No Affordable Housing Plan is required if the applicant, as part of its first application, states that it has opted to pay rental housing impact fees or for-sale housing in-lieu fees to meet the requirements of the Ordinance

Contents of Affordable Housing Plan

The required contents of the Affordable Housing Plan are specified in Exhibit A and in the Ordinance Section 17-16. The City Manager or designee is authorized to make changes in Exhibit A from time to time when necessary to ensure that residential developments comply with the Ordinance. When the City accepts a proposal from a developer to build affordable rental units, the Plan must include certain provisions, as described in Exhibit A, to ensure compliance with the Costa-Hawkins Act. The Affordable Housing Plan need be only at the same level of detail as the application for a residential development. For instance, an Affordable Housing Plan that is submitted as part of a specific plan application would generally describe the construction phases for the specific plan, describe the City's inclusionary requirements, and explain how the requirements would be met in each phase of design and construction. An Affordable Housing Plan for a tentative map would indicate which inclusionary option (Option 1, 2, 3 or alternative) the developer is selecting, the location and type of the affordable units, tenure and level of affordability, and phasing, but might not include design details or specify number of bedrooms and unit size if they had not yet been determined for the rest of the development. Where the initial Affordable Housing Plan is not at sufficient detail to determine compliance with the Ordinance, the City may require additions to the Plan as part of later planning approvals, or as part of the Inclusionary Housing Agreement.

If the residential development includes fewer than 10 units, the Affordable Housing Plan must include all contiguous property under common ownership or control. “Common ownership or control” means that the contiguous property is owned or controlled (including by an option to purchase or a purchase agreement) by the same person, persons, or entity, or by separate entities in which any shareholder, partner, member, or family member of an investor of the entity owns

ten percent (10%) or more of the interest in the property, as the property that is proposed for the residential development.

One of the most critical parts of the Affordable Housing Plan is the phasing of the inclusionary units in relation to the construction of market-rate units. Normally, each construction phase designated by the developer will contain the required inclusionary units for that construction phase, although different phasing may be approved if there is adequate security to ensure that the required inclusionary units will be built. For instance, a developer may choose to build extra inclusionary units in an early phase so that there may be a smaller number of inclusionary units for the other phases of construction.

Approval of Affordable Housing Plan

The Affordable Housing Plan is usually reviewed along with the required planning application and approved at the same time and by the same approval body that has authority to approve the planning application. For instance, if the project can be approved by the Planning Commission, the Affordable Housing Plan can also be approved by the Planning Commission. The Affordable Housing Plan will be approved if it conforms to the provisions of the Ordinance.

City Council approval is required if the applicant requests approval of any alternative listed in Section 17-13, including any of the following:

1. Land Dedication
2. Partnerships
3. Off-Site Construction
4. Transfers of Surplus Inclusionary Units
5. Other Options

After an applicant submits an Affordable Housing Plan to the City, the City will review it and notify the applicant within 30 days whether or not it is complete. The Department's decision regarding completeness and conformance may be appealed directly to the City Council within 10 days of the Department's decision by following the procedures for notice and hearing of an appeal specified in Sections 37-60.1270 – 37.60.1310 of the City's Zoning Ordinance.

Minor modifications to an approved Affordable Housing Plan may be approved by the City manager as provided in Section 17-16(d), if the modification is consistent with the original Affordable Housing Plan and conditions of approval. Other modifications must be processed as an amendment to the project approval.

D. INCLUSIONARY HOUSING AGREEMENT

The City will attach a condition of approval to all projects subject to the Ordinance requiring that an Inclusionary Housing Agreement be recorded prior to the approval of any final or parcel map, or issuance of any building permit (see Ordinance Section 17-16).

The Inclusionary Housing Agreement is a recorded contract between the City and the property owner describing the inclusionary units and income categories and explaining in detail how the units will be marketed and sold or rented. Its purposes are to ensure that the developer is aware of the implementation requirements and that the requirements are enforceable. The Inclusionary

Housing Agreement is recorded against all of the property that is part of the residential development and provides notice of the Agreement to future owners of the property.

Contents

Exhibit B lists the items that will be included in an Inclusionary Housing Agreement. The City Council, by resolution, will approve standard forms to be used. The City Manager or designee is authorized to vary the form of the Agreement to ensure that it is consistent with the Affordable Housing Plan approved by the City for the residential development. All property included in the project and, for projects with fewer than 10 units, all contiguous property under common ownership or control must be included in the Plan.

In some cases, where a project consists of rental units that are to be built in a single phase, the City and the developer may be able to agree on the terms of a rent regulatory agreement (discussed in Section Five) applying to the inclusionary rental units before any building permit is issued or a final or parcel map is recorded. In those cases, a rent regulatory agreement may be recorded in place of an Inclusionary Housing Agreement, so long as the rent regulatory agreement includes provisions for the timing of construction of the inclusionary units in relation to the construction of the market-rate units.

Covenant Running With the Land; Superior Position

The Inclusionary Housing Agreement must be executed and recorded against the entire residential property included in the project and, if included in the Affordable Housing Plan, any contiguous property under common ownership or control prior to or concurrently with the approval of any final or parcel map or issuance of any building permit for the residential development. The Agreement shall be recorded as a covenant running with the land and shall be recorded in first position, superior to other liens and encumbrances, except for:

(1) Liens to secure payment of real estate taxes and assessment, not delinquent;

(2) Non-monetary matters affecting the title which do not unreasonably impact the security of the Inclusionary Housing Agreement;

(3) A lien or regulatory agreement of a local, federal, or state governmental agency, provided that both of the following conditions are met:

   a. The public agency is providing financing or other assistance for the housing development; and

   b. The statute or regulation governing the financing or assistance from that agency does not permit the City's Inclusionary Housing Agreement to be senior to the agency's agreements; and

(4) Short-term financing (such as construction loans) when approved on a case-by-case basis by the City Manager and provided that subordination of the Inclusionary Housing Agreement serves the City's interest in creating affordable housing.

By City Council resolution, the City Manager or designee is authorized to implement this section and to execute Inclusionary Housing Agreements on behalf of the City.

Termination

The Inclusionary Housing Agreement may only be terminated as follows:

(1) *For-sale units:* The Inclusionary Housing Agreement may be terminated against the market-rate units as the inclusionary units in the construction phase are completed, or as otherwise approved by the City in the Affordable Housing Plan.

The Agreement will not be terminated against an individual inclusionary unit until close of escrow, when the City's equity-sharing agreement and deed of trust are recorded against the individual unit.

(2) *Rentals (for developments that choose to provide units):* Normally the Inclusionary Housing Agreement is replaced by a rent regulatory agreement when the property is ready for occupancy, and the Agreement is terminated after the rent regulatory agreement is recorded against the property. The rent regulatory agreement applies to the entire property, because the location of the inclusionary units within the complex may change over time. Where specific apartments are designated as inclusionary rental units, however, the appropriate conditions for termination of the Agreement will be determined as part of the approval of the Affordable Housing Plan for the project.

If, before construction begins, a rent regulatory agreement is recorded in place of an Inclusionary Housing Agreement, the rent regulatory agreement will not be terminated after construction is completed and will continue to restrict the property for the term of the agreement.

The City will record a release of the Inclusionary Housing Agreement at the time it is terminated.

E. COORDINATION WITH PERMIT CENTER FOR ISSUANCE OF BUILDING PERMITS AND APPROVAL OF FINAL INSPECTIONS

The Ordinance includes "concurrency requirements." These specify that a certain number of building permits must be issued for inclusionary units before the developer can be issued building permits or final inspection approvals for market-rate units.

Based upon the inclusionary option selected by the developer and the terms of the Inclusionary Housing Agreement, City Building Permit Center staff will maintain records sufficient to monitor both building permit issuance and final inspection approvals to ensure compliance with the Ordinance. Following receipt by the developer of required land use entitlements, the City Planning Division will advise the City's Permit Center staff of the pending project and work with them to coordinate the issuance of building permits.

Payment of Rental Housing Impact Fees and In-Lieu Fees

Where the developer has elected to pay rental housing impact fees or in-lieu fees rather than construct affordable units, the fees will be collected by the Building Permit Center staff prior to issuance of each building permit for the project based on the fees in effect at the time the building permit is issued.

Building Permits and Occupancy – Concurrent Construction Requirements

A Building Permit Specialist will track the issuance of building permits by construction phase, noting the number of both inclusionary and market-rate unit permits. Building permits will only be issued for market-rate units according to the terms of the recorded Inclusionary Housing Agreement. However, the City may issue permits for inclusionary units earlier than specified in the plan.

The concurrency requirements are as follows:

The City may issue building permits for 70 percent of the market-rate units within a residential development before issuing any building permits for inclusionary units, and may approve certificates of occupancy or final inspections for 70 percent of market-rate units before approving any final inspections for inclusionary units. After this point, a developer may be issued building permits and receive final inspections for market-rate units after a proportional number of inclusionary units have been issued building permits or have received a final inspection.

For example, if a developer proposes a 100-unit development, and uses option 1, they are obligated to provide 20 inclusionary units, which means there will be 80 market-rate units. The City may issue building permits for 56 market-rate units (70% x 80) before issuing any building permits for inclusionary units, and may approve occupancy of 56 market-rate units before approving occupancy of any inclusionary units.

The City has the option to grant additional flexibility for timing when developers partner with an experienced non-profit affordable housing provider. At its sole discretion, the City may issue building permits for 100 percent of market rate units within a residential development before issuing building permits for any inclusionary units if the developer is partnering with an experienced non-profit affordable housing provider.

At times, the required affordable housing units may not be equally divisible into the income categories as specified in the Ordinance. In this case, the affordability levels are described in the following table.

Option 1 (20% mixed ownership and rental)	Option 2 (15% all ownership)	Option 3 (12% all rental)
The first two required inclusionary units shall be affordable to lower income households.	The first required inclusionary units shall be affordable to median income households.	The first required inclusionary units shall be affordable to very low income households.
The third required inclusionary unit shall be affordable to very low income households.	The second and third required inclusionary unit shall be affordable to moderate income households.	The second required inclusionary unit shall be affordable to low income households.
The fourth required inclusionary unit shall be affordable to moderate income households.	The fourth required inclusionary unit shall be affordable to median income households.	The third required inclusionary unit shall be affordable to very low income households.
The fifth inclusionary unit shall be affordable to workforce income households.	The fifth required inclusionary unit shall be affordable to workforce income households.	All additional required inclusionary units shall be provided in the same order as above.
All additional required inclusionary units shall be provided in the same order as above.	All additional required inclusionary units shall be provided in the same order as above.	

This table refers to the overall obligation, but not the timing of unit production, which will be specified in the affordable housing plan. Additionally, developers may substitute a lower income unit for a higher income unit requirement at any time.

Development in Phases

The City shall not be obligated to issue building permits or approve final building inspections requested by a developer if inclusionary units are not being issued building permits or final inspections in accordance with the recorded Inclusionary Housing Agreement.

SECTION TWO
ESTABLISHING AFFORDABLE PRICES AND RENTS

This section describes how to calculate affordable prices and rents (for rental developments that choose to participate).

A. AFFORDABLE PRICES AND AFFORDABLE RENTS

The City uses the State Department of Housing and Community Development (HCD) income limits as published annual for Monterey County based on household size for its inclusionary housing units. In calculating affordable rents, the City uses Section 8 Housing Voucher utility allowances as published by the Housing Authority of the County of Monterey (HACM).

Affordable sales prices for inclusionary units in residential projects will be determined by the City when the marketing plan is submitted for the inclusionary units in a construction phase. The City will determine property taxes, homeowner's insurance, and other factors using available market information. The interest rate used will be the rate published by the Federal National Mortgage Association (FNMA) for a 30-year fixed rate first mortgage, unless the developer has obtained a commitment for permanent financing for the inclusionary units at another rate. The permanent financing must meet the standards for purchase money loans included in Section Three.

Exhibit C shows the methodology that will be used by the City to calculate affordable sales prices. Exhibit D shows the methodology that will be used by the City to calculate affordable rents. Exhibits C and D are designed to be consistent with the Ordinance.

SECTION THREE
MARKETING AND SELECTION OF BUYERS AND RENTERS

This section describes which households are eligible for inclusionary housing, explains City preferences for homebuyers and renters, and contains standards for marketing inclusionary units and for selecting eligible households to purchase or rent the inclusionary units.

A. ELIGIBLE HOMEBUYERS AND RENTERS

Inclusionary units are reserved for very low, low, median, moderate, or workforce-income households who meet the eligibility criteria in this section when the inclusionary units are rented or sold. Applicants for inclusionary ownership and rental units shall be solicited as necessary to maintain an adequate number of applications in each of the following applicant pools:

Very low income and lower income households occupy for-sale or rental inclusionary units, while for-sale inclusionary units are occupied by median income, moderate income, and workforce income households.

Definition of a Household or Family

A household, or family, is a group of individuals living together based on personal relationships. A person is not eligible to buy or rent an inclusionary unit if they are listed as a dependent on the tax return of a person who is not part of the household occupying the inclusionary unit. For instance, students claimed as dependents by their parents cannot purchase or rent an inclusionary unit.

Calculating Household Size

A household is comprised of one or more persons who may or may not be related based on personal relationships. An unborn child can be counted in family size once there is medical confirmation of pregnancy. An adoption process will be counted in family size with verification of the adoption process being underway. A child will be considered part of the household when the child lives with a single parent at least 75 percent of the time or, where there is joint custody, at least 50 percent of the time. The applicant will need to submit a copy of the divorce decree or child custody agreement as verifiable documentation. If a divorce is in process, it may not be possible to qualify an applicant because family size and financial status are unclear.

If a family member is permanently absent from the household (for instance, a spouse who is in a nursing home or legally separated), that the person is no longer a member of the household for purposes of the Ordinance.

Documentation acceptable to the City's Planning Manager will be required to substantiate that the household member is no longer residing with the rest of the household.

Income Limits

Income limits for very low, lower, median and moderate-income households, adjusted for household size, are as shown for Monterey County and published periodically in the California Code of Regulations, Title 25, Section 6932, or its successor provision. In the event that these income limits are no longer published periodically in the California Code of Regulations, the City Manager or designee will determine an alternate method of computing income limits for very low, lower, median, and moderate-income households.

Income limits for workforce-income households are computed by multiplying by two the income limits for lower income households in Monterey County, adjusted for household size, as published periodically in the California Code of Regulations, Title 25, Section 6932, or its successor provision, or as determined by the City if income limits are no longer published periodically.

Determining Household Income

Applicants' household annual gross income shall be calculated in accordance with the Technical Guide for Determining Income and Allowances for the HOME Program published by the U.S. Department of Housing and Urban Development (HUD), as it may be amended (the HOME Guide), and 24 CFR 5.609.

A copy of the HOME Guide is available for download here:

http://portal.hud.gov/hudportal/documents/huddoc?id=19754_1780.pdf

24 CFR 5.609 is available to be viewed here:

https://www.gpo.gov/fdsys/pkg/CFR-2016-title24-vol1/xml/CFR-2016-title24-vol1-sec5-609.xml

Exhibit E provides the definitions of what is included and excluded from the determination of annual gross income in accordance with the U.S. Code of Regulations. In summary, gross household income is the sum of all the income for every adult, 18 years or older, living in the unit. Sources of income include all wages, salaries, overtime pay, commissions, fees, tips, bonuses and other compensation, net income from a business or profession or from the rental of real or personal property, interest and dividends, payments received from social security, annuities, insurance policies, retirement funds, pensions, disability or death benefits, payments in lieu of earnings, public assistance, alimony and child support received, and any other sources of income.

Documentation to Verify Sources of Income

The gross annual incomes of all household members age 18 or older are considered when determining eligibility. The types of income to be verified and the type of documentation that will be requested will include:

- 2 months most recent pay stubs

- Signed copies of federal tax returns for the three most recent years
- W2 forms for the most recent year
- 1099 forms for the most recent year 2 mos. most recent pay stubs
- Self-employed, the net income from the operation of the business
- 3rd party verification of employment
- Bank statements for the last two consecutive months (used to verify that the applicant has enough assets for the down payment and closing costs, but does not exceed the maximum asset limit of $75,000)
- Other sources of earnings such as child support, alimony, social security, etc.

All income documentations is based primarily on the applicant's income for the past year as evidenced by the documents listed above and additional verification, if requested, as listed below. Income calculations will not factor in any speculative or uncertain projection of lower or higher future earnings, such as calculations of bonuses and overtime, than was earned in the previous year. Where major changes have occurred in life circumstances since the applicant's last year of employment, including only such major changes as retirement, job loss, or disability or death of a wage earner, the City may deduct the projected income losses from the applicant's income for the past year.

Additional income verification may also be requested as follows:

Source of Income	**Documentation**
Salaries and wages	Verification from employer
Business income	Verification of income by a certified public accountant or bookkeeper including most recent quarterly profit/loss statement. For self-employed individuals or sole proprietor's, the City may use the most recent 1099 and tax returns.
Interest and dividend income	Current bank statements or dividend statements
Retirement and insurance income	Verification from source
Unemployment and disability income	Verification from source
Welfare assistance	Verification from source
Alimony, child support, gift income	Verification from source
Armed forces income	Verification from source
Other	Verification from source

Household income includes all payments from all sources received by all adult members of the household. The income of minors (household members less than 18 years old) and live-in aides is excluded.

For self-employed persons, the *net* income from the operation of the business is considered as the annual income, excluding deductions for capital expenditures and depreciation. Similarly, *net* income from property rental is considered as annual income, also excluding deductions for capital expenditures and depreciation.

Assets

There are limits to the amount of net assets that are used for eligibility for inclusionary for-sale and rental units. For households applying for inclusionary rental units, the limit is equal to the maximum household income limit adjusted for household size. For households applying to be an owner of an inclusionary unit, the maximum household asset limit is $75,000. Net assets only include liquid assets that do not incur a drawdown fee or penalty. Retirement accounts such as 401K and IRA accounts are not included as part of net assets.

The following chart contains the types of assets to be verified and the type of documentation that will be requested.

Assets	Documentation
Checking account, savings account, mutual fund, money market fund, certificates of deposit (C.D.)	Copies of two most recent statements
Stocks, including options	Copy of most recent stock certificate or proof of purchase and statement of current value; for stock prices attach a copy of recent dated newspaper or online source that shows the value of each company's stocks
Bonds, including savings bonds	Copies of most recent document
Trust	Copies of most recent document
Gift	Signed gift letter by all parties
Personal Loan	Letter or loan agreement
Down payment assistance	Copy of agreement
Other	Verification from source

Co-Applicants

The City or its designee will accept one application per household. A co-applicant is defined as an adult member of the household whether related or unrelated who intends to be a co-owner of the inclusionary unit. The combined income and assets of all adult members of the household (including co-applicants) to purchase or rent an inclusionary unit must not exceed the maximum income limits per household size and asset limitation for the program. All co-applicants must go

through the same process as the applicant and must agree to comply with the program requirements.

Lender Preapproval

All prospective purchasers of inclusionary units must receive a preapproval letter from a residential lender for a loan that meets the City's standards for purchase money loans, which are described in Part E (Process for Sale of Inclusionary Units).

Homebuyer Education

Before purchasing an inclusionary home, all homebuyers must attend a City-approved homebuyer education class. These classes must cover the home buying process, terms of the City agreements, property maintenance, good neighbor practices, available financing, occupancy standards, loan closing, refinancing, predatory lending, credit and budgeting, and homeowner responsibilities. Prospective homebuyers may be found eligible before attending a homebuyer education class, but must present proof of attendance before closing escrow on their home.

Purchase of Inclusionary Units by Nonprofit Sponsors

In some instances, a nonprofit affordable housing sponsor may wish to purchase an inclusionary unit for occupancy by eligible persons who may require enhanced services. Examples may include use of a home for disabled persons or persons transitioning from homelessness. At any time prior to the marketing of the inclusionary units for sale, a nonprofit sponsor may request approval from the developer to purchase an inclusionary unit for affordable housing purposes. If the request is approved by the developer, at the developer's sole discretion, the nonprofit sponsor shall provide to the City Manager or designee written approval from the developer and information as may be required by the City to ensure that the unit will be used for affordable housing purposes, such as evidence of the sponsor's 501(c)(3) status, residents to be served, funding of operations, and similar information. Appropriate recorded agreements will be applied to the property at the time of sale to ensure that the occupants are income-eligible and that the home continues to be used for affordable housing purposes. No more than two inclusionary units may be purchased by nonprofit sponsors per development phase. The City will not subsidize the purchase of these units with federal or other funds unless specifically authorized by action of the City Council.

Ineligible Applicants - Conflicts of Interest

The following individuals are not eligible to purchase or rent inclusionary housing units in Salinas.

Planning Commissioners, City Councilmembers, and Certain City Staff

- Any member of the Salinas Planning Commission or City Council.

- Employees, other officials (not including City Council Members or Planning Commissioners), consultants and employees of consultants who have policy making authority or influence regarding City housing programs, administer City housing programs, or whose salary is paid in any part from a City housing program.

- Any person having any equity interest in a project that includes inclusionary units, or who is the applicant, including but not limited to a developer, partner, landowner, investor, or applicant (together the "Developer"). Officers and employees of the Developer are also ineligible.

- Any person considered to have a conflict of interest by the California Government Code, the regulations of the Fair Political Practices Commission, or Chapter 2A of the Salinas Municipal Code is ineligible to rent or purchase an inclusionary unit.
- Relatives of Planning Commissioners, City Council Members, Certain City Staff and Persons with an Equity Interest are also ineligible. For the purposes of eligibility, relatives are defined as spouses, children, parents, grandparents, brother, or sister, or a person in an equivalent position due to marriage (for instance, son-in-law and daughter-in-law), or anyone who may be claimed as a dependent.

Ineligible individuals shall not be added to any wait lists for affordable housing maintained by the City.

B. OCCUPANCY STANDARDS

To ensure the City's limited inclusionary units are used efficiently, a household must be of a size equal to the number of bedrooms in the inclusionary unit. Any household found eligible to purchase or rent an inclusionary unit must have the following minimum household size:

Number of Bedrooms	Minimum Household Size
SRO	1
One	1
Two	2
Three	3
Four	4

Disabled persons who require additional bedrooms may submit a request to the City for a larger home as a reasonable accommodation from these occupancy standards. (Disabled persons may also be entitled to other accommodations unrelated to the City's inclusionary housing policies.)

C. PREFERENCES FOR SALE AND RENTAL OF INCLUSIONARY UNITS

The City of Salinas has established preferences for rental or purchase of inclusionary units. First priority is given to those displaced by City actions. Second priority is given to those displaced by private market actions, while third priority is given to those who live or work in Salinas when they submit an application. Any other eligible household may purchase or rent an inclusionary unit if there are no households with priority.

If a residential development is receiving governmental financial assistance that does not permit these preferences, or requires different preferences, then the City's preferences will be modified as needed to conform to the terms of the other program.

The City will periodically review its preferences to ensure they are compliant with fair housing laws.

Households Displaced by City of Salinas Actions

First priority for an inclusionary unit must be given to a household displaced from a residence in the City by action of the City of Salinas. Proof of this priority can be established by submittal of a letter from the City of Salinas stating that the household will be or has been displaced due to the actions of the City. Owner-occupants displaced by the City through the enforcement of health and safety or other codes shall not qualify for this priority. This priority expires 12 months from the date of the displacement.

Renter Households Displaced by Private Sector Actions

Second priority for an inclusionary unit must be given to a renter household displaced from a residence in the City of Salinas due to either:

a. Conversion of renter-occupied units to condominiums; or

b. Demolition of an existing dwelling.

Proof of this priority can be established by a letter from the City of Salinas stating either that the City has approved conversion of the residence to a condominium; or that the City has approved a demolition permit for the residence. This priority expires 12 months from the date the tenant is required to move out of the dwelling unit.

Salinas Residents and Employees

Third priority is given to households that reside in, or are employed within, the City of Salinas when they submit an application.

Residency in the City may be established by a driver's license, utility bill showing residency in the City, income tax returns, voter registration, or other written documentation of residency.

Employment in the City requires paid labor in the City of Salinas or work for an employer located in the City of Salinas of at least 20 hours/week. Employment may be part time, seasonal, contractual, self-employment, temporary, or household employment. Employment may be established by a W-2 form from a business located in the City; income tax returns; 2 mos. pay stubs; cancelled check from employer; or employment verification form.

First-Time Homebuyers

For ownership units, within each of the above three preference categories, preference will be given to households that qualify as first-time homebuyers. A first-time homebuyer is a person who has not owned a home during the three-year period prior to the purchase of the inclusionary unit. A mobile home not on a permanent foundation is not considered a “home” for the purpose of this subsection.

A first-time homebuyer also includes a displaced homemaker. A displaced homemaker is an adult who has been legally separated from his or her spouse or domestic partner in the last three years, has no current ownership interest in a home, and has not had an ownership interest in his or her primary residence during the past three (3) years, except with his or her spouse or domestic partner. First-time homebuyer status is verified by a review of three years of federal income tax returns.

D. MARKETING OF INCLUSIONARY UNITS

All developers of inclusionary units must undertake a marketing effort targeted at eligible households.

Nondiscrimination

All inclusionary units must be marketed in a manner consistent with the federal Fair Housing Act, the California Fair Employment and Housing Act, the Unruh Act, and the Equal Credit Opportunity Act, and all materials must have a fair housing statement or logo. No person may be excluded from participation in, or denied the benefit of, or be subject to discrimination under any activity related to the sale or rental of the inclusionary units on the basis of his or her religion, age, race, color, creed, gender, sexual orientation, marital status, familial status, physical or mental disability, national origin, ancestry, source of income, or participation in Section 8.

Marketing Plan

The City must approve a marketing plan before it will issue any occupancy permits for either the inclusionary units or the market-rate units subject to the concurrency requirement in a building phase. Developers are urged to submit a marketing plan at least 90 days prior to their estimated completion date for their first phase of development and at least 60 days prior to their estimated completion date for subsequent phases. All marketing plans must contain the following:

(1) A description of the marketing that will be done for the inclusionary units, such as press releases, direct mailing, and advertising (including internet advertising). The City requires that all inclusionary units be advertised in The Californian and El Sol. The City will provide a list of organizations that must be notified and informational flyers must be available at City Hall and at the offices of the Housing Authority of the County of Monterey (or of a similar organization acceptable to City). The Fair Housing logo must be used on all marketing material.

(2) A one-page informational flyer in both English and Spanish suitable for advertising the availability of the inclusionary units, including a telephone number, fax number and e-mail address for interested applicants to contact for additional information.

(3) A copy of all marketing materials and materials to be given applicants (see list below). The City encourages the preparation of Spanish-language materials where appropriate.

(4) The process for accepting applications, including the number of phases and deadline for applications in the current phase of the project. Developers should allow a generous amount of time (at least 45 days) for applicants to submit complete applications, given the complexity of the process.

(5) For projects with more than 10 inclusionary ownership units in the current phase, the developer must arrange for at least two informational workshops for potential applicants, one in the evening during the week and one on a weekend. At least

one workshop must be conducted in Spanish, or in both Spanish and English.

For projects with fewer than 10 inclusionary ownership units in the current phase, the developer must arrange for information to be distributed in an appropriate forum, based on the developer's agreement with the City.

(6) The method to be used to verify City preferences (unless the preferences are modified by the developer's use of another source of financing) and to determine applicant eligibility (income and, for ownership units, lender preapproval letter).

(7) For projects with rental inclusionary units, a copy of the proposed lease or rental agreement and an explanation of any other criteria to be used by the manager to select tenants. For instance, the manager may require a minimum credit score. The marketing plan also describes the utilities to be paid by the tenant so that the maximum affordable rent can be determined. (See further description in Part F below).

(8) For projects with for-sale inclusionary units, a description of any financing to be made available to applicants, down payment assistance programs available, information needed to calculate the maximum sales price, and the unrestricted fair market value of the inclusionary units. (See further description in Part E below).

(9) A requirement that the developer's sales staff meet with the City's Housing Staff to receive training on the selection process and, for ownership units, the City homebuyer documents.

It is important that the developer's sales or management staff understand the application process and the restrictions placed on the inclusionary units by the City. In the case of for-sale inclusionary units, before entering into any purchase and sale agreement for the units, the developer's sales staff must receive training so that they understand and can explain the City's equity-sharing program, option to purchase, and other City restrictions such as the owner-occupancy requirement (further described in Section Four).

In the case of rental inclusionary units, it is important that the developer's management staff understand the consequences of future increases in income. Before entering into any lease or rental agreement for the inclusionary units, the developer's rental staff must receive training so that they can understand and explain the City's requirements and the consequences of future increases in income (further described in Section Five).

Each applicant for an inclusionary unit will receive a packet of information that includes:

- Developer application form approved by the City. The form will include such information as residency or employment certification; household composition; household income and assets; and, for homebuyers, form pre-approval lender letter;

- Explanation of the process used to select homebuyers or renters, as applicable;
- Eligibility requirements;
- The income level(s) and occupancy standards for the various units;
- Description of City preferences;
- Description of inclusionary units available, including number of bedrooms and general location;
- Price or rent of inclusionary units;
- Contact information for sales or rental office; and
- (For homebuyer units) the borrower's disclosure supplied by the City.

E. PROCESS FOR INITIAL SALE OF INCLUSIONARY UNITS

***Step* 1.** The developer submits a marketing plan with the information described in Part D above to the City for approval either 90 days prior to completion of the first inclusionary unit, in the first phase of a project, or 60 days before completion of the first inclusionary unit, in subsequent project phases. In addition to the information described in Part D, the marketing plan includes the following:

(1) A description of the financing terms to be made available to applicants for inclusionary units. If applicable, the developer identifies a lender or lenders willing to provide competitively priced purchase money mortgages meeting the City's standards explained below. However, the developer cannot require prospective buyers of inclusionary units to use the identified lender for permanent financing.

(2) A request that the City calculate the maximum initial sales prices for the for sale inclusionary units. To enable the City to calculate the prices, the developer must describe expected homeowners' association fees plus any special assessments, such as Mello-Roos payments. The developer may also provide additional information on costs that may affect the purchase price, such as the cost of private mortgage insurance or homeowners' insurance.

If all of the inclusionary units within a phase of the project are not sold within one year, the developer may request that the City re-calculate the permitted sales prices.

(3) The process for establishing the unrestricted fair market value of the inclusionary units, in order to determine the value of the initial subsidy to the buyer. The plan should indicate when appraisals of unrestricted fair market value will be completed for the inclusionary units. Individual appraisals may not be needed where inclusionary units are reasonably similar and the appraisal to be used was completed within six months of the initial sale of the reasonably similar unit. The City may elect to complete its own appraisal of the units' unrestricted fair market value. If the City and the developer cannot agree on the property's unrestricted fair market value, the parties will select a third appraiser to determine the unrestricted fair market value, with the City and the developer sharing equally in the cost of the appraisal.

***Step* 2.** After approval of the marketing plan and determination of the sales prices by the City, the developer markets the inclusionary units consistent with the marketing plan and makes application packets available to all who request them.

***Step* 3.** After the deadline for submitting applications, the developer reviews all applications and determines if the applicant is eligible to purchase a unit, based on income and preapproval letter. The developer must verify income as described in the developer's marketing plan. The developer then groups all apparently eligible applicants by the City's preference categories (residents displaced by public action, renters displaced by private action, those who live or work in the City, all others, and within each category, first-time homebuyers), unless another financing source requires changes in these preferences.

***Step* 4.** The developer submits to the City: a) a complete listing of developer pre-screened applicants, sorted by preference group, and indicating the developer's determination of eligibility (in hard copy and in an electronic format, either in Excel or Word and also in PDF format); b) the complete file for each applicant, numbered to correspond to the list of applicants; c) the form of purchase and sale agreement; and d) preliminary DRE public report, if applicable.

***Step* 5.** The City reviews and either approves or requests changes in the developer's submittals within 30 business days. Once the list of eligible applicants is approved, the City ranks all eligible applicants by preference group on a random basis, such as by a lottery. The developer must send written notice to applicants determined to be ineligible by the City.

***Step* 6.** The developer offers units to applicants beginning at the top of the list established by the City. The developer may not pass over an applicant higher on a list in favor of another because of a higher income. Applicants are to be taken in the order ranked and given a reasonable period of time to close escrow, normally 60 days after the unit's final inspection is approved, or after the applicant is selected to purchase a unit, whichever is later. The developer may only exclude ranked applicants because the applicants were not successful in obtaining financing, were not able to demonstrate the qualifying household income included in their application, or otherwise were not eligible. The developer must send written notice to any excluded applicant within 15 days of the decision to exclude the applicant; copies of such correspondence must be provided to the City. However, developers may close escrow on inclusionary units in any order as homebuyers are able to do so.

***Step* 7.** If the applicant enters into a purchase agreement for the unit, the developer provides to the City for review: a) the copy of the loan underwriting form (Form 1008); b) estimated HUD-1 Settlement Statement; c) legal description of the inclusionary unit; and d) appraised value of the inclusionary unit at unrestricted fair market value. Provided that the documents are consistent with previous representations, the City will provide to escrow, within fourteen working days of receipt of the required documentation, executed copies of its homebuyer documents, an executed release of the Affordable Housing Agreement to be recorded with the sale of the unit, and standard escrow instructions. The City will subordinate its deed of trust and option to purchase/equity-sharing agreement to acceptable purchase money loans listed after Step 8.

However, if the market price of the unit is equal to or below the affordable housing cost for a median, moderate, or workforce income household, no documents will need be recorded against the inclusionary units in the relevant income category. For example, if a developer is required to build two workforce housing units and the fair market value of the units is equal to or lower than

the affordable price, the developer may sell the two units for fair market value and at resale, the owners will not be required to share any equity with the City. The City will, however, require verification that the unit was, in fact, sold at the affordable price.

The City may require more than fourteen working days to review the application if the documents provided show a significant change in the homebuyer's situation since the City's initial review of the file or if the City desires to obtain its own appraisal of unrestricted fair market value. IF THE PACKET IS INCOMPLETE, THE SALE CANNOT PROCEED UNTIL ALL NEEDED DOCUMENTS ARE PROVIDED.

***Step* 8.** If required to be recorded, the title company returns to the City a copy of the executed and recorded option to purchase and equity-sharing agreement, deed of trust, and request(s) for notice of default and the original executed copy of the City's promissory note and buyer's disclosure.

***Step* 9.** Within 21 days of completing the sale or rent of all inclusionary units, the developer shall notify all remaining applicants on the waiting list that they were not selected. Applicants shall be informed that they are welcome to reapply for later phases of development or for other projects. The developer shall notify the City once completing the notification.

Acceptable Purchase Money Loans. The following are acceptable purchase money loans for inclusionary units.

(1) Fully documented 30-year fixed rate fully amortized loans.
(2) Down payment/closing cost assistance programs provided by the state, federal or other community programs may be allowed upon review and approval by the City.
(3) Fees and charges to the borrower for the purchase money loan(s) must be reasonable and consistent with industry standards.

Homebuyers may have one or more purchase money loans, but each loan must meet the standards listed in (1) – (3).

Not Acceptable Purchase Money Loans. The following loans are *not* acceptable purchase money loans for inclusionary units:

(1) Loans permitting negative amortization (such as so-called "option ARM" loans).

(2) Loans requiring a balloon payment.

(3) Interest only loans.

(4) So-called "no documentation" loans.

(5) Loans otherwise not meeting the standards specified under "Acceptable Purchase Money Loans."

F. PROCESS FOR INITIAL RENT-UP OF INCLUSIONARY UNITS

In rental developments, the management firm is the entity that is responsible for occupant selection and documentation.

***Step* 1.** The developer submits a marketing plan with the information described in Part D above to the City for approval either 90 days prior to completion of the first inclusionary unit, in the first phase of a project, or 60 days before completion of the first inclusionary unit, in subsequent project phases.

In addition to the information described in Part D, the marketing plan includes the form of the rental agreement or lease to be used for the inclusionary units. The rental agreement or lease must incorporate provisions conforming with Section Five regarding periodic recertification of tenant incomes and the effect of increased income on the tenant's rent and ability to remain in the unit.

The marketing plan also includes proposed maximum rents for the inclusionary units; lists all utilities to be paid by the tenant; and explains any other criteria to be used by the manager to select tenants. For instance, the manager may require a minimum credit score.

***Step* 2.** After approval of the marketing plan and rents by the City, the developer markets the inclusionary units consistent with the marketing plan and makes application packets available to all who request them.

***Step* 3.** After the deadline for submitting applications, the developer reviews all applications and determines if the applicant is eligible to rent a unit, based on income, household size, and any other criteria approved by the City as part of the project's marketing plan. The developer must verify income as described in the developer's marketing plan. The developer then groups all apparently eligible applicants by the City's preference categories (residents displaced by public action, renters displaced by private action, those who live or work in the City, all others), unless the preferences are modified by the developer's use of another source of financing.

***Step* 4.** The developer submits to the City: a) a complete listing of all pre-screened applicants, sorted by preference group (if applicable), and indicating the developer's determination of eligibility (in hard copy and in an electronic format, either in Excel or Word); and b) the complete file for each applicant, numbered to correspond to the list of applicants.

***Step* 5.** The City reviews and either approves or requests changes in the developer's submittals within 30 business days.

***Step* 6.** The developer offers units to eligible applicants beginning with the first preference group, unless the City's preferences have been modified by the developer's use of another source of financing. Within each preference group, the developer may determine the order in which units are offered to eligible applicants. Applicants selected to rent an inclusionary unit must agree to sign the rental agreement or lease. Should the initial lease-up progress slowly, the developer may suggest alternate methods for consideration by City to avoid protracted vacancies in the inclusionary units.

***Step* 7.** After all of the inclusionary units are initially rented, or within 120 days of occupancy approval, whichever is earlier, the owner submits a monitoring report to the City as described in Section Five. If all of the inclusionary units have not been rented when the first report is

submitted to the City, an additional monitoring report shall be submitted after all of the inclusionary units have been rented.

Exception for Projects with Other Financing. If a rental project is financed through a program that has occupant selection and income verification requirements stricter than those of the City, the developer may ask the City to defer to those requirements and not require additional documentation. If approved by the City, the developer may send to the City copies of documentation required for other monitoring agencies in place of the documentation required by these Guidelines.

SECTION FOUR
HOMEBUYER POLICIES

This section discusses the obligations of the buyers of the inclusionary units.

A. HOMEBUYER REQUIREMENTS

Unless the fair market value of the home is equal to or below the affordable ownership cost for a median, moderate, or workforce income household, the City will require all buyers of inclusionary homes to sign the following when they purchase their home:

(1) An option to purchase and equity-sharing agreement that will place certain restrictions on the homebuyers' use of their property and provide an option to purchase to the City in the event of default or desire to sell.

(2) A promissory note in favor of the City, secured by a deed of trust, to ensure repayment at the time of resale of the initial subsidy, which is equal to the difference between the affordable price and the unrestricted fair market value of the home at the time of initial sale. On resale, the homeowner must also pay the City interest on the initial subsidy and a share of any appreciation.

(3) A disclosure to the borrower.

At the time of the sale of the home, the City will also record a request for notice of default for all other financing recorded against the property at the time of sale.

The City keeps approved standard homebuyer documents to implement the City's policies on file. The City will subordinate its deed of trust and option to purchase/equity-sharing agreement to acceptable purchase money loans listed in Section Three (E) of these Guidelines.

Documents not in substantial conformance with the standard documents, including those designed for special situations, must be submitted to the City Council for review and approval. Minor modifications to the standard documents may be approved by the City Manager or designee if the City Manager or designee finds that the modifications are consistent with the Ordinance, Guidelines, and the Affordable Housing Plan and substantially in conformance with the standard documents.

Minimum Cash Available

The applicant(s) should have sufficient readily available assets for a minimum of 5% of the purchase price for down payment, plus closing costs and other associated fees. Gift funds can be applied toward the applicants 5% down payment assistance, a signed gift letter is required by all parties.

B. EQUITY SHARING AND INTEREST PAYMENT AT RESALE

If the documents listed in Section A above are recorded against the home, then, rather than restricting the price of homes on resale, the City allows homebuyers to sell their homes at unrestricted fair market value, but to repay the City the initial subsidy, plus interest on the initial subsidy, and a share of the home's appreciation. The repayments to the City are summarized in

this section and described in detail in the option to purchase/equity-sharing agreement and borrower's disclosure. The term of the equity-sharing agreement is 30 years. At the end of the thirty-year term, the homeowner will owe the City only the difference between the initial affordable price and the unrestricted fair market value of the unit at the time of initial sale, plus interest on that amount.

Equity-Sharing Formula and Interest Payment

Upon resale, the home is sold at unrestricted fair market value, and the homeowner pays the City the following:

(1) Initial subsidy (difference between the initial unrestricted fair market value and the purchase price paid by the homebuyer);

(2) 3% simple interest on initial subsidy; and

(3) Share of appreciation (the difference between the initial unrestricted fair market value and the sales price of the home upon resale). The share of the appreciation retained by the homeowner is 3% times the number of years of occupancy. At 30 years, a homeowner will receive 100% of the share of appreciation.

TABLE 3: SHARING OF APPRECIATION AT RESALE EXAMPLES

Share of Appreciation	Year 1	Year 5	Year 10	Year 15	Year 20	Year 25	Year 30+
City Share	97%	85%	70%	55%	40%	25%	0%
Homeowner Share	3%	15%	30%	45%	60%	75%	100%

If the sales price of the home at resale is less than its unrestricted fair market value when it was initially purchased, then the initial subsidy to be repaid to the City will be equal to the difference between the purchase price paid by the homebuyer and the home's actual sales price. However, the City may conduct its own appraisal to verify that the home is actually being sold at unrestricted fair market value.

Valuation of Improvements

The homeowner is entitled up to a maximum of $14,000 for rehabilitation and other capital improvements that have an initial cost of $2,000 or more. The credit will be based on the valuation shown on the building permit issued for the capital improvements and will be added to the homeowner's share of appreciation at resale.

To be eligible for the credit, the capital improvements must be constructed with a building permit and be pre-approved by the City as an eligible capital expense. At resale, the building permit valuation of all pre-approved capital improvements will be added together to determine the homeowner's credit (up to the $14,000 maximum).

C. OCCUPANCY AS PRINCIPAL RESIDENCE

The inclusionary home must be the homebuyer's principal place of residence, and each homeowner must live in the home for at least ten months out of each calendar year. Annually, all homebuyers must certify to the City in writing that they are meeting this requirement.

However, if the homebuyer is required to relocate for employment or medical reasons for less than six months, the homebuyer may rent or lease the home with the approval of the City. The tenant's income cannot exceed the affordability level established for the home (very low, lower, median, moderate, or workforce), and the maximum rent that can be charged is the **lower** of: (i) rent affordable to a household at the income level of the home; or (ii) actual costs to the homeowner of principal, interest, homeowners' dues, property taxes, and insurance. The City may charge a fee for monitoring any rentals.

If a home is rented without permission, the City may sue to prevent the owner from renting out the home, and the homeowner will owe excess rents, if any, equal to the difference between the permitted rent and that charged the tenant. In addition, rental without permission or failure to occupy the home for at least 10 months out of every year constitutes a default, and the City may exercise its option to purchase the home or take any other enforcement action authorized by its agreement with the homeowner.

D. REFINANCE OF FIRST MORTGAGE

The City will subordinate its deed of trust and option to purchase/equity-sharing agreement to a refinanced first mortgage under the following conditions:

(1) Following the refinance, the principal amount of all debt secured by the home, including the principal, accrued interest, and appreciation share on the City's note, cannot exceed either (a) 90 percent of the unrestricted fair market value of the property, or (b) the existing balance of the original first lender loan, whichever is greater.

(2) The refinanced first lender loan must meet the same standards established in Section Three for a purchase money loan.

(3) If the existing balance of the original first lender loan plus the principal, accrued interest, and appreciation share on the City's note exceeds 90 percent of the unrestricted fair market value of the property, then the new first lender loan must reduce the owner's principal and interest payments.

(4) Borrower(s) pay the City a $500 refinance fee in escrow.

So that the City may verify compliance with the conditions listed above, a request for subordination should be accompanied by the following:

(1) Preliminary title report.

(2) Signed loan application for new loan.

(3) Preliminary loan approval document from new lender that describes new loan terms and conditions.

(4) Lender's appraisal.

(5) Estimated HUD-1 Settlement Statement.

(6) Prepared subordination agreement, in a form acceptable to the City Attorney.

(7) Prepared Request for Notice of Default, in a form acceptable to the City Attorney.

The City may require that an appraisal be completed at the homebuyer's expense by an appraiser approved by the City to verify the loan-to-value ratio.

E. SUBORDINATE FINANCING

The City will not allow owners of inclusionary homes to borrow additional funds in a position junior to the City's loan (which means a third or fourth mortgage, or an equity line of credit).

F. CITY OPTION TO PURCHASE; PROPERTY TRANSFERS

The City's agreement with buyers of inclusionary homes grants the City an option to purchase the home at unrestricted fair market value if it is sold during the 30-year term of the agreement. The City may assign its option to purchase the home to another public agency, a nonprofit organization, or a household meeting income and other requirements. If the City chooses not to exercise its option, it will normally use any funds it receives from the sale (repayment of initial subsidy, equity share, and interest payments) to subsidize a resale of the home to another eligible homebuyer at an affordable price, but may choose to use the proceeds for other affordable housing purposes.

Resale Procedures

The owner of an inclusionary unit must give the City thirty days notice of the owner's intent to sell or transfer the property. The owner must complete a pest control report and allow the City to inspect the property. The City will complete an appraisal to determine the unrestricted fair market value and decide within that 30-day period whether or not to exercise its option to purchase the property at unrestricted fair market value. If the City decides to exercise its option, or to assign the option to another person, it will close escrow within 45 days after deciding to exercise its option (assuming that the seller has met the terms of the purchase agreement). The seller will pay two and half percent (2.5%) of the sales price to the City rather than a real estate commission if the City exercises its option.

If the City exercises its option, and the seller desires to dispute the property's unrestricted fair market value, the seller must complete an appraisal at the seller's expense. If the City and the seller cannot agree on the property's unrestricted fair market value, the parties will select a third appraiser to determine the purchase price, with the City and seller sharing equally in the cost of the appraisal.

If the City decides not to exercise its option, then the homeowner may sell the property on the open market at unrestricted fair market value. The seller will pay a one percent (1%) sales price to the City at close of escrow to offset the administrative expenses relating to the inclusionary program. At least 15 days but not more than 45 days before the close of escrow, the seller must

give the City the following documentation to ensure that the unit is being sold at unrestricted fair market value:

(1) Final sales contract.

(2) A declaration from the seller and buyer stating that the sales contract represents all consideration for the home.

(3) Name of title company and escrow holder.

If the City's appraisal was completed more than six months before the close of escrow or if the sales price is less than 95% of the City's appraisal of unrestricted fair market value, the City may complete another appraisal to verify that unit is being sold at unrestricted fair market value.

After close of escrow, the seller must give the City a copy of the HUD-1 settlement statement showing all payments made from escrow.

On any sale of the property, whether through exercise of the City's option or sale on the open market, the homeowner must repay the initial subsidy, accrued interest, and the City's share of appreciation.

Permitted Transfers

No permission from the City is required for the following transfers, but all owners of the inclusionary unit remain bound by the resale agreement and City note:

(1) a good faith transfer by an owner to a spouse or domestic partner where the spouse or domestic partner becomes the co-owner of the property;

(2) a transfer between spouses as part of a dissolution proceeding, or between domestic partners as part of the dissolution of a domestic partnership;

(3) a transfer by an owner into an inter vivos trust in which owner is the beneficiary;

(4) transfers by will or inheritance to an existing spouse, child, or domestic partner of the owner following the death of owner, providing that any inheriting child executes a new option to purchase and equity-sharing agreement, promissory note, and deed of trust with a 30-year term; and

(5) a transfer by operation of law on the death of a joint tenant.

A "domestic partner" is defined in Section 297 of the California Family Code. An individual is considered a domestic partner of the owner by presenting the Declaration of Domestic Partnership filed with the California Secretary of State.

The homeowner must provide the City with notice of these permitted transfers at least fifteen days before they occur, except that if a transfer occurs due to inheritance or to the death of an owner, the City must be notified within 30 days.

G. DEFAULT

The City's option to purchase the inclusionary unit may also be exercised if the homebuyer is in default for any reason. The most common reasons for default include:

(1) Failure to occupy the property as the principal residence of the owner, or renting the property without the City's permission.

(2) Non-permitted transfer of the property without notification to the City.

(3) Foreclosure on another deed of trust or mortgage.

(4) Bankruptcy.

(5) Misrepresentation when acquiring the home.

(6) Placing an additional encumbrance on the property without City approval.

If the homeowner is in default, the City will normally give the homeowner the opportunity to cure the default, unless there is a need to act immediately, such as in the case of foreclosure. The City may exercise its option to buy the home at an affordable price, or may choose to cure the default or utilize other legal remedies. These include foreclosure, injunction, or any other available legal action to enforce the affordability agreements.

SECTION FIVE
RENTAL POLICIES
(FOR DEVELOPMENTS THAT CHOOSE TO PARTICIPATE IN THE INCLUSIONARY PROGRAM)

This section discusses the continuing obligations of the developer and property manager in renting, monitoring and managing the inclusionary units.

A. RENT REGULATORY AGREEMENT

After the inclusionary rental units are built, the owner and the City enter into a Rent Regulatory Agreement, which is recorded against the property in place of the Inclusionary Housing Agreement. A deed of trust may also be recorded to secure the Rent Regulatory Agreement. A Rent Regulatory Agreement will have a term of 30 years and includes the following:

(1) Identification of inclusionary units.

(2) Occupancy requirements for inclusionary units.

(3) Allowable rents; procedure for setting initial rents, annual monitoring, and increasing rents.

(4) Provisions for initial verification and annual monitoring of tenant incomes.

(5) Procedures for initial marketing and rental of vacant inclusionary units.

(6) Management and maintenance procedures.

(7) Definitions of default and remedies for default, including default for inadequate maintenance and nuisances on the property.

(8) Provisions for a monitoring fee to be paid to the City.

The Rent Regulatory Agreement may be subordinated *only* to:

(1) Liens to secure payment of real estate taxes and assessments, not delinquent;

(2) Non-monetary matters affecting the title which, at the discretion of the City Manager or designee, do not unreasonably impact the security of the Rent Regulatory Agreement; and

(3) A lien or regulatory agreement of a local, federal, or state governmental agency, provided that both of the following conditions are met:

a. The public agency is providing financing or other assistance for the housing development; and

b. The statute or regulation governing the financing or assistance from that agency does not permit the City's Rent Regulatory Agreement to be senior to the agency's agreements.

B. MANAGEMENT PLAN

In addition to the Rent Regulatory Agreement, each project that has inclusionary units must prepare a Management Plan. While the Rent Regulatory Agreement is recorded against the property, the Management Plan is not and is intended to provide a greater level of detail than the Rent Regulatory Agreement. It must include the information specified for the rental marketing plan described in Section Three above, plus the following information:

(1) A brief history of the management entity and its previous experience managing other affordable rental complexes.

(2) Plan for maintaining occupancy of and marketing vacant inclusionary units.

(3) Means to select and verify the eligibility of applicants for vacant inclusionary units and to verify the City's preference categories (unless another government subsidy program modifies the preferences).

(4) Means to recertify annually the incomes of tenants in inclusionary units.

(5) Means to maintain a waiting list for vacancies.

(6) Provisions for annual reporting to the City of rents and tenant incomes.

(7) Non-discrimination and fair housing/non-discrimination provisions.

(8) Maintenance standards and house rules to be included in tenant leases.

(9) Contact information for use by the City, including a telephone number, e-mail address, and list of persons responsible for communication with the City.

(10) Form of the rental agreement or lease to be used for the inclusionary units. The owner shall apply the same rental terms and conditions to tenants of inclusionary units as are applied to all other tenants, except as otherwise required by the inclusionary Ordinance and these guidelines and/or other government subsidy programs. In particular, the rental agreement or lease must incorporate provisions required by this Section Five regarding periodic recertification of tenant incomes, the effect of increased income on the tenant's rent and ability to remain in the unit, and the tenant's obligation to comply with all monitoring requirements. A rental agreement or lease for inclusionary units will normally have at least a 12-month term.

The Management Plan must also provide that apartments be leased or rented in compliance with all federal, state, and City fair housing laws and regulations. Eligible applicants for inclusionary units shall not be discriminated against based on participation in rent subsidy programs, such as Section 8, or based on source of income.

If a project is financed through a program that requires a management plan that includes the above information, the City may elect to receive a copy of that management plan and not require an additional plan. If the other management plan contains some but not all of the above information, the City may limit its requirements to the information it needs.

C. RENTAL OF VACANT INCLUSIONARY UNITS

Whenever an inclusionary unit becomes available, the manager shall immediately notify the City. The owner of rental inclusionary units may fill vacant units in one of two ways:

(1) Selecting households that are qualified based on income and household size, so long as the owner complies with the marketing requirements included in the project's approved Management Plan, if any; or

(2) Selecting income-eligible households from the Section 8 voucher waiting list available from the Housing Authority of the County of Monterey.

D. CHANGES AND ADJUSTMENTS TO RENTS

Rents may be raised only once every twelve months based on increases in area median income, adjusted for assumed household size, as published periodically by the California Housing and Community Development Department in the California Code of Regulations, Title 25, Section 6932, or successor provision. Notices of rent increases must be provided to the City and to the tenants of the rental inclusionary units at least 30 days before the effective date of the rent increase, or as otherwise required by any law or subsidy program.

Rental Rate Determination

The City or its agent will determine the rental rate for inclusionary units by income level and household size. The rents will be determined based on the annual HCD published income limits and section 50053 of the California Health and Safety Code.

Annual rent (inclusive of fees and utilities) for very low-income units cannot exceed 30% of 50% of the area median income adjusted for the size of the household appropriate for the unit. Annual rent (inclusive of fees and utilities) for low-income units cannot exceed 30% of 60% of the area median income adjusted for household size appropriate for the unit.

Rent includes all charges related to occupancy of the unit including utilities, parking fees, fees for use of common facilities and other fees and charges. If utilities are not paid by the property owner, the rent for the inclusionary units must be adjusted downward to allow for a utility allowance calculated in accordance with the utility allowances published by the Housing Authority of the County of Monterey.

E. ON-GOING MONITORING

The manager of all inclusionary rental units must provide an annual report to the City by March 1 of each year. The annual report includes the following information:

(1) Income and household size of all households residing in inclusionary units;

(2) Identification of all inclusionary units by income category (very low, low, or moderate) and number of bedrooms within the development;

(3) Monthly rent charged for each inclusionary unit and any additional charges, including utilities, parking, and any other costs; and

(4) Percentage vacancy of inclusionary units during the previous year.

If a project is financed through an affordable housing program requiring annual reports that include the above information, the City may elect to defer to those requirements and not require additional monitoring reports. If approved by the City, the management firm may send to the City copies of the annual report required for other monitoring agencies.

The City may at its option perform additional monitoring of the inclusionary rental units, including review of management records, performance of an audit, contacts with tenants, and other reasonable monitoring to ensure compliance with the Inclusionary Housing Ordinance. For residential multi-family projects that include inclusionary rental units in their development the City will charge the owners an annual monitoring fee of $200/per unit for the duration of their regulatory term.

Occupancy Conditions

The approved tenant(s) must occupy the inclusionary rental unit during the entire term of the lease. If an additional occupant (roommate, family member, etc.) moves into the inclusionary unit, he/she will be considered part of the existing household. In such cases, the inclusionary tenant must notify the City or its agent prior to the move in date, and the entire household (including the new occupant) will be reevaluated to determine eligibility, include household income requirements. If the tenant(s) fail to receive approval from the City for any changes in occupancy or if the tenant(s) subleases the property, the tenant household will no longer be eligible to occupy the inclusionary unit.

Owning Property

The applicant(s) cannot own a home and/or be on title of a property in order to qualify for a inclusionary rental unit.

Annual Re-Certification of Income

At least once a year, the property owner shall requalify BMR tenants to verify that they are eligible to remain in inclusionary rental units. On an annual basis, requalification shall be based upon the inclusionary tenant's household income, as determined by HOME Part 5 income standards.

F. EFFECT OF INCREASED TENANT INCOMES

The manager must annually monitor the income of tenants in inclusionary units.

If annual monitoring shows that the income of a tenant household occupying a very low income inclusionary unit exceeds fifty percent (50%) of area median income, but not eighty percent (80%) of area median income, as adjusted for household size, the tenant household may remain in the unit at a rent that is affordable to lower income households. After that tenant household vacates the unit, it must again be rented to an eligible very low income tenant household at a rent that is affordable to very low income households.

If the income of a tenant household occupying either a very low income or a lower income inclusionary unit exceeds eighty percent (80%) of area median income, but does not exceed one hundred percent (100%) of area median income, adjusted for household size, then the tenant's rent may be raised to an affordable rent based on thirty percent (30%) of the household's actual income.

If the income of a tenant household occupying either a very low income or a lower income inclusionary unit exceeds one hundred percent (100%) of area median income, then the tenant household must be given six months' notice to vacate the unit. To avoid displacing these households, the owner may, at the owner's option and with the City's approval, allow the tenant to remain in the original unit at a market rent and designate the next newly vacated unit as the replacement inclusionary unit within the appropriate income category.

If the terms of another governmental subsidy restrict the owner's ability to raise the tenant's rent or to require the tenant to vacate the unit (for instance, for a tax credit project), then the City will modify its rent regulatory agreement so that these provisions are consistent among the various programs.

Unit Affordability	**Homeowner Income**	**Pricing**
Very Low Income	Below 50% of the area median income	Very Low Income pricing
Very Low Income	Between 50 and 80% of the area median income	Low Income pricing
Very Low Income	Between 80% and 100% of the area median income	30% of actual income
Very Low Income	Above 100% of area median income	Must vacate unit within 6 months or pay market prices
Low Income	Below 80% of the area median income	Low Income pricing
Low Income	Between 80% and 100% of the area median income	30% of actual income
Low Income	Above 100% of the area median income	Must vacate unit within 6 months or pay market prices

G. SALE OF INCLUSIONARY RENTAL UNITS AND CONVERSION TO CONDOMINIUMS

Any inclusionary rental units to be converted to condominiums, or which are initially rented despite a recorded condominium map, must be sold to households within the same affordability range as required for the inclusionary rental unit. In other words, a lower income rental unit must be sold at a price affordable to lower income households. Homebuyer documents ensuring the continued affordability of the unit must be recorded at the time of sale, and converted units must otherwise comply with all requirements applicable to owner-occupied inclusionary units.

Approval of Marketing Plans and sales are required prior to the sale of any rental inclusionary unit in the same manner as specified in Section Three above for sales of new inclusionary units to homebuyers.

State law (Government Code Section 66427.1) and Article VII, Chapter 31, of the Salinas City Code require that existing tenants be given the right of first refusal to purchase their apartment on the terms available to other tenants if it is converted to a condominium. An existing tenant in an inclusionary unit should be given the choice of purchasing their apartment at the restricted price, subject to all the requirements of the homebuyer program; or purchasing a market-rate unit in the condominium on the same market-rate terms available to other buyers. All condominium conversions and sales must comply with all other applicable State statutes and City Ordinances and policies.

SECTION SIX
SALINAS INCLUSIONARY HOUSING TRUST FUND

The Inclusionary Housing Trust Fund is a separate City fund established for the specific purpose of providing the City with funds to assist in the development, rehabilitation, or preservation of housing that is affordable to very low income, lower income, median-income, moderate income, and workforce income households in the City of Salinas. All in lieu fees, rental housing impact fees, promissory note repayments, shared appreciation payments, monitoring fees, penalties, and interest generated by inclusionary units or by monies in the Fund shall remain in the Fund. Monies in the Fund may be used for property acquisition, development assistance, construction, financing, rent subsidies, and other uses, and for other activities required to provide affordable housing, such as homebuyer education and the costs of administering programs to develop, rehabilitate, or preserve affordable housing.

In expending monies from the Fund, priority shall be given to affordable housing that is of a type, or made affordable at a cost or rent, for which there is a need in the City and which is not adequately supplied in the City by private housing development in the absence of public assistance.

EXHIBIT A
AFFORDABLE HOUSING PLAN CONTENTS

The Affordable Housing Plan need be only at the same level of detail as the application for a residential development. However, in every case except Specific Plans, the Affordable Housing Plan must indicate which inclusionary option (either Option 1, 2, 3 or alternative) the developer is selecting. No Affordable Housing Plan is required if the developer indicates in the initial application the developer's intent to pay rental housing impact fees or in-lieu fees.

Where the initial Affordable Housing Plan is not at sufficient detail to determine compliance with the Ordinance, the City may require additions to the Affordable Housing Plan as part of later planning approvals, or as part of the Affordable Housing Agreement. The Affordable Housing Plan must include:

1. Total number of dwelling units in the residential development: _____
2. Inclusionary option selected (One, Two, Three or Alternative): _____
3. Total number of inclusionary units provided: _____
4. Preliminary financial pro forma or other feasibility analysis, if an alternative is selected
5. Project Schedule and Timelines; phasing of construction of inclusionary units in relation to market-rate units
6. For each unit type or model home type, show the number of units, number of bedrooms, square footage, and tenure. This table may be expanded and duplicated for large and/or complex projects. If the project will be phased, complete a separate table for each phase of the project.
7. Site plan showing location of inclusionary units in the development. If the project will be phased, show the location of each phase. If the project consists of a multifamily building or buildings, provide a floor plan showing the location of the units in the structure, or, provide a narrative description sufficient for City to evaluate compliance with dispersal and other requirements.
8. If the project will be phased, describe the construction and completion schedule for the inclusionary units in relation to the market-rate units.
9. Describe the proposed design of the inclusionary units. (If designs are not being provided for the market-rate units as part of this planning application, designs for the inclusionary units may be submitted when they are submitted for the market-rate units.)
10. List any public subsidies or public financing that will be used for the inclusionary units. If public subsidies or public financing will be used, please provide a description of the financing type, the required length of affordability, and means to keep units affordable if different from the standard City affordability provisions.
11. If rental inclusionary units are proposed, complete the attached form.
12. For rental inclusionary units, describe:
    a. Means to be used to verify tenant incomes both at occupancy and annually.

b. Financing mechanism for on-going administration and monitoring.

13. Is the project requesting a density bonus, incentives, concessions or waivers? If so, please provide information as required by section 37-50.060 of the Zoning Ordinance.

14. If the project is requesting an alternative, provide a description of the alternative explaining how the alternative complies with each of the requirements for that alternative contained in Section 17-13.

SAMPLE AFFORDABLE HOUSING PLAN UNIT SUMMARY TABLE

INCOME LEVEL OF BUYERS	TYPE OF UNIT (single-family detached, townhouse or other attached, multifamily)	TENURE (rental or for-sale)	NUMBER OF UNITS	NUMBER OF BEDROOMS	SQUARE FOOTAGE	NUMBER OF BATHROOMS (Describe fixtures)	LAUNDRY FACILITIES (Unit hookups, or total number on-site)
Market-Rate Units							
Workforce Income							
Moderate Income							
Lower Income							
Very Low Income							

REQUEST TO PROVIDE AFFORDABLE RENTAL HOUSING

_____
Date

(a) I have proposed a project for _____ residential units located at (address and assessor's parcel number):

_____ _____
Address *Assessor's Parcel Number*

(b) The proposed project at the above address is subject Article 3, Chapter 17 of the Salinas Municipal Code related to affordable housing.

(c) To comply with Chapter 17, the project proposes to provide ____ units of rental housing affordable to ____ very low ___ lower income households by providing:

___ Affordable rental units in a rental residential development in conformance with Section 17-10.

___ Affordable rental units in a for-sale residential development in conformance with Section 17-9.

___ Affordable rental units in off-site affordable housing in conformance with Section 17-13(a).

(d) To comply with Chapter 17, the development proposes that each rental affordable unit will be subject to a rent regulatory agreement with a term of 30 years and will be rented to very low or low income households, as proposed in item (c) above, at affordable rents consistent with Health and Safety Code Section 50053 and regulations adopted by the California Department of Housing and Community Development (California Code of Regulations Title 25, Sections 6910 through 6924) or successor provisions.

(e) All proposed rental affordable units will not be subject to Civil Code Section 1954.52(a) nor any other provision of the Costa Hawkins Rental Housing Act (Civil Code Sections 1954.51 et seq.) inconsistent with controls on rents, because, pursuant to Civil Code Sections 1954.52(b) and 1954.53(a)(2), I hereby agree to the limitations on rents contained in subsection (d) above of this affidavit in consideration for the following direct financial contribution or any form of assistance specified in Chapter 4.3 (commencing with Section 65915) of Division 1 of Title 7 of the Government Code):

___ Waiver of Salinas rental housing impact fee in the amount of $_____;

___ Other direct financial contribution (please specify amount and source of funds: _____);

___ Density bonus, incentive, waiver, or other regulatory incentive of a form specified in Government Code §65915 *et, seq.* (please specify: _____);

___ Development agreement with City.

(f) I will enter into an agreement with the City to be recorded against the affordable rental property providing for the limitations on rents contained in subsection (d) above of this affidavit.

(g) I am a duly authorized officer, agent, or owner of the subject property.

_____
Date

_____
Signature

_____
Name (Print), Title

EXHIBIT B
INCLUSIONARY HOUSING AGREEMENT CONTENTS

All Inclusionary Housing Agreements should include the following:

A. Legal description of the entire property

B. Location of the inclusionary units

C. Development schedule in relation to the market-rate units; implementation of concurrency requirements

D. Type and tenure of units (single-family, condominium, townhouse, etc.; rental or ownership)

E. Number of bedrooms, bathrooms, and square footage of inclusionary units

F. Unit design and appearance

G. Level of affordability and length of affordability

H. Procedures for marketing the units

I. If for-sale units:

1. Provisions for recording restrictions against individual units as the inclusionary units are sold, if required
2. Use of City Council resolution to set initial affordable sales prices when units are ready for occupancy
3. Procedures for selecting initial buyers and verifying incomes and preferences, including first-time homebuyer status.
4. Mechanism for terminating the Inclusionary Housing Agreement once homebuyer restrictions are recorded against title.

J. If rentals:

1. Provisions for recording permanent rent regulatory agreement
2. Use of City Council resolution to set initial affordable rentals when units are ready for occupancy
3. Procedures for selecting initial renters and verifying incomes and preferences
4. Mechanism for terminating the Inclusionary Housing Agreement once the rent regulatory agreement is recorded against title
5. Provisions for ongoing monitoring.

K. If approved as part of Option 3, timing of payment of in-lieu fees, dedication of land, or construction by a non-profit sponsor. Mechanism for terminating or modifying the Inclusionary Housing Agreement once the fees have been paid and the land has been dedicated; or inclusionary units constructed by the non-profit sponsor.

L. Provisions for payment of City fees

M. Provisions for minor and substantive amendments

N. Remedies in the event of default.

EXHIBIT C
CALCULATION OF AFFORDABLE RENTS

ASSUMED HOUSEHOLD SIZE:

	0-BR	1-BR	2-BR	3-BR	4-BR	5-BR +
Number of Persons	1	2	3	4	5	1 additional person for each additional bedroom

AFFORDABLE RENTAL HOUSING COSTS:

Very Low Income: 30% times 50% of the monthly area median income adjusted for family size appropriate to the unit

Lower Income: 30% times 60% of the monthly area median income adjusted for family size appropriate to the unit

UTILITY ALLOWANCES:

Utility allowances will be the Section 8 utility allowances published annually by the Housing Authority of the County of Monterey. To determine the rent that may be charged to tenants of inclusionary units, the monthly utility allowance is deducted from the affordable rent if the tenant pays for utilities. Any mandatory fees charged for use of the property must also be deducted from the affordable rent.

EXHIBIT D
CALCULATION OF AFFORDABLE SALES PRICES

ASSUMED HOUSEHOLD SIZE:

	0-BR	1-BR	2-BR	3-BR	4-BR	5-BR +
Number of Persons	1	2	3	4	5	1 additional person for each additional bedroom

AFFORDABLE OWNERSHIP HOUSING COSTS:

Median Income: 30% of 90% of the area median income, adjusted for family size appropriate to the unit.

Moderate Income: 30% of 110% of the area median income, adjusted for family size appropriate to the unit.

Workforce Income: 30% of 150% of the area median income, adjusted for family size appropriate to the unit.

AFFORDABLE OWNERSHIP SALES PRICE ASSUMPTIONS:

Homeowners' Insurance	0.25% of Appraised Value
Homeowners' Association Fees	Project Specific (if required)
Private Mortgage Insurance (PMI)	0.5% of Mortgage (if required)
Property Taxes and Property Assessments	1.25% of Sales Price
Loan Terms	30 yr. Fully Amortized Principal + Interest, FNMA Interest Rate %
Downpayment	5.0% of Sales Price

EXHIBIT E
HOME PART 5 INCOME INCLUSIONS AND EXCLUSIONS

Part 5 Inclusions

This table presents the Part 5 income inclusions as stated in the Code of Federal Regulations

General Category	Statement from 24 CFR 5.609 paragraph (b) (April 1, 2004)
1. Income from wages, salaries, tips, etc.	The full amount, before any payroll deductions, of wages and salaries, overtime pay, commissions, fees, tips and bonuses, and other compensation for personal services.
2. Business Income	The net income from the operation of a business or profession. Expenditures for business expansion or amortization of capital indebtedness shall not be used as deductions in determining net income. An allowance for depreciation of assets used in a business or profession may be deducted, based on straight-line depreciation, as provided in Internal Revenue Service regulations. Any withdrawal of cash or assets from the operation of a business or profession will be included in income, except to the extent the withdrawal is reimbursement of cash or assets invested in the operation by the family.
3. Interest & Dividend Income	Interest, dividends, and other net income of any kind from real or personal property. Expenditures for amortization of capital indebtedness shall not be used as deductions in determining net income. An allowance for depreciation is permitted only as authorized in number 2 (above). Any withdrawal of cash or assets from an investment will be included in income, except to the extent the withdrawal is reimbursement of cash or assets invested by the family. Where the family has net family assets in excess of $5,000, annual income shall include the greater of the actual income derived from all net family assets or a percentage of the value of such assets based on the current passbook savings rate, as determined by HUD.
4. Retirement & Insurance Income	The full amount of periodic amounts received from Social Security, annuities, insurance policies, retirement funds, pensions, disability or death benefits, and other similar types of periodic receipts, including a lump-sum amount or prospective monthly amounts for the delayed start of a periodic amount (except as provided in number 14 of Income Exclusions).
5. Unemployment & Disability Income	Payments in lieu of earnings, such as unemployment and disability compensation, worker's compensation, and severance pay (except as provided in number 3 of Income Exclusions).
6. Welfare Assistance	Welfare Assistance. Welfare assistance payments made under the Temporary Assistance for Needy Families (TANF) program are included in annual income: Qualify as assistance under the TANF program definition at 45 CFR 260.31; and Are otherwise excluded from the calculation of annual income per 24 CFR 5.609(c). If the welfare assistance payment includes an amount specifically designated for shelter and utilities that is subject to adjustment by the welfare assistance agency in accordance with the actual cost of shelter and utilities, the amount of welfare assistance income to be included as income shall consist of: ▸ the amount of the allowance or grant exclusive of the amount specifically designated for shelter or utilities; *plus* the maximum amount that the welfare assistance agency could in fact allow the family for shelter and utilities. If the family's welfare assistance is reduced from the standard of need by applying a percentage, the amount calculated under 24 CFR 5.609 shall be the amount resulting from one application of the percentage.
7. Alimony, Child Support, & Gift Income	Periodic and determinable allowances, such as alimony and child support payments, and regular contributions or gifts received from organizations or from persons not residing in the dwelling.
8. Armed Forces Income	All regular pay, special day and allowances of a member of the Armed Forces (except as provided in number 7 of Income Exclusions).

EXHIBIT E
HOME PART 5 INCOME INCLUSIONS AND EXCLUSIONS

Part 5 Exclusions

This table presents the Part 5 income exclusions as stated in the Code of Federal Regulations

General Category	Statement from 24 CFR 5.609 paragraph (c) (April 1, 2004)
1. Income of Children	Income from employment of children (including foster children) under the age of 18 years.
2. Foster Care Payments	Payments received for the care of foster children or foster adults (usually persons with disabilities, unrelated to the tenant family, who are unable to live alone).
3. Inheritance and Insurance Income	Lump-sum additions to family assets, such as inheritances, insurance payments (including payments under health and accident insurance and worker's compensation), capital gains and settlement for personal or property losses (except as provided in number 5 of Income Inclusions).
4. Medical Expense Reimbursements	Amounts received by the family that are specifically for, or in reimbursement of, the cost of medical expenses for any family member.
5. Income of Live-in Aides	Income of a live-in aide (as defined in 24 CFR 5.403).
6. Disabled Persons	Certain increases in income of a disabled member of qualified families residing in HOME-assisted housing or receiving HOME tenant-basedrental assistance (24 CFR 5.671(a)).
7. Student Financial Aid	The full amount of student financial assistance paid directly to the student or to the educational institution.
8. Armed Forces Hostile Fire Pay	The special pay to a family member serving in the Armed Forces who is exposed to hostile fire.
9. Self-Sufficiency Program Income	a. Amounts received under training programs funded by HUD. b. Amounts received by a person with a disability that are disregarded for a limited time for purposes of Supplemental Security Income eligibility and benefits because they are set side for use under a Plan to Attain Self-Sufficiency (PASS). c. Amounts received by a participant in other publicly assisted programs that are specifically for, or in reimbursement of, out-of-pocket expenses incurred (special equipment, clothing, transportation, childcare, etc.) and which are made solely to allow participation in a specific program. d. Amounts received under a resident service stipend. A resident service stipend is a modest amount (not to exceed $200 per month) received by a resident for performing a service for the PHA or owner, on a part-time basis, that enhances the quality of life in the development. Such services may include, but are not limited to, fire patrol, hall monitoring, lawn maintenance, resident initiatives coordination, and serving as a member of the PHA's governing board. No resident may receive more than one such stipend during the same period of time. e. Incremental earnings and benefits resulting to any family member from participation in qualifying state or local employment training programs (including training not affiliated with a local government) and training of a family member as resident management staff. Amounts excluded by this provision must be received under employment training programs with clearly defined goals and objectives, and are excluded only for the period during which the family member participates in the employment training program.
10. Gifts	Temporary, nonrecurring, or sporadic income (including gifts).
11. Reparations	Reparation payments paid by a foreign government pursuant to claims filed under the laws of that government by persons who were persecuted during the Nazi era.
12. Income from Full-time Students	Earnings in excess of $480 for each full-time student 18 years old or older (excluding the head of household or spouse).
13. Adoption Assistance Payments	Adoption assistance payments in excess of $480 per adopted child.
14. Social Security & SSI Income	Deferred periodic amounts from SSI and Social Security benefits that are received in a lump sum amount or in prospective monthly amounts.
15. Property Tax Refunds	Amounts received by the family in the form of refunds or rebates under state or local law for property taxes paid on the dwelling unit.
16. Home Care Assistance	Amounts paid by a state agency to a family with a member who has a developmental disability and is living at home to offset the cost of services and equipment needed to keep this developmentally disabled family member at home.

EXHIBIT E
HOME PART 5 INCOME INCLUSIONS AND EXCLUSIONS

Part 5 Exclusions

This table presents the Part 5 income exclusions as stated in the Code of Federal Regulations

17. Other Federal Exclusions	Amounts specifically excluded by any other federal statute from consideration as income for purposes of determining eligibility or benefits under a category of assistance programs that includes assistance under any program to which the exclusions of 24 CFR 5.609(c) apply, including: • The value of the allotment made under the Food Stamp Act of 1977; • Payments received under the Domestic Volunteer Service Act of 1973 (employment through VISTA, Retired Senior Volunteer Program, Foster Grandparents Program, youthful offender incarceration alternatives, senior companions); • Payments received under the Alaskan Native Claims Settlement Act; • Income derived from the disposition of funds to the Grand River Band of Ottawa Indians; • Income derived from certain submarginal land of the United States that is held in trust for certain Indian tribes; • Payments or allowances made under the Department of Health and Human Services' Low-Income Home Energy Assistance Program; • Payments received under the Maine Indian Claims Settlement Act of 1980 (25 U.S.C. 1721); • The first $2,000 of per capita shares received from judgment funds awarded by the Indian Claims Commission or the U.S. Claims Court and the interests of individual Indians in trust or restricted lands, including the first $2,000 per year of income received by individual Indians from funds derived from interests held in such trust or restricted lands; • Amounts of scholarships funded under Title IV of the Higher Education Act of 1965, including awards under the Federal workstudy program or under the Bureau of Indian Affairs student assistance programs; • Payments received from programs funded under Title V of the Older Americans Act of 1985 (Green Thumb, Senior Aides, OlderAmerican Community Service Employment Program); • Payments received on or after January 1, 1989, from the Agent Orange Settlement Fund or any other fund established pursuant to the settlement in the In Re Agent Orange product liability litigation,M.D.L. No. 381 (E.D.N.Y.); • Earned income tax credit refund payments received on or after January 1, 1991, including advanced earned income credit payments; • The value of any child care provided or arranged (or any amount received as payment for such care or reimbursement for costs incurred for such care) under the Child Care and Development Block Grant Act of 1990; • Payments received under programs funded in whole or in part under the Job Training Partnership Act (employment and training programs for Native Americans and migrant and seasonal farm workers, Job Corps, state job training programs and career intern programs, AmeriCorps); • Payments by the Indian Claims Commission to the Confederated Tribes and Bands of Yakima Indian Nation or the Apache Tribe of Mescalero Reservation; • Allowances, earnings, and payments to AmeriCorps participants under the National and Community Service Act of 1990; • Any allowance paid under the provisions of 38 U.S.C. 1805 to a child suffering from spina bifida who is the child of a Vietnam veteran; • Any amount of crime victim compensation (under the Victims of Crime Act) received through crime victim assistance (or payment or reimbursement of the cost of such assistance) as determined under the Victims of Crime Act because of the commission of a crime against the applicant under the Victims of Crime Act; and • Allowances, earnings, and payments to individuals participating in programs under the Workforce Investment Act of 1998.

ORDINANCE NO. 2594 (N.C.S.)

AN ORDINANCE OF THE CITY OF SALINAS AMENDING ARTICLE III OF ARTICLE 17 (HOUSING) OF THE SALINAS MUNICIPAL CODE RELATING TO THE PROVISION OF INCLUSIONARY HOUSING

BE IT ORDAINED BY THE COUNCIL OF SALINAS:

SECTION ONE: Finding and Declarations.

The city council of Salinas finds and declares as follows:

a) Although Salinas has historically included much of the housing affordable to Monterey County's workforce, housing costs have escalated sharply, increasing faster than incomes for most groups in the community. In 2014, the Salinas Metropolitan Statistical Area (MSA) ranked as the fifth least affordable region in the United States. There is a severe shortage of adequate, affordable housing for extremely low, very low, lower, median, moderate, and workforce income households, as evidenced by the following:

(1) According to the Salinas housing element, 12.7 percent of Salinas households are extremely low income households; 15.6 percent of Salinas households are very low income households; and 19.1 percent are lower income households. In 2014 only 16.7 percent of the homes sold in the Salinas MSA were affordable to a household earning the area's median income, and prices have risen rapidly since then. Median rents are not affordable to extremely low, very low, and lower income households, which together comprise almost half the city's population.

(2) Because of the shortage of affordable housing in Salinas, half of the households in the city overpay for housing. The housing element found that forty-nine percent of Salinas households who own their homes pay more than thirty percent of income for housing, and twenty-four percent pay more than fifty percent of their income for housing. Fifty-two percent of renter households pay more than thirty percent of income for housing, and twenty-four percent of renter households pay more than fifty percent of their income for housing. These households are overpaying for their housing, according to standards of the United States Department of Housing and Urban Development, and the percentage of those overpaying has substantially increased since 2000, when thirty-one percent of Salinas owners and forty percent of Salinas renters paid more than thirty percent of their income for housing. Nearly three-quarters of lower income households are overpaying for housing. Providing decent housing at affordable costs allows households to utilize their resources for other necessary pursuits, such as education, food, investment, and saving for retirement. Providing decent rental housing at affordable costs allows households to save money to purchase a home.

(3) Many households are overcrowded. According to the housing element, Salinas households are much larger than the state average. The average household size in Salinas is 3.66, while in California the average household size is 2.90. Over seventeen percent of all households

in Salinas are overcrowded. Five percent of households in the city are severely overcrowded.

b) The 2015-2023 regional housing needs allocation for the city, mandated by California Government Code Section 65584 and prepared by the Association of Monterey Bay Area Governments, states that fifty-eight percent of new housing in Salinas should be affordable to very low, lower, and moderate income families. Federal and state government programs do not provide nearly enough affordable housing or subsidies to provide the required percentage of moderate, lower, or very low income households.

c) Goal H-1 in the city's housing element is to provide a variety of affordability levels to address existing and projected housing needs in Salinas. It is the city's policy to enhance the public welfare by encouraging a variety of housing types to give households of all types and income levels the opportunity to find suitable housing. (Policy H-1.1) It is also the city's policy to encourage the geographic dispersal of affordable housing throughout the city. (Policy H-1.6) The housing element further encourages the development of affordable housing with a focus on the needs of the local workforce (Policy H-3.1), through inclusionary housing (Policy H-3.7), and through collaborative partnerships with market-rate housing developers (Policy H-3.8). The city can achieve its goals of providing more affordable housing and achieving an economically balanced community only if part of the new housing built in the city is affordable to households with limited incomes.

d) Action H-8, "Inclusionary Housing" in the city's housing element states that the city will continue to implement its inclusionary housing program and is in the process of updating the inclusionary ordinance, including reviewing the in-lieu fee. The city intends to review and update if necessary its inclusionary ordinance every five years. The proposed amendments to the inclusionary ordinance are intended to implement housing element action H-8. In particular, to ensure economic feasibility, the proposed amendments reduce the amount of affordable housing required in for-sale projects to 15 to 20 percent (compared with 20 to 35 percent in the city's existing ordinance), allow developers to pay an in-lieu fee as an alternative to providing the required on-site affordable units, and provide additional options that a developer may elect to meet its affordable housing requirements.

e) The amended inclusionary ordinance codified in this article will substantially advance the city's legitimate interest in providing additional housing affordable to all income levels and dispersed in residential developments in the city because all inclusionary units required by the ordinance codified in this article, including both rental and ownership units, must be affordable to very low, lower, median, moderate, and workforce income households.

f) New market-rate rental residential developments will create local-serving jobs, of whom a quantifiable number will have very low, low, or moderate incomes, and so will increase the demand for and exacerbate the shortage of housing available for households at these income levels, as demonstrated in the Housing Impact Fee Nexus Study prepared by Vernazza Wolfe Associates, Inc. in January 2016. An additional residential rental housing feasibility study was conducted by Vernazza Wolfe Associates, Inc. in March 2017. The amendments included in this ordinance allow the city to adopt a rental housing impact fee.

g) Based on the findings above, the city desires to further the public health, safety, and welfare by adopting the requirements contained in this article. Affordable units provided within a development further the community's housing element goals of maintaining both economic diversity and geographically dispersed affordable housing. Requiring builders of new market rate housing to include some housing affordable to very low, lower, median, moderate, and workforce income households is also reasonably related to the impacts of their projects, as demonstrated in the Nexus Study. Providing additional alternatives to for-sale developers, including payment of an in-lieu fee, ensures that developers can construct economically viable projects without public subsidies while incorporating affordable housing into their projects or assisting in providing affordable housing elsewhere in the city.

SECTION TWO: Article 3 (Housing) of Chapter 17 (Housing) of the Salinas Municipal Code is amended to read as follows:

17-6. Purpose

The purpose of this article is to:

a) Enhance the public welfare by establishing policies which require the development of housing affordable to households of very low, lower, median, moderate, and workforce incomes.

b) Assist in meeting the city's share of regional housing needs as mandated by State law.

c) Offset the demand for affordable housing that is created by new market-rate housing development.

d) Implement the housing element's goals and objectives.

17-7. Definitions

Unless specifically defined in this section, words or phrases used in this article shall be interpreted so as to give this article its most reasonable application.

a) "Affordable housing plan" means a plan submitted in conformance with Section 17-16 specifying the manner in which inclusionary units will be provided in conformance with this article and consistent with the Salinas General Plan and Chapter 37 of the Salinas Municipal Code.

b) "Affordable ownership cost" means a reasonable down payment and an average monthly housing cost during the first calendar year of occupancy, including mortgage loan principal and interest, mortgage insurance, property taxes and property assessments, homeowners insurance, homeowners association dues, if any, and all other dues and fees assessed as a condition of property ownership, which does not exceed: (1) 30 percent of 50 percent of area median income for very low income households; (2) 30 percent of 70 percent of area median income for lower income households; (3) 30 percent of 90 percent of area median income for median income households; (4) 30 percent of 110 percent of area median income for moderate-

income households; (5) 30 percent of 150 percent of area median income for workforce income households. Area median income shall be adjusted for assumed household size based on unit size as follows: one person in a studio unit, two persons in a one-bedroom unit, three persons in a two-bedroom unit, four persons in a three-bedroom unit, five persons in a four-bedroom unit, and six persons in a five-bedroom unit. The inclusionary housing guidelines may incorporate procedures for determining affordable ownership cost in accordance with this section.

c) "Affordable rent" means monthly rent, including a reasonable utility allowance and all mandatory fees charged for use of the property, which does not exceed: (1) 30 percent of 50 percent of area median income for very low income households; and (2) 30 percent of 60 percent of area median income for lower income households. Area median income shall be adjusted for assumed household size based on unit size as follows: one person in a studio unit, two persons in a one-bedroom unit, three persons in a two-bedroom unit, four persons in a three-bedroom unit, and five persons in a four-bedroom unit. The inclusionary housing guidelines may incorporate procedures for determining affordable rent in accordance with this section.

d) "Applicant" or "developer" means a person, persons, or entity that applies for a residential development and also includes the owner or owners of the property if the applicant does not own the property on which the development is proposed.

e) "Area median income" means the annual median income for Monterey County, adjusted for household size, as published periodically in the California Code of Regulations, Title 25, Section 6932, or its successor provision.

f) "Attached Development" means townhomes, condominiums or unit(s) in which the physical connection of two structures share any part of a common wall or roof with no more than one hundred and twenty units.

g) "Building permit" includes full structural building permits as well as partial permits such as foundation-only permits.

h) "City Manager" means the city manager of the city or his or her designee.

i) "Common ownership or control" refers to property owned or controlled (including by an option to purchase or a purchase agreement) by the same person, persons, or entity, or by separate entities in which any shareholder, partner, member, or family member of an investor of the entity owns ten percent (10%) or more of the interest in the property.

j) "Contiguous property" means any parcel of land that is: (1) touching another parcel at any point; (2) separated from another parcel at any point only by a public right of way, private street or way, or public or private utility, service, or access easement; or (3) separated from another parcel only by other real property under common ownership or control of the applicant.

k) "Density bonus units" means dwelling units approved in a residential development under California Government Code section 65915 et seq. that are in excess of the maximum residential density otherwise permitted by the Salinas General Plan or zoning ordinance.

l) "Downtown Area" means the area within the boundaries of the Central City Overlay District as defined per Zoning Code 37-40.300.

m) "First approval" means the first of the following approvals to occur with respect to a residential development: development agreement, general plan amendment, specific or area plan adoption or amendment, zoning, rezoning, pre-zoning, planned development permit, tentative map, parcel map, conditional use permit, special use permit, or building permit.

n) "For-sale residential development" means any residential development or portion of a residential development that involves the creation of one or more additional dwelling units or lots that may lawfully be sold individually. A for-sale residential development also includes a condominium conversion as described in Article VII of Chapter 31.

o) "Future Growth Area" is that incorporated area designated by the 2002 General Plan, located north of Boronda Road, and bounded by San Juan Grade Road to the west, Williams Road to the east, and Rogge Road and the future extensions of Russell Road and Old Stage Road to the north.

p) "Inclusionary housing agreement" means an agreement in conformance with Section 17.16 of this article between the city and an applicant, governing how the residential development shall comply with this article.

q) "Inclusionary housing guidelines" means the requirements for implementation and administration of this article adopted by city council.

r) "Inclusionary unit" means a dwelling unit required by this article to be affordable to very low, lower, median, moderate, or workforce income households.

s) "Lower income households" means those households whose annual income, adjusted for household size, does not exceed the low income limits, adjusted for household size, applicable to Monterey County as defined in California Health and Safety Code Section 50079.5 and published annually in Title 25 of the California Code of Regulations, Section 6932 (or its successor provision).

t) "Market rate unit" means a new dwelling unit in a residential development that is not an inclusionary unit.

u) "Median income households" means households whose annual income, adjusted for household size, does not exceed area median income.

v) "Moderate income households" means households whose annual income, adjusted for household size, does not exceed the moderate income limits applicable to Monterey County as

defined in California Health and Safety Code Section 50093 and published annually in Title 25 of the California Code of Regulations, Section 6932 (or its successor provision).

w) "Planning permit" means any discretionary approval of a residential development, including but not limited to a development agreement, general plan amendment, specific or area plan adoption or amendment, zoning, rezoning, pre-zoning, planned development permit, tentative map, parcel map, conditional use permit, or special use permit.

x) "Rental residential development" means any residential development or portion of a residential development that creates one or more additional dwelling units that cannot lawfully be sold individually.

y) "Residential development" means any development project requiring a planning permit or a building permit, if no planning permit is needed, for which an application has been submitted to the city, and where the residential development would either (1) create ten or more additional dwelling units or lots; (2) convert ten or more existing rental dwelling units to condominiums; or (3) is contiguous to property under common ownership or control of the applicant where the combined residential capacity of all of the applicant's property under the General Plan designation or zoning is ten or more additional residential units or lots.

z) "Surplus inclusionary unit" means any inclusionary unit constructed as part of a residential development without city funds or nine percent low income housing tax credits, and which is excess of the numerical requirement for inclusionary units for that residential development. "City funds" include both money which originates directly from the city, such as general fund monies, and that which originates from other sources, such federal and state funds, but that the city allocates. "City funds" also include any waiver of city fees.

aa) "Unit type" means detached single-family home, duplex, triplex, townhome, or multifamily construction.

bb) "Very low-income households" means households whose annual income, adjusted for household size, does not exceed the very low income limits applicable to Monterey County as defined in California Health and Safety Code Section 50105 and published annually in Title 25 of the California Code of Regulations, Section 6932 (or its successor provision).

cc) "Workforce income households" means households whose annual income, adjusted for household size, does not exceed 160 percent of area median income.

17-8. Exemptions

This article shall not apply to any of the following:

a) Projects that are not residential developments as defined in Section 17-7(x), including but not limited to those residential developments creating fewer than ten additional dwelling units or lots.

b) Residential developments which are developed pursuant to the terms of a development agreement executed prior to the effective date of this ordinance or which have otherwise received a vested right to proceed without conforming to this article under state law, provided that such residential developments shall comply with any affordable housing requirements consistent with the development agreement.

c) Residential developments exempted by Government Code section 66474.2 or 66498.1, provided that such residential developments shall comply with any predecessor ordinance in effect on the date the application for the development was deemed complete.

d) Residential developments located in the Downtown Area, unless the city council by resolution determines that, based on market conditions, the provisions of this article will be applied in the Downtown Area.

e) Residential developments that have submitted a complete planning or building permit application along with full payment of required application fees to the city prior to the effective date of this ordinance, provided that such residential developments shall comply with any approved affordable housing plan and any predecessor ordinance applicable to the development.

f) One-hundred percent affordable low-income housing projects with either a recorded deed restriction, restrictive covenant or regulatory agreement of no less than thirty years.

17-9. Basic Inclusionary Housing Options – For-Sale Residential Developments

An applicant for a for-sale residential development may elect to provide one of the basic options described in this section or elect to propose one of the options described in Section 17-13. The requirements of this section are minimum requirements and do not preclude a residential development from providing additional affordable units or affordable units with lower rents or sales prices than required by this section.

Calculations of the number of required inclusionary units shall exclude any density bonus units that are part of the residential development. Fractions of one-half or greater shall be rounded up to the next highest whole number, and fractions of less than one-half shall be rounded down to the next lowest whole number.

a) **On-Site For-Sale Inclusionary Units.** An applicant for a for-sale residential development may elect to provide on-site for-sale inclusionary units at affordable ownership cost as follows:

   (1) Option One: A minimum of four percent of the dwelling units in the residential development shall be affordable to very low income households, eight percent shall be affordable to lower income households, four percent shall be affordable to moderate income households, and four percent shall be affordable to workforce income households, for a minimum twenty percent inclusionary units total.

(2) Option Two: A minimum of six percent of the dwelling units in the residential development shall be affordable to median income households, six percent to moderate income households, and three percent to workforce income households, for a minimum fifteen percent inclusionary units total.

b) **On-Site Rental Inclusionary Units.** An applicant for a for-sale residential development may elect to provide on-site rental inclusionary units at affordable rent as follows:

(1) Option One: A minimum of eight percent of the dwelling units in the residential development shall be affordable to very low income households and four percent shall be affordable to lower income households, for a minimum twelve percent inclusionary units total.

(2) Option Two: If an applicant elects Option One under Section 17-9(a) above, the applicant may elect to provide the very low income units and the lower income units as rental units rather than for-sale unit, so that a minimum of four percent of the dwelling units in the residential development shall be available to very low income households at affordable rent, eight percent shall be available to lower income households at affordable rent, four percent shall be available to moderate income households at affordable ownership cost, and four percent shall be affordable to workforce income households at affordable ownership cost, for a minimum twenty percent inclusionary units total. Under this option, an applicant may elect to pay rental housing impact fees in order to satisfy the rental obligation.

(3) To ensure compliance with the Costa-Hawkins Residential Rent Control Act (Civil Code Section 1954.50 *et seq.*), the city may approve on-site rental inclusionary units only if the applicant agrees in a rent regulatory agreement with the city to limit rents in consideration for a direct financial contribution or a form of assistance specified in Density Bonus Law (Government Code Section 65915 *et seq.*).

(4) Any rent regulatory agreement for rental units in a for-sale residential development shall include provisions for sale of the inclusionary units and relocation benefits for tenants of the inclusionary units if the owner of the residential development later determines to offer the inclusionary units in the residential development for sale at affordable ownership cost.

c) **Payment of In-Lieu Fees.** An applicant for a for-sale residential development may elect to pay in-lieu fees as described in Section 17-14 and adopted from time to time by resolution of the city council.

17-10. Basic Inclusionary Housing Options – Rental Residential Developments

An applicant for a rental residential development may elect to provide one of the basic options described in this section or elect to propose one of the options described in Section 17-13. The requirements of this section are minimum requirements and do not preclude a residential development from providing additional affordable units or affordable units with lower rents or sales prices than required by this section.

a) **Payment of Rental Housing Impact Fees.** An applicant for a rental residential development may elect to pay rental housing impact fees as described in Section 17-14 and adopted from time to time by resolution of the city council. If an applicant chooses to pay rental housing impact fees, the applicant will also make twelve percent of the units within the development available to section 8 housing choice voucher program participants so long as the section 8 housing choice voucher program is in effect.

b) **On-Site Rental Inclusionary Units.** An applicant for a rental residential development may elect to provide on-site rental inclusionary units at affordable rent as follows:

(1) A minimum of eight percent of the dwelling units in the residential development shall be affordable to very low income households and four percent shall be affordable to lower income households, for a minimum twelve percent inclusionary units total.

(2) Calculations of the required number of inclusionary units shall exclude any density bonus units that are part of the residential development. Fractions of one-half or greater shall be rounded up to the next highest whole number, and fractions of less than one-half shall be rounded down to the next lowest whole number.

(3) To ensure compliance with the Costa-Hawkins Act (Chapter 2.7 of Title 5 of Part 4 of Division 3 of the Civil Code), the city may approve on-site rental inclusionary units only if the applicant agrees in a rent regulatory agreement with the city to limit rents in consideration for a direct financial contribution or a form of assistance specified in Chapter 4.3 (commencing with Section 65915) of Division 1 of Title 7 of the Government Code.

(4) An applicant may submit a request to provide different on-site rental percentages and affordability levels in order to comply and satisfy the requirements of the California tax credit allocation committee 4% or 9% low-income housing tax credit programs. Submittal of such request must be reviewed and approved by the city.

c) The city may require on-site rental inclusionary units at such time as current appellate case law in Palmer/Sixth Street Properties, L.P. v. City of Los Angeles (2nd Dist. 2009) 175 Cal.App.4th 1396, is overturned, disapproved, or depublished by a court of competent jurisdiction or modified by the state legislature to authorize control of rents of inclusionary units

17-11. Timing of Construction of Inclusionary Units

a) The city may issue building permits for seventy percent of the market rate units within a residential development before issuing building permits for any inclusionary units. Following issuance of seventy percent of building permits for the market rate units, the inclusionary units shall be constructed in proportion to construction of the market rate units. No building permit shall be issued for any additional market rate unit unless a proportional number of building permits have been issued for inclusionary units, and no certificates of occupancy or final inspections shall be issued for any additional market rate units unless a proportional number of certificates of occupancy or final inspections have been issued for inclusionary units. For example, if inclusionary units constitute twenty percent of the remaining units to be built in

the development after seventy percent of the market-rate units are issued building permits, inclusionary units must constitute twenty percent of the remaining building permits issued.

b) Notwithstanding Section 17-11 (a), the city, at its sole discretion, may issue building permits for 100 percent of market rate units within a residential development before issuing building permits for any inclusionary units if the developer is partnering with an experienced non-profit affordable housing provider. If the applicant elects to propose one of the alternatives described in Section 17-13, the applicant shall propose a phasing plan for construction of inclusionary and market rate units as part of the affordable housing plan.

c) Specific proposed timing of construction of inclusionary and market rate units shall be included in all affordable housing plans.

17-12. Standards for Inclusionary Units

a) Inclusionary units shall be dispersed throughout the residential development, with the same unit types as the market rate units, except for the following:

(1) Inclusionary units affordable to workforce income households may have smaller lots than market rate units.

(2) Inclusionary units affordable to moderate and median income households may built in attached developments. However, at least fifty percent of the units in the attached development must be market rate units.

(3) Rental inclusionary units may be clustered as needed in multifamily or other housing types to provide eligibility for state and federal funding, including housing tax credits, if the affordable housing plan includes a management plan satisfactory to the city, and if approved by the city council.

b) At a minimum, the inclusionary units shall have the same proportion of units with each number of bedrooms as the market rate units (the same proportion of one-bedroom units, of two-bedroom units, etc.).This does not preclude a developer from providing inclusionary units with more bedrooms than is required by this ordinance.

c) Inclusionary units must meet the following minimum standards:

(1) Single Room Occupancy: 250 sf, ¾ bath

(2) Studio: 500 sq. ft., 1 bath

(3) 1 bedroom: 650 sq. ft., 1 bath

(4) 2 bedroom: 900 sq. ft., 1 bath

(5) 3 bedroom: 1100 sq. ft., 1.75 baths

(6) 4 bedroom: 1275 sq. ft., 1.75 baths

A full bathroom includes sink, toilet, and tub with shower. A 0.75 bath includes a sink, toilet, and tub or shower.

d) The quality of exterior design and overall quality of construction of the inclusionary units shall be consistent with the exterior design of the market rate units in the residential development and shall meet all site, design, and construction standards included in Title 17 (Buildings and Construction), Title 19 (Subdivisions), and Title 20 (Zoning) of this Code, including but not limited to compliance with all design guidelines included in applicable specific plans or otherwise adopted by the city council, and the inclusionary housing guidelines.

e) lnclusionary units may have different interior finishes and features than market rate units in the same residential development, as long as the finishes and features are functionally equivalent to the market rate units and are durable and of good quality and comply with the inclusionary housing guidelines. The city may adopt more detailed interior finish or construction standards in the inclusionary housing guidelines.

f) The inclusionary units shall have the same access to and enjoyment of common open space and facilities in the residential development as the market rate units.

17-13. Developers' Compliance Options

As an alternative to the basic inclusionary housing options described in Sections 17-9 and 17-10 of this article, a developer may elect to propose one of the options included in this section. The city at its sole discretion may offer additional incentives or subsidies to achieve more inclusionary units, greater affordability, or more rental units. All options included in this section must be approved by the city council.

a) **Off-Site Construction**. For residential developments within the Future Growth Area, the inclusionary housing requirements of this article may be satisfied by the construction of inclusionary units on a site different from the site of the residential development if the proposal meets all of the following criteria:

(1) The inclusionary units must be built within the Future Growth Area.

(2) The off-site location will not tend to cause racial segregation.

(3) Access to public transportation shall be equal to or better than that available to the residential development.

(4) The proposed site has a General Plan and zoning designation that authorizes residential uses and is zoned at a density to accommodate at least the required number of inclusionary units.

(5) The proposed site is suitable for development of the inclusionary units in regard to configuration, physical characteristics, location, access, adjacent uses, and other relevant planning and development criteria.

(6) Any hazardous materials and geological hazards shall be mitigated to the satisfaction of the city. The site shall not be located in a 100-year flood plain. If federal or state funds are proposed to finance the off-site development, the site must meet all required federal or state, as applicable, environmental standards.

(7) The construction schedule for the off-site inclusionary units shall be included in the affordable housing plan and the inclusionary housing agreement. The off-site inclusionary units shall be constructed prior to or concurrently with the market rate units in the residential development consistent with the proposed construction schedule.

b) **Partnership**. An applicant may elect to contract with another developer with experience in building and managing affordable housing to construct all or some of the required inclusionary units. The inclusionary housing agreement shall contain specific assurances guaranteeing the timely completion of the required inclusionary units, including satisfactory assurances that construction and permanent financing will be secured for the construction of the units within the schedule shown in the affordable housing plan.

c) **Dedication of Land**. The inclusionary housing requirements of this article may be satisfied by the dedication of land in lieu of constructing inclusionary units within the residential development if the proposal meets all of the following criteria:

(1) Marketable title to the site is transferred to the city, or an affordable housing developer approved by the city, prior to the commencement of construction of the residential development.

(2) The location will not tend to cause racial segregation.

(3) Access to public transportation shall be equal to or better than that available to the residential development.

(4) The proposed site has a General Plan and zoning designation that authorizes residential uses and is zoned at a density to accommodate at least the required number of inclusionary units.

(5) The proposed site is suitable for development of the inclusionary units in regard to configuration, physical characteristics, location, access, adjacent uses, and other relevant planning and development criteria, including, but not limited to, the cost of construction arising from the nature, condition, or location of the site.

(6) Any hazardous materials have been mitigated to the satisfaction of the city prior to transfer of title. The site is not located in a 100-year flood plain. The site meets all required federal and state environmental standards.

(7) Infrastructure to serve the dedicated site, including but not limited to streets and public utilities, is available at the property line and has adequate capacity to serve the maximum allowable residential development.

(8) If the property is to be transferred to the city, the deed transferring title does not require the city to construct affordable housing on the site, but allows the city to sell, transfer, lease, or otherwise dispose of the dedicated site at the city's sole discretion. Any funds collected as the result of a sale, transfer, lease, or other disposition of sites dedicated to the city shall be deposited into the inclusionary housing trust fund described in Section 17-17. However generally, it is the city's policy to use the dedicated land for affordable housing.

(9) If the site is to be transferred to an affordable housing developer, the construction schedule for the inclusionary units shall be included in the affordable housing plan and the inclusionary housing agreement.

d) **Transfers of Surplus Inclusionary Units**. For residential developments within the Future Growth Area, the inclusionary housing requirement of this article may be satisfied by the use of surplus inclusionary units if the proposal meets all of the following criteria:

(1) A developer who completes construction and makes available one or more surplus inclusionary units at an affordable rent or affordable ownership cost may utilize those surplus inclusionary units to satisfy the developer's future inclusionary housing requirements within the Future Growth Area for a period of five years after approval of occupancy for the surplus inclusionary unit. During the last year of the first five-year period, developers may apply for one five-year extension, which may be granted at the sole discretion of the city council.

(2) A developer who completes construction and makes available one or more surplus inclusionary units at an affordable rent or affordable ownership cost may alternatively sell or otherwise transfer the surplus inclusionary credit to another developer within the Future Growth Area in order to satisfy, or partially satisfy, the transferee's inclusionary housing requirements.

(3) Any surplus inclusionary unit proposed to meet the inclusionary housing requirements of another residential development must have the same tenure (rental or ownership) and at least as many bedrooms as the required inclusionary unit and otherwise meets all requirements of Section 17-12.

(4) The city may develop more detailed implementation standards and requirements for credits and transfers as part of the inclusionary housing guidelines.

e) **Other Options.** A developer may propose an option not listed above to comply with inclusionary housing requirements. Such proposals shall be made in the affordable housing plan, shall be considered by the city in accordance with this article and the inclusionary housing guidelines, and may be approved by the city if the alternative method of compliance either provides substantially the same or greater level of affordability or the amount of affordable

housing as would be required by the basic options listed in Sections 17-9 and 17-10, or provides fewer units with deeper affordability.

17-14. In-Lieu Fees and Rental Housing Impact Fees

a) The city council may from time to time adopt by resolution housing in-lieu fees for for-sale residential developments and rental housing impact fees for rental residential developments.
b) Payment of in-lieu fees and rental housing impact fees shall be due at the issuance of building permits for the residential development. The fees shall be calculated based on the fee schedule in effect at the time the building permit is issued.

c) All in-lieu fees and rental housing impact fees shall be deposited in the inclusionary housing trust fund.

17-15. Continuing Affordability and Initial Occupancy

a) The city council, by resolution, shall approve standard documents to ensure the continued affordability of the inclusionary units approved in each residential development. Prior to approval of the final or parcel map for any residential development, or issuance of any building permit, the inclusionary housing agreement shall be recorded.

b) Rental regulatory agreements shall be recorded against all rental inclusionary units prior to occupancy. For for-sale inclusionary units, shared appreciation documents or other documents approved by the city council shall be recorded against each inclusionary unit prior to sale. However, if the price of the market rate units in that phase of the residential development is equal to or below the affordable ownership cost for a median, moderate, or workforce income household, then no documents need be recorded against the inclusionary units in the relevant income category.

c) The term of affordability for all inclusionary units shall be thirty years. A longer term of affordability may be required if the residential development receives a subsidy of any type, including but not limited to loan, grant, mortgage financing, mortgage insurance, or rental subsidy, and the subsidy program requires a longer term of affordability.

d) All promissory note repayments, shared appreciation payments, or other payments collected under this section shall be deposited in the city's inclusionary housing trust fund.

e) Any household that occupies an inclusionary unit must occupy that unit as its principal residence.

f) No household may begin occupancy of an inclusionary unit until the household has been determined to be eligible to occupy that unit. The city council, by resolution, may establish guidelines for determining household income, affordable ownership cost, affordable rent, provisions for continued monitoring of tenant eligibility, and other eligibility criteria.

g) Any person who is a member of the city council or the planning commission, and their immediate family members, and any person having any equity interest in the residential development, including but not limited to a developer, partner, investor, or applicant, and their immediate family members, is ineligible to rent, lease, occupy, or purchase an inclusionary unit. The city council, by resolution, may establish guidelines for determination of "immediate family members."

17-16. Affordable Housing Plan Submittal and Inclusionary Housing Agreement.

a) An affordable housing plan shall be submitted as part of the application for first approval of any residential development. No application for a first approval for a residential development may be deemed complete unless a complete affordable housing plan is submitted. If the residential development includes fewer than 10 units, the affordable housing plan shall include all contiguous property under common ownership and control. However, the applicant shall not be required to construct any dwelling units upon the contiguous property until an application is proposed for that property. No affordable housing plan shall be required if the applicant proposes to pay in-lieu fees or rental housing impact fees to satisfy the requirements of this article.

b) For each construction phase, the affordable housing plan shall specify, at the same level of detail as the application for the residential development: the inclusionary housing option selected, the number, unit type, tenure, number of bedrooms and baths, approximate location, construction and completion schedule of all inclusionary units, and phasing of inclusionary units in relation to market rate units. If an option listed in Section 17-13 is selected, additional information shall be submitted to verify that the proposal meets the requirements of that section.

c) The affordable housing plan shall be reviewed as part of the first approval of any residential development. The affordable housing plan shall be approved if it conforms to the provisions of this article. A condition shall be attached to the first approval of any residential development to require recordation of the inclusionary housing agreement described in subsection (e) of this section prior to the approval of any final or parcel map or building permit for the residential development.

d) A minor modification of an approved affordable housing plan may be granted by the city manager if the modification is substantially in compliance with the original affordable housing plan and conditions of approval. Other modifications to the affordable housing plan shall be processed in the same manner as the original plan.

e) Following the first approval of a residential development, the city shall prepare an inclusionary housing agreement providing for implementation of the affordable housing plan and consistent with the inclusionary housing guidelines. Prior to the approval of any final or parcel map or issuance of any building permit for a residential development subject to this article, the inclusionary housing agreement shall be executed by the city and the applicant and recorded against the entire residential development property to ensure that the agreement will be enforceable upon any successor in interest. If the affordable housing plan included contiguous

property under common ownership or control, and affordable housing will be required on the property under common ownership or control when that contiguous property is developed, the inclusionary housing agreement shall also be recorded against that contiguous property under common ownership or control and shall require compliance with this article upon development of that contiguous property at such time as there are planning permit applications that would authorize a total of ten or more residential units for the residential development and the contiguous property under common ownership or control.

f) The city council, by resolution, may establish fees for the ongoing administration and monitoring of the inclusionary units, which fees may be updated periodically, as required.

17-17. Inclusionary Housing Trust Fund.

a) All in-lieu fees, rental housing impact fees, monitoring and other fees, promissory note repayments, shared appreciation payments, or other funds collected under this article shall be deposited into a separate account to be designated as the inclusionary housing trust fund.
b) The monies in the inclusionary housing trust fund and all earnings from investment of the monies in the inclusionary housing trust fund shall be expended exclusively to provide housing affordable to very low income, lower income, median income, moderate income, and workforce income households in the city of Salinas.

17-18. Waiver

a) Notwithstanding any other provision of this article, the requirements of this article may be waived, adjusted, or reduced if an applicant shows, based on substantial evidence, that applying the requirements of this article to the proposed residential development would take property in violation of the United States or California Constitutions.

b) Any request for a waiver, adjustment, or reduction under this section shall be submitted to the city concurrently with the affordable housing plan. The request for a waiver, adjustment, or reduction shall set forth in detail the factual and legal basis for the claim.

c) The request for a waiver, adjustment, or reduction shall be reviewed and considered in the same manner and at the same time as the affordable housing plan. In making a determination on an application for waiver, adjustment, or reduction, the applicant shall bear the burden of presenting substantial evidence to support the claim. The city may assume each of the following when applicable:

(1) That the applicant will provide the most economical inclusionary units feasible, meeting the requirements of this article and the inclusionary housing guidelines.

(2) That the applicant is likely to obtain housing subsidies when such funds are reasonably available.

d) The waiver, adjustment or reduction may be approved only to the extent necessary to avoid an unconstitutional result, after adoption of written findings based upon the advice of the city attorney and based on substantial evidence.

17-19. Implementation and Enforcement

a) The city council may adopt inclusionary housing guidelines, by resolution, to assist in the implementation of all aspects of this article.

b) The city attorney shall be authorized to enforce the provisions of this article and all inclusionary housing agreements, regulatory agreements, covenants, resale restrictions, promissory notes, deed of trust, and other requirements placed on inclusionary units by civil action and any other proceeding or method permitted by law. The city may, at its discretion, take such enforcement action as is authorized under this code and/or any other action authorized by law or by any regulatory document, restriction, or agreement executed under this article.

c) Failure of any official or agency to fulfill the requirements of this article shall not excuse any applicant or owner from the requirements of this article. No permit, license, map, or other approval or entitlement for a residential development shall be issued, including without limitation a final inspection or certificate of occupancy, until all applicable requirements of this article have been satisfied.

d) The remedies provided for herein shall be cumulative and not exclusive and shall not preclude the city from any other remedy or relief to which it otherwise would be entitled under law or equity.

SECTION THREE: SEVERABILITY

If any clause, sentence, section, or part of this article, or any fee or requirement imposed upon any person or entity, is found to be unconstitutional, illegal, or invalid, such unconstitutionality, illegality, or invalidity shall affect only such clause, sentence, section or part, or such person or entity, and shall not affect or impair any of the remaining provisions, clauses, sentences, sections, or parts or the effect of this article on other persons or entities. It is hereby declared to be the intention of the city council that this article would have been adopted had such unconstitutional, illegal, or invalid clause, sentence, section, or part not been included herein, or had such person or entity been expressly exempted from the application from the application of this article.

SECTION FOUR: EFFECTIVE DATE.
This ordinance shall take effect and be in force thirty (30) days after its adoption by the city council.

SECTION FIVE: PUBLICATION.

The Clerk of the City of Salinas published a notice in The Californian, a newspaper of general circulation printed and published in Monterey County and published and circulated in the City of Salinas, within ten (10) days from its adoption.

The foregoing ordinance was duly introduced and read before the City Council of the City of Salinas, County of Monterey, at the regular meeting of the City Council held on 16th day of May 2017, and adopted at a regular meeting of said Council held on the 6th, day of June, 2017, by the following vote:

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

NOES: None

ABSTAIN: None

ABSENT: None

APPROVED:

Joe Gunter, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

APPROVED AS TO FORM:

Christopher A. Callihan, City Attorney

Class	City Attorney	City Manager	Community Development Dir	Finance Director	Lib/Community Svc Dir	Planning Manager	Public Works Director	Senior Planner	Grand Total
Loaded Hourly Rate	$ 156.31	$ 183.12	$ 129.66	$ 136.52	$ 121.53	$ 101.19	$ 119.87	$ 71.95	
Meetings	18	15	17	17	15	18	18	18	
2 hrs per meeting	2	2	2	2	2	2	2	2	
Review time	10	2	7	5	4	10	10	10	
Other Time								41	
Total Cost for Staff Time	7,190	5,860	5,316	5,324	4,132	4,655	5,514	6,260	**44,251**

(# meetings x 2 hrs) + review and other hrs.) x hourly rate

CITY OF SALINAS
FUTURE GROWTH AREA
ACCOUNTS RECEIVABLE
June 30, 2017-Matsui's Acreage updated

	Acreage	*% Total Acres*	*% Participating*	*Expenditures thru 06/30/12*	*Payments thru 06/30/12*	*Payments from 2008 Trust Acct*	*Interests/ Adjustments*	*Amount Due 06/30/17*
Participating:								
East								
Global as Investments					(31,810.83)			(31,810.83)
Wayland/Hardy	461.52	18.78%	21.04%	585,105.68	(533,509.78)	(16,401.00)	(18,769.95)	16,424.95
Andrus	302.72	12.32%	13.80%	383,782.27	(123,073.28)	(10,754.70)	29,065.93	279,020.22
	764.24			968,887.95	(688,393.89)	(27,155.70)	10,295.98	263,634.34
West								
Glover/Barbara Emlay					(296.11)		(952.79)	(1,248.90)
Rexford	158.59	6.45%	7.23%	201,057.18	(184,455.43)	(6,399.00)	(6,747.68)	3,455.07
Sabrana-Nucci Ranch	117.95	4.80%	5.38%	149,534.61	(128,815.27)	(4,759.00)	(2,467.10)	13,493.24
Kantro	154.04	6.27%	7.02%	195,288.78	(182,298.20)	(6,214.00)	(3,419.23)	3,357.35
Bondesen	99.55	4.05%	4.54%	126,207.47	(120,664.58)	(4,016.00)	(2,022.73)	(495.84)
Harden Foundation (Harrod)	72.58	2.95%	3.31%	92,015.45	(74,366.43)	(2,927.00)	(2,951.00)	11,771.02
Madalora	108.32	4.41%	4.94%	137,325.90	(140,779.90)	(4,369.00)	9,598.66	1,775.66
Mortensen	53.94	2.20%	2.46%	68,384.04	(69,513.66)	(2,174.70)	1,600.74	(1,703.58)
	764.97			969,813.43	(901,189.58)	(30,858.70)	(7,361.13)	30,404.02
Central								
Christensen	151.39	6.16%	6.90%	191,929.17	(118,670.89)	(6,817.67)	14,543.24	80,983.85
Creekbridge	297.54	12.11%	13.56%	377,215.17	(294,294.77)		(18,614.19)	64,306.21
Matsui	215.33	8.76%	9.82%	272,991.00				272,991.00
	664.26			842,135.34	(412,965.66)	(6,817.67)	(4,070.95)	418,281.06
Subtotal Participating	**2,193.47**		**100.00%**	**2,780,836.72**	**(2,002,549.13)**	**(64,832.07)**	**(1,136.10)**	**712,319.42**
Non-Participating:								
East								
Matsui	53.25	2.17%						
Shibata	53.25	2.17%						
Gabilan Knights	16.98	0.69%						
Carlon	11.46	0.47%						
Clark	13.44	0.55%						
Calleros	5.61	0.23%						
First Free Will Baptist	10.43	0.42%						
	164.42							
West								
SUHSD	37.91	1.54%						
Piffero	0.78	0.03%						
Santa Rita Union School D	11.46	0.47%						
Glover	1.71	0.07%						
	51.86							
Central								
Avila	0.51	0.02%						
Settrini	46.74	1.90%						
	47.25							
Subtotal Non Participating	263.53							
Total	2,457.00	100.00%						

The Economics of Land Use

Fiscal Impact of Salinas' WASP and CASP Future Growth Areas

Prepared for:

The City of Salinas

Prepared by:

Economic & Planning Systems, Inc.

Date:

July 26, 2018

EPS #161122

Economic & Planning Systems, Inc.
One Kaiser Plaza, Suite 1410
Oakland, CA 94612-3604
510.841.9190 tel
510.740.2080 fax

Oakland
Sacramento
Denver
Los Angeles

www.epsys.com

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1. INTRODUCTION AND FINDINGS

Study Overview

This study has been conducted by Economic & Planning Systems, Inc. (EPS) for the City of Salinas to provide a fiscal impact analysis for the City's contemplated development in the growth areas. Specifically, this report evaluates the fiscal implications of new growth envisioned in the two of Salinas' future growth areas - the West Area Specific Plan (WASP) and the Central Area Specific Plan (CASP). Both specific plans are located on the north edge of the city and will be developed under the principals of new urbanism in a mixed-use setting encompassing residential units at various densities, retail, and office uses.

The fiscal impact analysis is focused on the City's General Fund budget, comparing the costs of providing public services and maintaining public facilities with the primary revenue sources available to cover these expenditures over time. The focus is on the fiscal impacts during the buildout of the two specific plans and at their buildout. Location and type of growth can have important fiscal implications for the General Fund. Consequently, this study is based on land use projections that distinguish density, product type, and other characteristics of new development. The primary goal of the fiscal impact analysis is to quantify the impact of each specific plan on the City's long-term fiscal health and to inform policy formulation related to the City's potential risk exposure and performance as this growth takes place. This analysis is also designed to ensure that both specific plans are fiscally sustainable over their buildout and thereafter and inform the development agreement terms with developers. To do so, this analysis includes three scenarios – baseline, conservative, and optimistic. These scenarios are designed to bracket a range of potential outcomes given the variance in assumptions.

The analysis is based on a number of sources, including the City's Fiscal Year 2016-2017 Adopted Operating Budget, information on the development program and lease rates provided by the Developer, other in-house and publicly available data sources, interviews with developers, and EPS's prior work experience in Salinas and similar jurisdictions. The market assumptions are based on the EPS market study completed for the Project in 2016 and updated on September 20, 2017. The estimates in this analysis depend on factors such as timing and absorption of new development, market performance, economic conditions, and budgetary conditions. All results are expressed in constant 2017 dollars.

It should be noted that fiscal results (annual surpluses or deficits) are simply indicators of fiscal performance; they do not mean that the City will accordingly have surplus revenues or deficits because it must have a balanced budget each year. Persistent shortfalls shown in a fiscal impact analysis may indicate the need to reduce service levels or obtain additional revenues; persistent surpluses will provide the City with resources to improve overall service levels or reduce liabilities, or to address deferred maintenance. This analysis is designed to inform growth policies and should not be used for actual budgeting purposes. Thus, the results should not be used as a basis for making actual, department level staffing decisions or annual revenue estimates.

Project Background

The City of Salinas was incorporated in 1874 with urban development gradually emanating outwards from a historic downtown center that originally served as the focal point of regional commerce. Salinas is the largest City in Monterey County, with a population of over 160,000 residents, accounting for approximately 37 percent of the County's total and the largest share of growth, in absolute terms, over time. With 23 square miles, it is also a relatively geographically expansive City with substantial remaining development capacity. The City's municipal finance position has been significantly affected by the Great Recession, combined with increasing pension liabilities, and the City has been slow to recover in terms of its ability to provide service levels with costs outpacing revenues. Competitive elements of Salinas are, in part, attributed to the lower cost of housing and availability of land.

The City of Salinas has been planning to accommodate new growth in the Future Growth Area, consisting of three Specific Plans: the West Area Specific Plan, the Central Area Specific Plan, and the East Area Specific Plan (EASP) located north of Boronda Road. The Future Growth Area has been annexed to the City and comprises about 2,460 acres of mostly agricultural land. This analysis focuses on the WASP and CASP (Project areas), which are likely to move forward with development sooner than EASP. The WASP and CASP areas are undergoing respective Environmental Impact Reports and envision development based on new urbanism with a mix of uses and densities. The WASP and CASP areas provide a strategic opportunity for the City to continue capturing a share of the regional population and employment growth in a financially and environmentally sustainable manner. The plans are assumed to be built over the next 15 to 30 years.

Key Findings

1. ***Under all scenarios, the development is expected to result in a positive net fiscal impact on the City's General Fund with new revenues from the Project sufficient to cover cost increases to the City.*** These net annual fiscal impacts are estimated to range between $2.4 and $5.9 million a year at buildout. During development, the Project is also likely to result in net fiscal benefits with revenues exceeding costs across all scenarios. However, in early years or to the extent that key economic or fiscal factors deteriorate significantly, occasional fiscal deficits are possible.
2. ***General Fund revenues will come from a number of sources, though property taxes will make up the majority of the City's new revenues.*** Property tax revenues will attribute to about 40 percent of the revenue total, followed by property tax in lieu of VLF, sales and use taxes, and utility user taxes. These revenues will vary over time due to changes in economic and budgetary conditions.
3. ***Police and Fire expenditures compromise the largest annual expenditures to the City's General Fund.*** Specifically, public safety will account for about three-quarters of total costs, followed by parks and community services, library, and public works categories. This analysis is based on the City's existing average costs and does not factor in external factors, such as future union renegotiations and rising City contribution to the employee pension costs.

4. ***The growth rate and land use mix of new development will determine the extent of the fiscal benefits from the Project.*** To the extent absorption and level of new commercial growth will be below that assumed in this analysis, fiscal benefits determined from the Project will take longer to realize.

5. ***The Project will not have any material impacts on the three school districts in the Project area.*** This is because all three school districts are "revenue limit", where the State provides a funding on a per student basis[1]. While the Project will generate additional property taxes for the three districts, the State will backfill any potential shortfalls.

[1] Revenue limit school districts receive school funding on a per unit of average daily attendance (ADA) basis under California's school finance system.

Table 1 Annual Fiscal Impact Summary

Item	Annual Total at Stabilization (1)		
	Conservative	Baseline	Optimistic
General Fund Revenues			
Property Taxes	$5,919,000	$7,475,000	$9,761,000
Property Tax in Lieu of VLF	$2,690,000	$3,194,000	$3,835,000
Property Transfer Tax	$81,000	$103,000	$133,000
Sales & Use Tax (2)	$1,875,000	$2,280,000	$2,799,000
License & Permits	$207,000	$215,000	$222,000
Utility User Tax	$2,064,000	$2,144,000	$2,217,000
Business License Tax	$146,000	$170,000	$170,000
Fines, Forfeitures, and Penalties	$11,000	$12,000	$12,000
Franchise Fees	$1,417,000	$1,472,000	$1,522,000
Charges for Service	$662,000	$688,000	$711,000
Total Revenues	**$15,072,000**	**$17,753,000**	**$21,382,000**
General Fund Expenditures			
General Government	$152,000	$158,000	$163,000
City Attorney	$41,000	$43,000	$45,000
City Council	$10,000	$10,000	$11,000
Housing and Community Development	$225,000	$234,000	$242,000
Finance	$199,000	$206,000	$213,000
Fire	$3,296,000	$3,414,000	$3,533,000
Parks and Community Services	$936,000	$969,000	$1,003,000
Library	$616,000	$640,000	$662,000
Non-Departmental	$274,000	$285,000	$294,000
Police	$6,384,000	$7,178,000	$8,789,000
Public Works	$517,000	$537,000	$555,000
Total Expenditures	**$12,650,000**	**$13,674,000**	**$15,510,000**
Net Fiscal Impact	**$2,422,000**	**$4,079,000**	**$5,872,000**

(1) Stabilization is assumed one year after buildout. A period of 31 years is assumed for stabilization based on absorption assumptions by land use.

(2) Includes Measure G and V revenue.

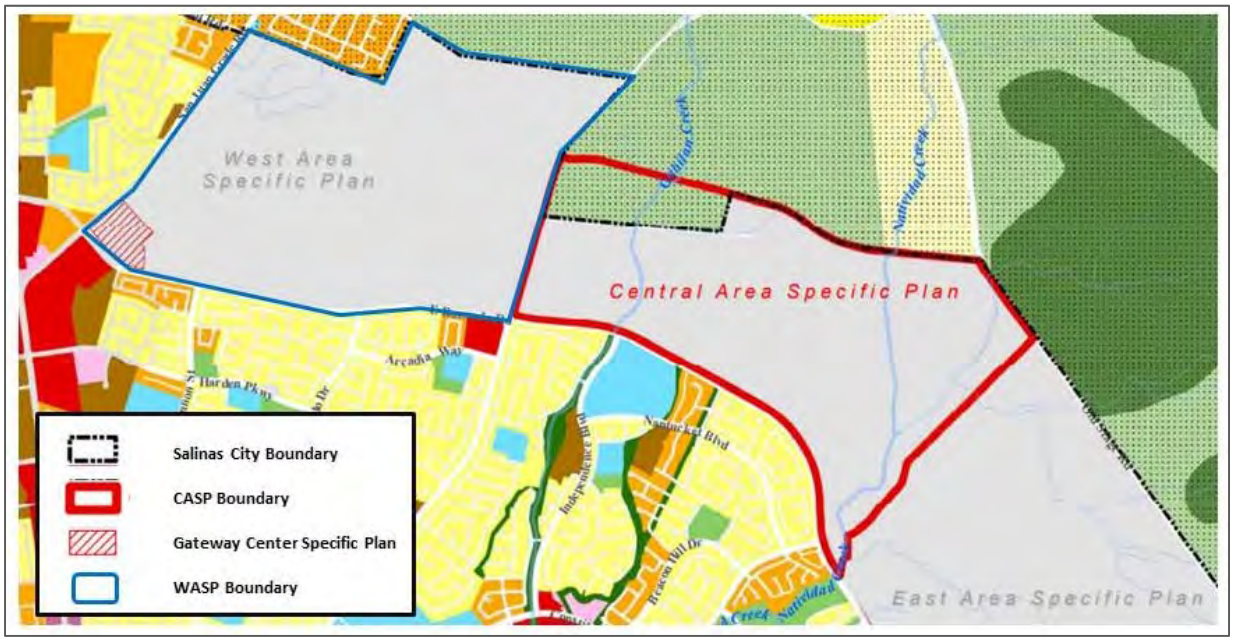
2. PROJECT DESCRIPTION AND KEY ASSUMPTIONS

This chapter provides a description of the proposed development of WASP and CASP, the fiscal impact of which is analyzed in this report and described in the subsequent chapter.

Planning Context

In 1986, the City of Salinas entered into the Boronda Memorandum of Understanding (MOU) with the County of Monterey. The purpose of this MOU was the preserve the best agricultural land, while designating other land as areas for future urban growth. In 2006, the MOU was replaced by the Greater Salinas Area MOU, which caused Salinas to amend its Sphere of Influence to include the Future Growth Areas (FGAs). Subsequently, the North of Boronda FGA, including the WASP and most of the CASP areas, was formally annexed to the City in 2008 and zoned as New Urbanism Interim (NI) with a specific plan overlay district. This FGA has been divided by the City into three separate Specific Plan areas: the West Area (WASP), the Central Area (CASP), and the East Area (EASP) with a forth area specifically carved out of the WASP and referred to as the Gateway Center Specific Plan (GCSP).[2] The map of these areas is shown in **Figure 1**.

Figure 1 WASP and CASP Areas



[2] The GCSP area is roughly 20 acres and located at the intersection of Boronda Road and San Juan Grade. It was created to facilitate the development of a large commercial center.

This analysis is focused on the WASP and CASP areas. Currently, both areas are used as agricultural land with row crop agriculture amongst various nature features such as creeks, tributaries, and bluffs. There are some built structures located sparsely throughout the FGA, mostly residences, barns, and limited infrastructure.

The CASP area consists of 760 acres, the majority of which is located within the Salinas incorporated City limits, although a portion of the northwest corner of the CASP area has not yet been annexed to the City. CASP is bounded by Natividad Road to the west, Boronda Road to the south, Old Stage Road to the east, and the future extension of Russell Road will be the northern boundary. Directly to the west of CASP is the WASP area. The WASP area is comprised of 797 acres amongst 13 parcels with various property owners. The WASP area is fully located within City limits. The areas is bounded by San Juan Grade Road to the west, Boronda Road to the south, Natividad Rad to the east, and Rogge Road to the north.

Both the WASP and CASP areas are envisioned to be designed under the principles of New Urbanism and Traditional Neighborhood Development. These principles aim to incorporate civic buildings and commercial establishments within walking distance of private homes and create walkable, mixed-use, human-scale communities. The WASP and CASP planning documents envision the development of the project site being built out with about 7,500 to 8,000 residential units at various densities and sizes. Additionally, up to one million square feet of commercial uses are envisioned on site consisting of retail and office, as shown in **Tables 2** and **3.**[3] The majority of commercial uses are planned for retail with some office development envisioned in the CASP. At buildout, the two areas will support the addition of 29,000 residents and 1,600 employees (see **Table 4**). The plans are assumed to be built over the next 15 to 30 years.

Sensitivities

During and after the buildout of the WASP and CASP, the City's financial performance will be affected by ongoing revenues and service expenditures. Assessment of fiscal performance of new development will be particularly important given the rapid General Fund cost escalation trend in the City over the last decade, significantly outpacing the growth in revenue. In this context, fiscal impacts should be carefully evaluated on the operating budgets to ensure that new growth does not cause any adverse fiscal impacts going forward. However, many market and fiscal factors are uncertain while the development program for the CASP is not fully defined. To test fiscal impacts given this level of uncertainty, EPS established three potential scenario outcomes. These outcomes include conservative, baseline, and optimistic scenarios designed to bracket a range of likely results. Key assumptions across the three scenarios are shown in **Table 2**. Detailed fiscal estimates for the baseline scenario are shown in **Appendix A**, for the conservative scenario in **Appendix B**, and for the optimistic scenario in **Appendix C**.

[3] Development potential subject to change upon completion of the most recent Central Area Specific Plan.

Table 2 Summary of Key Assumptions by Scenario

Item	Scenario		
	Conservative	Baseline	Optimistic
Residential Development - CASP (units) (1)			
Low Density	1,245	1,349	1,453
Medium Density	680	720	760
High Density	408	437	466
Mixed Use Residential	1,002	1,104	1,207
Residential Development - WASP (units)			
Low Density	1,361	1,361	1,361
Medium Density	1,803	1,803	1,803
High Density	1,085	1,085	1,085
Mixed Use Residential	91	91	91
Commercial Development			
Retail Total (sq.ft.)	696,000	696,000	696,000
Office Total (sq.ft.)	0	67,200	67,200
Annual Absorption (2)			
Residential (units)	300	300	300
Retail (sq.ft.)	16,000	24,000	32,000
Office (sq.ft.)	0	22,400	22,400
Market Values (3)			
Residential (per unit)			
Low Density	$480,000	$600,000	$720,000
Medium Density	$400,000	$500,000	$600,000
High Density / Mixed Use	$320,000	$400,000	$480,000
Affordable Housing Provided (4)			
VLI (50% of AMI)	4%	4%	0%
LI (80% of AMI)	8%	8%	0%
Mod (110%-120% of AMI)	4%	4%	0%
Workforce (150% - 160% of AMI)	4%	4%	0%
Commercial (per sq.ft.) (5)			
Retail	$280	$350	$420
Mixed Use Retail	$280	$350	$420
Mixed Use Office	$0	$190	$230
Measure G Remains	no	no	yes
Sworn Officer Service Level			
per 1,000 residents	1.00	1.09	1.30

(1) Based on an interim draft of the CASP document (dated June 2015) provided by Salinas' Planning Department Staff.

(2) Conservative and Baseline absorption estimates are based on the Market Study, the Optimistic rate is reflective of the WASP / CASP plans.

(3) Baseline scenario is based on market study with Conservative and Optimistic reflecting 20 % deviations from the Baseline.

(4) Conservative and base case scenarios assume inclusionary units provided onsite with option 1 for affordability with 50% of low income and 10% of moderate and workforce housing units assumed as ownership. The optimistic scenario assumes that developers pay an in-lieu fees and/or affordable units are delivered offsite.

(5) Baseline prices are based on cap rates of 7% for retail and 6.5% for office; other two scenarios are based on the cap rate deviations of 100 basis points.

Table 3 Summary of Commercial Development Scenarios

Item	Scenario		
	Conservative	Baseline	Optimistic
CASP			
Retail	121,584	121,584	121,584
Mixed Use Retail	19,422	19,422	19,422
Office	0	67,200	67,200
Total	**141,006**	**208,206**	**208,206**
WASP			
Retail	165,090	165,090	165,090
Mixed Use Retail	389,904	389,904	389,904
Office	0	0	0
Total	**554,994**	**554,994**	**554,994**

Table 4 CASP & WASP New Resident and Service Population Estimates

Item	Annual Total at Stabilization		
	Conservative	Baseline	Optimistic
WASP			
Residents			
Total Number of Units	4340	4340	4340
Persons / HH	3.66	3.66	3.66
Total of New Residents	15,884	15,884	15,884
Employees			
Retail SqFt	554,994	554,994	554,994
Employee Density	500	500	500
Total New Employees	1,110	1,110	1,110
New Resident Population WASP	15,884	15,884	15,884
New Service Population WASP	16,439	16,439	16,439
CASP			
Residents			
Total Number of Units	3,335	3,610	3,886
Persons / HH	3.66	3.66	3.66
Total of New Residents	12,206	13,213	14,223
Employees			
Retail SqFt	141,006	141,006	141,006
Employee Density	500	500	500
Sub-Total New Retail Employees	282	282	282
Office Sqft	0	67,200	67,200
Employee Density	300	300	300
Sub-Total New Office Employees	0	224	224
Total New Employees	282	506	506
New Resident Population CASP	12,206	13,213	14,223
New Service Population CASP	12,347	13,466	14,476
TOTAL (WASP & CASP)			
New Resident Population	28,091	29,097	30,107
New Service Population	28,787	29,905	30,915

Sources: California Department of Finance 2016; West Area Specific Plan EIR; Central Area Specific Plan EIR; Economic & Planning Systems, Inc.

Development Program

CASP

The base scenario plans a total of 3,610 residential units in the CASP area, 37 percent of which are low density, 20 percent medium density, 12 percent high density, and 31 percent in mixed-use buildings. However, because these numbers are not fully entitled, the other two scenarios test an alternative residential unit count. Specifically, the Conservative CASP plan assumes 3,335 residential units and the optimistic scenario assumes 3,886 residential units, with both scenarios sharing the same proportions of unit densities as the baseline scenario. In terms of commercial space, all scenarios assume 140,000 square feet of retail space (offered in both stand-alone and mixed-use formats), though its absorption varies. Additionally, the baseline and conservative scenarios assume 67,00 square feet of office space. The conservative scenario assumes no office space, as shown in **Table 3**.

WASP

The WASP area plan assumes 4,340 residential units across all scenarios with 31 percent low density, 42 percent medium density, 25 percent high density and 2 percent mixed-use. Under the baseline scenario, this analysis assumes 555,000 square feet of retail with 70 percent delivered in mixed-use format. The conservative and optimistic scenarios assume the same total amount of retail as the baseline but vary in annual absorption assumptions, as shown in **Table 3**.

3. FISCAL IMPACT ON THE CITY'S GENERAL FUND

This chapter describes the methodology and key assumptions used in calculating the impact of the proposed Project on the City of Salinas' General Fund. The forecasting approach is shown in **Table 5** for the General Fund Revenue and **Table 6** for the General Fund Expenditure. For each revenue and expenditure item, EPS used the most appropriate forecasting methodology available with various approaches described below.

- **Per Daytime Population.** The relative impacts of employment and population are compared and used to estimate total service population. An employee is only likely to access services during non-work hours and therefore has a significantly lower impact than the residential population. For departments affected by daytime population, EPS assumes that the cost to provide services to one worker is equivalent to half of the cost of providing the same service to one resident.
- **Per Employee Population.** Some revenue items, business license tax revenue in particular, are most appropriately estimated on a per-employee basis since tax is levied based on metrics not impacted by number of residents.
- **Not Impacted.** Some budget items are not estimated because certain City revenues and expenditures are not affected by new development associated with this Project, such as Reserve Transfers and Charges for Services.
- **Other.** A case study approach is used to calculate budget items for which none of the above approaches is deemed appropriate, such as property and sales taxes.

Estimates of the existing resident and service population of the City of Salinas are shown in **Table 7**.

Table 5 General Fund Revenue Estimating Methodology

Item	General Fund Revenue	Estimating Methodology	Factor	
Property Taxes	$14,107,900	Case Study	NA	
Property Tax in Lieu of VLF	$11,552,200	Case Study	NA	
Property Transfer Tax	$290,000	Case Study	$0.55	Per $1,000 Property Valu
Sales & Use Tax (2)	$27,342,000	Case Study	2.5%	Local Sales Tax Rate
Transient Occupancy Tax (3)	$2,550,000	Not Estimated	NA	
License & Permits	$1,252,100	Service pop	$7.19	Daytime Population
Utility User Tax	$12,494,000	Service pop	$71.71	Daytime Population
Business License Tax	$4,720,000	Employment	$105.85	Per Employee
Fines, Forfeitures, and Penalties	$68,400	Service pop	$0.39	Daytime Population
Use of Money and Property	$454,800	Not Estimated	NA	
Franchise Fees	$8,580,000	Service pop	$49.24	Daytime Population
Charges for Services	$4,007,700	Service pop	$23.00	Daytime Population
Subtotal	**$87,419,100**			
Other Revenues				
Intergovernmental	$673,400	Not Estimated	NA	
Other Revenue	$132,000	Not Estimated	NA	
Subtotal	**$805,400**			
Total General Fund Revenues	**$88,224,500**			

Source: City of Salinas 2016 - 2017 Adopted Operating budget.

Table 6 General Fund Expenditure Estimating Methodology

Item	General Fund Expenditures	Measure G	Measure V	Total	Estimating Methodology			
General Government (1)	$2,923,325	$492,433	$260,598	$3,676,356	25%	Variable	$5.27	per Daytime Populatio
City Attorney	$994,193	$0	$10,000	$1,004,193	25%	Variable	$1.44	per Daytime Populatio
City Council	$238,310	$0	$0	$238,310	25%	Variable	$0.34	per Daytime Populatio
Housing and Community Dev't	$4,590,216	$475,720	$384,455	$5,450,391	25%	Variable	$7.82	per Daytime Populatio
Finance	$4,268,340	$477,060	$62,000	$4,807,400	25%	Variable	$6.90	per Daytime Populatio
Fire	$18,232,737	$1,290,370	$737,265	$20,260,372	N/A	Case Study		N/A
Parks and Community Service	$848,913	$794,700	$1,087,355	$2,730,968	N/A	Case Study		N/A
Library	$0	$0	$4,972,611	$4,972,611	75%	Variable	$21.40	per Daytime Populatio
Non-Departmental	$6,423,560	$10,000	$201,300	$6,634,860	25%	Variable	$9.52	per Daytime Populatio
Police	$37,274,438	$4,910,656	$3,509,651	$45,694,745	N/A	Case Study		N/A
Public Works (2)	$9,856,374	$1,515,724	$1,147,536	$12,519,634	25%	Variable	$17.96	per Daytime Populatio
TOTAL	**$85,650,406**	**$9,966,663**	**$12,372,771**	**$107,989,840**				

(1) Includes City Manager, Community Safety, City Clerk, Human Resources, and Economic Development.

(2) Reflects an adjustment for the lighting and landscaping district envisioned to fund a large share of the operating cost.

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget.

Table 7 Salinas Citywide Assumptions

Item	Total	Source
Housing Units & Households		
Housing Units	43,077	DOF 2016
Owner-Occupied	43%	ACS 2011-2015
Renter-Occupied	57%	ACS 2011-2015
Occupied HHs	41,398	DOF 2016
Persons / HH (1)	3.836	DOF 2016 (not used in this study)
	3.66	Census 2010 (used in this study)
	3.67	Public Services and Facilities Financing Plan, 2007 (not used in this stu
Population & Employment		
Population	161,042	DOF 2016
Employed Residents	51,626	LEHD 2014
Employed in Salinas	18,196	LEHD 2014
Employed Elsewhere	33,430	LEHD 2014
Employment in Salinas	44,591	LEHD 2014
by Residents	18,196	LEHD 2014
by Non-Residents	26,395	LEHD 2014
Daytime Population (2)	174,240	Census 2010 / LEHD 2014

(1) There are several public sources for this data.

(2) Calculated by adding total residential population and one-half of non-resident employment.

Sources: CA Department of Finance 2016, American Community Survey 5-year estimates, Census 2010, Public Services and Facilities Financing Plan, 2007, Longitudinal Employer-Household Dynamics Study 2014, and Economic & Planning Systems, Inc.

General Fund Revenues

This section describes the methodology and assumptions used for each revenue item estimated in this analysis. Several General Fund revenue items are not forecasted because the Project is not expected to affect them. General Fund estimating methodology is shown in **Table 5**. For each revenue and expenditures category, Baseline scenario estimates are shown and discussed with estimates for the Conservative and Optimistic scenarios included in **Appendices B** and **C**.

Property Tax

Property taxes are based on the assessed value of land and on-site improvement. Though the actual assessed value of the Project will be determined by market conditions and other factors at the time of assessment, this analysis is based on the market data from the EPS market study completed for the Project on September 20, 2017. Estimated market values for commercial and residential spaces are estimated by unit type and land use, with assumptions by scenario shown in **Table 2**. The resulting values by scenario are shown in **Table 8.** Monterey County collects property tax at the rate of 1.0 percent of the assessed value, and the City of Salinas receives

Table 8 Assessed Value Estimates

Item	Conservative		Baseline		Optimistic	
	Estimating Factor	Total	Estimating Factor	Total	Estimating Factor	Total
New Assessed Value (in millions)						
WASP Residential Units						
Low Density	$480,000 per unit	$653.3	$600,000 per unit	$816.6	$720,000 per unit	$979.9
Medium Density	$400,000 per unit	$721.2	$500,000 per unit	$901.5	$600,000 per unit	$1,081.8
High Density	$273,000 per unit	$296.2	$293,000 per unit	$317.9	$314,000 per unit	$340.7
Mixed Use	$273,000 per unit	$24.8	$293,000 per unit	$26.7	$314,000 per unit	$28.6
Subtotal		$1,695.5		$2,062.7		$2,431.0
WASP Commercial						
Retail	$308 per sq.ft.	$33.9	$385 per sq.ft.	$63.6	$462 per sq.ft.	$78.5
Mixed Use Retail	$308 per sq.ft.	$80.1	$385 per sq.ft.	$150.1	$462 per sq.ft.	$281.4
Subtotal		$114.0		$213.7		$359.9
WASP Total		**$1,809.5**		**$2,276.3**		**$2,790.9**
CASP Residential Units						
Low Density	$480,000 per unit	$597.6	$600,000 per unit	$809.4	$720,000 per unit	$1,046.2
Medium Density	$400,000 per unit	$272.0	$500,000 per unit	$360.0	$600,000 per unit	$456.0
High Density	$296,000 per unit	$120.8	$339,000 per unit	$148.1	$382,000 per unit	$178.0
Mixed Use	$296,000 per unit	$296.6	$339,000 per unit	$374.3	$382,000 per unit	$461.1
Subtotal		$1,287.0		$1,691.8		$2,141.2
CASP Commercial						
Retail	$308 per sq.ft.	$25.0	$385 per sq.ft.	$46.8	$462 per sq.ft.	$57.8
Mixed Use Retail	$308 per sq.ft.	$4.0	$385 per sq.ft.	$7.5	$462 per sq.ft.	$9.2
Mixed Use Office	$0 per sq.ft.	$0.0	$209 per sq.ft.	$14.0	$253 per sq.ft.	$17.0
Subtotal		$29.0		$68.3		$84.1
CASP Total		**$1,315.9**		**$1,760.1**		**$2,225.3**
Total Assessed Value (in millions)						
Total Accumulated Property Value		$3,120.6		$4,022.8		$4,996.1
New Assessed Value (2)		$4.8		$13.7		$20.1
Total Assessed Value		**$3,125.4**		**$4,036.5**		**$5,016.2**
Property Tax (1)	1.0% of total value	$31,206,095.2	1.0% of total value	$40,228,080.5	1.0% of total value	$49,961,359.4
Supplemental Roll (2)	50% of new a.v.	$23,952.4	50% of new a.v.	$68,318.8	50% of new a.v.	$100,380.3
TOTAL Property Tax		**$31,230,047.6**		**$40,296,399.2**		**$50,061,739.7**

*Note: while per unit values are assumed to be comparable between CASP and WASP; high density and mixed use values vary due to different distribution assumptions between for-sale and rental products as well as inclusionary housing alters weighted rents.

(1) 1% of accumulated assessed value.
(2) Supplemental Role is included in property tax calculation, which assumes that revenues are received in year in which assessed value is created.

roughly 18.5 percent of the 1.0 percent property tax base, depending on tax rate area.[4] This share is assumed fixed going forward with the detailed assumptions shown in **Table 9**. Annual property tax revenue calculations are shown in the **Appendices**.

Table 9 City's Property Tax Rate Estimate

Item	*calcs*	TRA 051 - 002	TRA 122 - 001
Normalized Ratio (Salinas : Monterey County) (1)			
Salinas	*a*	50.0 %	50.0 %
Monterey County	*b*	50.0 %	50.0 %
Monterey County Pre-Annexation Share for Distribution (2)			
Monterey County	*c*	24.2 %	24.0 %
County Library	*d*	2.2 %	2.2 %
Salinas Rural Fire District	*e*	10.8 %	10.7 %
Total Available for Distribution	*f = c + d + e*	**37.3 %**	**36.9 %**
Salinas Share of New Property Tax after Annexation	*g = a * f*	**18.6 %**	**18.4 %**
WASP Property Tax Share (3)		**18.45%**	
CASP Property Tax Share (4)		**18.62%**	

*Note: this analysis is focused on the new property tax growth calculations; the base property tax is minimal given the existing largely agricultural uses of both WASP and CASP sites.

(1) Based on allocation provided by the City reflective of ERAF-adjusted tax share for the City and the County (ERAF reduces the City's tax share by 19 percent and the County's share by 40 percent). The relationship between the City's and the County's post-ERAF tax share will be fixed going forward.

(2) The Master Tax Sharing Agreement precludes the Salinas Rural Fire District and the County Library from sharing in property tax growth after annexation with both included in the calculation of Monterey County' s share available for distribution.

(3) The whole WASP area is located within TRA 122-001.

(4) The CASP area is located in both TRA 122-001 and in TRA 051-002. Based on previous allocations documented in the 2007 Public Services and Public Facilities Financing Plan, the estimated tax increment share is adjusted assuming that 85 percent of CASP development will be located in TRA 051-002 and the remaining 15 percent will be located in TRA 122-001.

Sources: Monterey County Assessor, LAFCO, Master Tax Sharing Agreement (2008), Board Minutes of Approval of the Master Tax Sharing Agreement (2008), Economic & Planning Systems, Inc.

[4] Project parcels are in TRA 051-002 and TRA 122-001 with tax share estimated based on the Master Tax Sharing Agreement (2008) and consultations with LAFCO and the Monterey County Assessor. The WASP area is fully located within TRA 122-001 with tax rate of 18.45%. The CASP area is located in two different TRAs with 15% in TRA 122-001 and 85% in TRA 051-002 with the resulting weighted average tax rate of 18.62%.

Property Tax In-Lieu of Vehicle License Fees (VLF)

In 2004, the State of California adjusted the method for sharing vehicle license fees (VLF) with local jurisdictions. Recent state budget changes replaced the VLF with property tax, which grows proportionate to increases in assessed value of the City. The Project will generate an additional 23 to 33 percent increase to the current assessed value depending on the scenario for the City of Salinas (assuming no other assessed value growth) and will generate the same increased percentage in in-lieu VLF revenues, as shown in the **Appendices**.

Property Transfer Tax

Property transfer tax is collected by the City when the ownership of property changes. The City's General Fund receives $0.55 of every $1,000 in value sold. This analysis assumes 5 percent change in for-sale ownership units (an average sale every 20 years) and less frequent changes in ownership for the rental residential and commercial uses (as investor-owned uses typically turn over less frequently than for-sale residential uses). Specifically, it is assumed that rental residential and commercial uses change ownership at the rate of 2 percent a year (every 50 years). This is a conservative approach and these assumptions result in property transfer tax estimates shown in the **Appendices**. Property transfer tax proceeds vary year to year based on resale timing and transacted prices.

Sales Tax

Sales tax generation is based on estimates of taxable sales generated by new residents. New resident sales are based on estimated household income and spending on taxable items. About 70 percent of new resident spending is assumed to be captured in the City. EPS constructed weighted average household incomes based on projected values and rents. New households are estimated to spend about 30 percent on housing cost and 30 percent on retail spending. Of the generated net new taxable sales, Salinas General Fund receives 1.0 percent with additional sales revenue generated by Measures V and G. While new office and retail workers will also generate new retail sales, these sales are not included in this analysis. Retail sales tax calculations are shown in the **Appendices.**

License and Permits

The Project is expected to result in Licenses and Permits proceeds to the City. These proceeds are estimated based on the "per daytime population" approach and are estimated at about $7 per daytime population based on the City's budget.

Utility User Tax

Salinas collects a utility tax for use of telecommunications, gas, water and some TV services operating within the City. The fiscal analysis estimates the revenues based on the citywide per capita average of about $72 per daytime population.

Business License Tax

The Project is expected to result in new Business License proceeds to the City. EPS established average business license revenue based on a per employee average given a likely range of business types and sizes. Business license revenues vary significantly by tenant and industry

orientation. The business license revenue is estimated based on the citywide average of $106 per employee, as shown in the **Appendices**.

Fines, Forfeitures, and Penalties

The City collects Fines and Forfeiture Fees for penalties such as traffic fines, California Vehicle Code violations, library fines, and collection charges, among others. The net increase in Fines and Forfeiture Fees associated with the Project is estimated at $0.39 per daytime population based on the City's budget.

Franchise Fees

The City collects Franchise Fees for utilities operating within the City (e.g., cable services). These fees will increase from new residential and commercial activity associated with the WASP and CASP projects. The net increase in fees is estimated at approximately $49 per daytime population based on the existing citywide average.

Charges for Services

This analysis factors in revenues for various service charges by the City. These revenues are based on the existing citywide average and amount to $23 per daytime population.

Other Revenue

The City collects other revenues that impact the General Fund. These revenues include transient occupancy taxes, use of money and property, intergovernmental, and other revenue. The Project is not anticipated to contribute significantly to these revenue sources; therefore, their impacts are not calculated.

General Fund Expenditures

This section describes the methodology and key assumptions for calculating various General Fund expenditure items. Certain expenditures, such as General Government, Housing and Community Development, and others, consist of both fixed and variable costs. While fixed costs are independent of new development, variable costs are assumed to increase based on new growth in the City. Only variable costs are used to estimate General Fund expenditures in this analysis. The approach is shown in **Table 6**. Several items are not forecasted because they are not expected to be affected by the Project.

General Government

The City's General Government includes the following functions:

- City Manager
- Community Safety
- City Clerk
- Human Resources
- Economic Development

Based on EPS's research in similar jurisdictions, new development of the Project's scale typically impacts administrative and legislative government costs by only a fraction of these department's operating budgets. As a result, EPS assumes that 25 percent of the cost of general government services are variable and will be affected by new development. The portion to be affected by new development is estimated at $5 per daytime population.

City Attorney

City Attorney's Department provides general counsel support to the City and the Successor Agency to the Salinas Redevelopment Agency on a full range of legal issues. Given the partial relationship between these services and new development, this analysis assumes that 25 percent of the City Attorney cost are variable and will be affected by development of WASP and CASP. This assumption results in the cost of $1 per daytime population based on the existing citywide average.

City Council

The Salinas City Council serves as the policy-making and legislative body of the City. Given its largely fixed cost structure, this analysis assumes that 25 percent of the cost is variable. This assumption yields an average of $0.34 per daytime population applied to new development in Salinas.

Housing and Community Development

The Department provides planning, building inspection, and housing functions. Because of the fee recovery nature of various departmental activities and a cost of other functions not directly related to new population and employment growth, the majority of the cost is assumed to be fixed. This analysis assumes a 25 percent variable cost component, which yields a per service population estimate of about $8 based on the FY2016-17 budget.

Finance

The Finance Department provides coordination and direction of all fiscal operations of the City. Its cost is not directly related to new population and employment growth with the majority of the cost assumed to be fixed. This analysis assumes a 25 percent variable cost component, which yields a per service population estimate of about $7 based on the FY2016-17 budget.

Fire

The Salinas Fire Department provides fire protection and enhanced medical emergency services through six fire stations. The City has an existing service level of 0.55 firefighters per 1,000 residents. The City's Fire Department cost is assumed to be fully variable and is estimated in proportion to new growth for staffing, vehicle maintenance, and administration. The City's existing staffing cost is about $200,000 per firefighter. Only the General Fund share of the funding for these functions is considered as the Department gets additional revenue from other funds. These calculations are shown in the **Appendices**.

Parks and Community Services

The Parks and Community Services department is responsible for parks maintenance, recreation, event programs, and other related activities and functions. This analysis estimates costs based on the existing citywide park maintenance average since it is the Department's major function. Specifically, the City's General Fund incurs an average cost of $11,000 per acre, including Measure V and Measure G funding. Assuming that new development would be required to provide a minimum level of 3 acres per 1,000 residents based on the Quimby Act requirement, existing maintenance cost equates to about $33 per resident, as shown in **Table 10**. This cost is assumed to apply to new population growth from new development going forward, as shown in the **Appendices**. This analysis does not factor off-site demand from new growth that could be generated for existing parks elsewhere in the City.

Table 10 Parks Cost Estimating Methodology

Item	Amount
Existing Service Standard	
Acres of Parks	246
Total Parks Budget (1)	$2,730,968
Existing Cost Estimates	
Cost per Acre	$11,101
New Park Acreage (2)	87.3
General Fund Cost	$969,061
Per Resident Equivalent	$33.30

(1) Funded by General Fund, Measure G, and Measure V.
(2) Based on the minimum Quimby Act ratio of 3.0 acres per 1,000 residents.

It is worth noting that the assumed parks ratio exceeds the exiting service level in the City. Additionally, at least a portion of the parks and community services cost is likely to be funded through Project-specific funding sources (e.g. CFD or HOA). As such, this cost estimate is conservative.

Library

The library department provides library services in the City out of three branches and consists of administration, technology and support services divisions. EPS assumes that the cost structure for the library department is 75 percent variable (excludes fixed costs and costs recovered through fees), which yields a per daytime population estimate of $21 based on the existing citywide average.

Non-Departmental

Non-departmental services include all costs not directly allocated to other departments. This category consists of elections, debt service, community programs, and other services. This category is assumed to be 25 percent variable with the existing average cost of nearly $10 per daytime population.

Police

Salinas police department provides field operations, investigations, and administrative services to the City. New development will attract new residents and employees who may require additional law enforcement officers and/or staff time and equipment. The City has an existing service level of 1.09 sworn officers per 1,000 residents, assumed in the base case. Conservative and optimistic scenarios test alternative service levels, as shown in **Table 2**. The City's Police Department cost is assumed to be fully variable and is estimated in proportion to new growth for staffing, technical services, supplies and materials, administration, and records unit. The City's existing staffing cost is about $160,000 per officer. Only the General Fund share of the funding for these functions is considered as the Department gets additional revenue from other funds. These calculations are shown in the **Appendices**.

Public Works

This category includes costs associated with engineering and transportation, environmental, and maintenance services. At buildout, additional staff and equipment will be necessary to provide street maintenance services associated with increased population and employment. Public works cost is assumed to be 25 percent variable, which yields a per-daytime population cost of $18 based on the City's budget. This estimate is conservative because some of the interior road maintenance is likely to be provided through private funding mechanisms (e.g. HOAs or CFDs).

Other Expenditures

The City's General Fund incurs other expenditures associated with non-departmental functions and debt service. These expenditures are not likely to be affected by new growth associated with the Project; therefore, these impacts are not calculated.

Net Fiscal Impact on the General Fund

Based on the assumptions and analysis described above, the annual net fiscal impact associated with the WASP and CASP Projects is estimated to range between approximately $2.4 million and $5.9 million at buildout, as summarized in **Table 1**. The Project is estimated to generate between $15.0 million and $21.4 million in annual General Fund revenues and between $12.7 and $15.5 million in General Fund costs. Fiscal performance is estimated to be positive even under the conservative scenario, although actual fiscal impacts may vary due to the actual timing of Project buildout and changes in economic and budgetary conditions.

4. FISCAL IMPACT ON SALINAS SCHOOL DISTRICTS

This chapter describes the methodology and key assumptions used in calculating the impact of the proposed Project on three school districts that serve the WASP and CASP areas: Salinas Union High School District (SUHSD, 7-12), Alisal Union School District (AUSD, K-6), and Santa Rita Union Elementary School District (SRUESD, K-6). All three school districts are revenue limit, meaning that the districts do not generate enough property tax revenue to meet the base revenue limit and therefore receive funding from the state on a per pupil basis. As such, EPS does not apply different scenarios to the school analysis as the difference will be offset by the State in all cases and has no direct implications on the School District budgets or the City's General Fund.

Santa Rita Union is located in the Northeast Corner of Salinas with current enrollment of 3,519 for FY 2016-2017. Santa Rita is a K-8 District that includes four elementary schools and two middle schools. Salinas Union High School District includes six high schools, four middle schools, a progressive 7-12 school, an occupational training program, and an adult school. SUHSD had annual enrollment of 15,040 as of FY 2016-2017. Alisal Union School District operates 12 K-6 elementary schools and is partnered with one charter school. AUSD had enrollment of roughly 9,235 as of FY 2016-2017. **Table 11** further details current enrollment and provides student generation assumptions for each district.

Table 11 Project Student Generation

Item	Assumptions	Project Total
School District Students Generated by Project		
Total Project Households		7,950
Total Students Generated K-8 (Alisal)	0.50 per Household	3,975
Total Students Generated K-8 (Santa Rita)	0.40 per Household	3,180
Total Students Generated 9-12	0.20 per Household	1,550
Total Students Generated		8,705
Estimated Enrollment FY 2016-17		
Salinas Union High School District (7-12)		15,040
Alisal Union School District (K-6)		9,235
Santa Rita Union Elementary School District (K-8)		3,519
Total Enrollment (All Districts)		**27,794**

Sources: Salinas Union High School District Budget 2016 - 2017, Alisal Union School District Budget 2016 -2017, Santa Rita Union School District Budget 2016 -2017, Monterey County Assessor.; Economic & Planning Systems, Inc.

As shown in **Table 11**, the Project is estimated to generate 8,705 new school children in the across districts at Project Buildout, based on estimates of student generation rates. As shown in **Table 12**, the net new assessed value associated with the Project will generate average annual property tax revenues of $7.4 million to SUHSD, $4.4 million to AUSD, and $7.7 million to SRUESD, at Project Buildout, not including special tax revenues. Special tax revenues, that are in excess of the 1 percent property tax rate, are estimated to generate a total of nearly $7.6 million in additional annual revenue to the school districts.

Table 13 depicts the sum of revenues to the School Districts that the Project is likely to generate, under the Baseline scenario, at buildout. Other local revenues (from additional parental contributions, parcel tax revenues etc.) could add an additional $3.1 million in revenues. Average annual operation cost per enrolled student is about $10,615 for SUHSD students, $12,030 for AUSD students, and $9,901 for SRUESD students, based on the Districts budgets.

Table 12 Property Tax Revenues to Salinas School Districts

Item	Assumption	TRA 122-001	TRA 051-002	Project Total
Base Property Tax Revenue				
Net New Project Assessed Value		$2,540,360,265	$1,496,111,535	$4,036,471,800
Property Tax Revenue	1.0% of Assessed Value	$25,403,603	$14,961,115	$40,364,718
Shares of 1% to School Districts (1)				
Salinas Union High School District (7-12)		18.34%	18.53%	$7,430,198
Alisal Union School District (K-6)		NA	29.43%	$4,403,341
Santa Rita Union Elementary School District (K-8)		30.15%	NA	$7,658,958
Total Property Tax Revenue to School Districts		**$12,317,445**	**$7,175,052**	**$19,492,497**
Special Tax Revenue (2)				
Salinas Union High School District (7-12)		0.07%	0.10%	$3,246,356
Alisal Union School District (K-6)		NA	0.17%	$2,576,005
Santa Rita Union Elementary School District (K-8)		0.07%	NA	$1,777,160
Special Property Tax (Restricted) Revenue Total		**$3,541,872**	**$4,057,649**	**$7,599,521**
Total Property-Related Revenue		**$15,859,317**	**$11,232,701**	**$27,092,017**

(1) Tax allocation factors based on TRA and reflect Pre-ERAF allocations, under the assumption that ERAF adjustments do not effect the share going to the schoool districts.

(2) Tax rates over 1% are reflective of voter-approved bond measures used to pay debt service on bonds used to fund capital projects. Sources from the Monterey County Tax Rate Book 2016 - 2017. This property tax revenue is considered to be restricted and therefore not a factor in state funding allocation calculations.

Sources: Salinas Union High School District Budget 2016 - 2017, Alisal Union School District Budget 2016 -2017, Santa Rita Union Elementary School District Budget 2016 -2017, Monterey County Assessor, Economic & Planning Systems, Inc.

Table 13 Salinas School Districts' Revenue Summary

Item	Salinas Union High School District (7-12)		Alisal Union School District (K-6)		Santa Rita Union Elementary School		Total	
	2016-17 Total	per student	2016-17 Total	per student	2016-17 Total	per student	Total	per student
Student Generation	3,975		3,180		1,550		8,705	
Revenues								
Local Revenues								
Property Taxes	$7,430,198	$1,869	$4,403,341	$1,385	$7,658,958	$4,941	$19,492,497	$2,239
Special Taxes	$3,246,356	$817	$2,576,005	$810	$1,777,160	$1,147	$7,599,521	$873
Other Revenues	$1,959,635	$493	$630,629	$198	$483,009	$312	$3,073,273	$353
State & Federal Revenues	$5,350,000	$1,346	$1,509,810	$474.78	$706,008	$455	$7,565,817	$869
State Backfill (1)	$24,209,586	$6,090	$29,134,046	$9,162	$4,721,840	$3,046	$58,065,472	$6,670
Total Estimated Revenue	**$42,195,776**	**$10,615**	**$38,253,830**	**$12,030**	**$15,346,974**	**$9,901**	**$95,796,580**	**$11,005**
Total Estimated Expenses	**$42,195,776**	**$10,615**	**$38,253,830**	**$12,030**	**$15,346,974**	**$9,901**	**$95,796,580**	**$11,005**

(1) Estimated backfill by the State due to the revenue limit nature of the school districts.

Sources: School Budgets FY 2016-2017; Economic & Planning Systems, Inc.

APPENDIX A:

Baseline Scenario

Table A-1
General Fund Annual Fiscal Impact Summary (rounded)
Baseline

Item	Annual Total at Stabilization (1)
General Fund Revenues	
Property Taxes	$7,475,000
Property Tax in Lieu of VLF	$3,194,000
Property Transfer Tax	$103,000
Sales & Use Tax (2)	$2,280,000
License & Permits	$215,000
Utility User Tax	$2,144,000
Business License Tax	$170,000
Fines, Forfeitures, and Penalties	$12,000
Franchise Fees	$1,472,000
Charges for Service	$688,000
Total Revenues	**$17,753,000**
General Fund Expenditures	
General Government	$158,000
City Attorney	$43,000
City Council	$10,000
Housing and Community Development	$234,000
Finance	$206,000
Fire	$3,414,000
Parks and Community Services	$969,000
Library	$640,000
Non-Departmental	$285,000
Police	$7,178,000
Public Works	$537,000
Total Expenditures	**$13,674,000**
Net Fiscal Impact	**$4,079,000**

(1) Stabilization is assumed one year after buildout. A period of 31 years is assumed for stabilization based on absorption assumptions by land use.
(2) Includes Measure G and V revenue.

Table A-2
Annual General Fund Annual Fiscal Impacts

Item	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
General Fund Revenues - WASP																
Property Taxes	$0	$87,915	$261,996	$438,418	$614,542	$790,547	$966,494	$1,142,408	$1,318,301	$1,483,709	$1,660,745	$1,837,539	$2,013,907	$2,185,508	$2,352,031	$2,518,486
Property Tax in Lieu of VLF	$0	$102,860	$202,922	$300,299	$395,097	$487,418	$577,358	$665,006	$750,451	$832,374	$912,022	$989,489	$1,064,633	$1,133,950	$1,201,542	$1,267,473
Property Transfer Tax	$0	$2,432	$4,864	$7,297	$9,729	$12,161	$14,593	$17,025	$19,457	$21,890	$24,322	$26,754	$29,183	$31,556	$33,930	$36,304
Sales & Use Tax	$0	$88,185	$176,369	$264,554	$352,739	$440,924	$529,108	$617,293	$705,478	$793,663	$881,847	$970,032	$634,930	$687,841	$740,752	$793,663
License & Permits	$0	$4,914	$9,827	$14,741	$19,655	$24,569	$29,482	$34,396	$39,310	$44,223	$49,137	$54,051	$58,957	$63,770	$68,583	$73,397
Utility User Tax	$0	$49,031	$98,062	$147,093	$196,124	$245,155	$294,186	$343,217	$392,248	$441,280	$490,311	$539,342	$588,301	$636,328	$684,355	$732,383
Business License Tax	$0	$2,964	$5,928	$8,891	$11,855	$14,819	$17,783	$20,747	$23,711	$26,674	$29,638	$32,602	$35,354	$35,354	$35,354	$35,354
Fines, Forfeitures, and Penalties	$0	$268	$537	$805	$1,074	$1,342	$1,611	$1,879	$2,147	$2,416	$2,684	$2,953	$3,221	$3,484	$3,747	$4,010
Franchise Fees	$0	$33,671	$67,342	$101,013	$134,684	$168,355	$202,026	$235,698	$269,369	$303,040	$336,711	$370,382	$404,004	$436,985	$469,967	$502,949
Charges for Service	$0	$15,728	$31,455	$47,183	$62,911	$78,638	$94,366	$110,094	$125,822	$141,549	$157,277	$173,005	$188,709	$204,115	$219,521	$234,926
Total Revenues	**$0**	**$387,968**	**$859,303**	**$1,330,295**	**$1,798,409**	**$2,263,929**	**$2,727,008**	**$3,187,763**	**$3,646,294**	**$4,090,817**	**$4,544,693**	**$4,996,148**	**$5,021,199**	**$5,418,892**	**$5,809,783**	**$6,198,943**
General Fund Expenditures - WASP																
General Government	$0	$3,607	$7,214	$10,821	$14,427	$18,034	$21,641	$25,248	$28,855	$32,462	$36,068	$39,675	$43,277	$46,810	$50,343	$53,876
City Attorney	$0	$985	$1,970	$2,956	$3,941	$4,926	$5,911	$6,896	$7,882	$8,867	$9,852	$10,837	$11,821	$12,786	$13,751	$14,716
City Council	$0	$234	$468	$701	$935	$1,169	$1,403	$1,637	$1,870	$2,104	$2,338	$2,572	$2,805	$3,034	$3,263	$3,492
Housing and Community Development	$0	$5,347	$10,695	$16,042	$21,389	$26,737	$32,084	$37,431	$42,779	$48,126	$53,473	$58,821	$64,160	$69,398	$74,636	$79,874
Finance	$0	$4,717	$9,433	$14,150	$18,866	$23,583	$28,299	$33,016	$37,732	$42,449	$47,165	$51,882	$56,591	$61,211	$65,831	$70,451
Fire	$0	$78,577	$157,155	$235,732	$314,309	$392,887	$471,464	$550,041	$628,619	$707,196	$785,773	$864,351	$942,925	$1,021,460	$1,099,995	$1,178,530
Parks and Community Services	$0	$22,307	$44,613	$66,920	$89,227	$111,533	$133,840	$156,147	$178,453	$200,760	$223,067	$245,373	$267,680	$289,987	$312,294	$334,600
Library	$0	$14,636	$29,272	$43,907	$58,543	$73,179	$87,815	$102,450	$117,086	$131,722	$146,358	$160,993	$175,608	$189,944	$204,280	$218,616
Non-Departmental	$0	$6,509	$13,019	$19,528	$26,038	$32,547	$39,056	$45,566	$52,075	$58,585	$65,094	$71,603	$78,103	$84,480	$90,856	$97,232
Police	$0	$165,168	$330,336	$495,504	$660,672	$825,840	$991,007	$1,156,175	$1,321,343	$1,486,511	$1,651,679	$1,816,847	$1,982,003	$2,147,010	$2,312,016	$2,477,022
Public Works	$0	$12,283	$24,566	$36,849	$49,132	$61,415	$73,697	$85,980	$98,263	$110,546	$122,829	$135,112	$147,377	$159,408	$171,440	$183,471
Total Expenditures	**$0**	**$314,370**	**$628,739**	**$943,109**	**$1,257,479**	**$1,571,849**	**$1,886,218**	**$2,200,588**	**$2,514,958**	**$2,829,327**	**$3,143,697**	**$3,458,067**	**$3,772,351**	**$4,085,528**	**$4,398,704**	**$4,711,881**
Net Fiscal Impact - WASP	**$0**	**$73,598**	**$230,564**	**$387,186**	**$540,931**	**$692,080**	**$840,790**	**$987,175**	**$1,131,336**	**$1,261,490**	**$1,400,996**	**$1,538,081**	**$1,248,848**	**$1,333,365**	**$1,411,079**	**$1,487,062**
General Fund Revenues - CASP																
Property Taxes	$0	$43,297	$137,023	$233,749	$330,776	$427,923	$525,128	$622,367	$719,627	$846,083	$979,421	$1,113,001	$1,246,537	$1,376,283	$1,503,028	$1,629,844
Property Tax in Lieu of VLF	$0	$50,195	$105,158	$158,646	$210,718	$261,429	$310,833	$358,977	$405,912	$470,325	$532,951	$593,861	$652,952	$707,563	$760,814	$812,757
Property Transfer Tax	$0	$1,215	$2,578	$3,942	$5,305	$6,669	$8,033	$9,396	$10,760	$12,673	$14,587	$16,500	$18,412	$20,282	$22,153	$24,023
Sales & Use Tax	$0	$38,797	$85,117	$131,438	$177,758	$224,079	$270,399	$316,720	$363,041	$427,576	$492,111	$556,645	$372,708	$411,429	$450,150	$488,871
License & Permits	$0	$1,939	$4,326	$6,712	$9,098	$11,485	$13,871	$16,257	$18,644	$22,082	$25,521	$28,959	$32,394	$35,760	$39,127	$42,493
Utility User Tax	$0	$19,351	$43,163	$66,975	$90,787	$114,599	$138,411	$162,223	$186,035	$220,345	$254,655	$288,965	$323,239	$356,831	$390,424	$424,017
Business License Tax	$0	$2,117	$4,234	$6,351	$8,468	$10,585	$12,702	$14,819	$16,936	$19,053	$21,170	$23,287	$25,298	$25,298	$25,298	$25,298
Fines, Forfeitures, and Penalties	$0	$106	$236	$367	$497	$627	$758	$888	$1,018	$1,206	$1,394	$1,582	$1,770	$1,954	$2,137	$2,321
Franchise Fees	$0	$13,289	$29,641	$45,994	$62,346	$78,698	$95,051	$111,403	$127,756	$151,317	$174,879	$198,441	$221,978	$245,047	$268,116	$291,185
Charges for Service	$0	$6,207	$13,845	$21,483	$29,122	$36,760	$44,398	$52,036	$59,675	$70,680	$81,686	$92,691	$103,685	$114,461	$125,236	$136,012
Total Revenues	**$0**	**$176,512**	**$425,321**	**$675,656**	**$924,876**	**$1,172,854**	**$1,419,584**	**$1,665,088**	**$1,909,403**	**$2,241,342**	**$2,578,373**	**$2,913,933**	**$2,998,972**	**$3,294,908**	**$3,586,485**	**$3,876,822**
General Fund Expenditures - CASP																
General Government	$0	$1,423	$3,175	$4,927	$6,679	$8,430	$10,182	$11,934	$13,685	$16,209	$18,733	$21,257	$23,778	$26,249	$28,721	$31,192
City Attorney	$0	$389	$867	$1,346	$1,824	$2,303	$2,781	$3,260	$3,738	$4,428	$5,117	$5,806	$6,495	$7,170	$7,845	$8,520
City Council	$0	$92	$206	$319	$433	$546	$660	$774	$887	$1,051	$1,214	$1,378	$1,541	$1,702	$1,862	$2,022
Housing and Community Development	$0	$2,110	$4,707	$7,304	$9,901	$12,498	$15,095	$17,692	$20,289	$24,031	$27,773	$31,515	$35,252	$38,916	$42,580	$46,243
Finance	$0	$1,861	$4,152	$6,443	$8,733	$11,024	$13,314	$15,605	$17,896	$21,196	$24,496	$27,797	$31,094	$34,325	$37,557	$40,788
Fire	$0	$30,500	$68,296	$106,091	$143,887	$181,683	$219,479	$257,274	$295,070	$350,032	$404,994	$459,955	$514,916	$569,847	$624,779	$679,711
Parks and Community Services	$0	$8,655	$19,381	$30,108	$40,835	$51,561	$62,288	$73,015	$83,741	$99,344	$114,946	$130,549	$146,151	$161,754	$177,356	$192,959
Library	$0	$5,776	$12,884	$19,992	$27,100	$34,208	$41,316	$48,424	$55,532	$65,773	$76,014	$86,256	$96,487	$106,514	$116,542	$126,569
Non-Departmental	$0	$2,569	$5,730	$8,892	$12,053	$15,214	$18,376	$21,537	$24,698	$29,253	$33,808	$38,363	$42,913	$47,373	$51,833	$56,293
Police	$0	$64,134	$143,597	$223,060	$302,522	$381,985	$461,448	$540,911	$620,373	$735,903	$851,433	$966,962	$1,082,486	$1,197,901	$1,313,315	$1,428,729
Public Works	$0	$4,848	$10,813	$16,778	$22,743	$28,709	$34,674	$40,639	$46,604	$55,199	$63,794	$72,389	$80,975	$89,391	$97,806	$106,222
Total Expenditures	**$0**	**$122,358**	**$273,809**	**$425,260**	**$576,710**	**$728,161**	**$879,612**	**$1,031,063**	**$1,182,514**	**$1,402,418**	**$1,622,323**	**$1,842,228**	**$2,062,090**	**$2,281,142**	**$2,500,195**	**$2,719,247**
Net Fiscal Impact - CASP	**$0**	**$54,154**	**$151,512**	**$250,397**	**$348,166**	**$444,693**	**$539,972**	**$634,025**	**$726,890**	**$838,923**	**$956,050**	**$1,071,705**	**$936,882**	**$1,013,766**	**$1,086,290**	**$1,157,575**
Total Revenue (WASP + CASP)	**$0**	**$564,480**	**$1,284,624**	**$2,005,951**	**$2,723,285**	**$3,436,783**	**$4,146,591**	**$4,852,851**	**$5,555,697**	**$6,332,159**	**$7,123,066**	**$7,910,080**	**$8,020,171**	**$8,713,801**	**$9,396,268**	**$10,075,765**
Total Cost (WASP + CASP)	**$0**	**$436,728**	**$902,548**	**$1,368,369**	**$1,834,189**	**$2,300,010**	**$2,765,830**	**$3,231,651**	**$3,697,471**	**$4,231,746**	**$4,766,020**	**$5,300,294**	**$5,834,441**	**$6,366,670**	**$6,898,899**	**$7,431,128**
Total Net Fiscal Impact (WASP + CASP)	**$0**	**$127,752**	**$382,076**	**$637,582**	**$889,096**	**$1,136,773**	**$1,380,761**	**$1,621,201**	**$1,858,225**	**$2,100,413**	**$2,357,046**	**$2,609,786**	**$2,185,730**	**$2,347,131**	**$2,497,369**	**$2,644,637**

Table A-2
Annual General Fund Annual Fiscal Impacts

Item	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
General Fund Revenues - WASP															**Stabilization**
Property Taxes	$2,684,884	$2,851,237	$3,017,551	$3,178,493	$3,313,236	$3,446,948	$3,580,587	$3,714,165	$3,847,688	$3,981,163	$4,116,096	$4,196,270	$4,196,272	$4,196,275	$4,198,710
Property Tax in Lieu of VLF	$1,331,802	$1,394,588	$1,455,885	$1,512,627	$1,556,666	$1,599,733	$1,641,860	$1,683,077	$1,723,415	$1,762,900	$1,802,777	$1,802,199	$1,801,621	$1,801,043	$1,801,043
Property Transfer Tax	$38,677	$41,051	$43,425	$45,683	$47,178	$48,673	$50,167	$51,662	$53,157	$54,652	$56,231	$56,231	$56,231	$56,231	$56,231
Sales & Use Tax	$846,573	$899,484	$952,395	$1,003,011	$1,035,551	$1,068,092	$1,100,632	$1,133,173	$1,165,713	$1,198,254	$1,231,511	$1,231,511	$1,231,511	$1,231,511	$1,231,511
License & Permits	$78,210	$83,023	$87,836	$92,465	$96,125	$99,785	$103,445	$107,105	$110,766	$114,426	$118,153	$118,153	$118,153	$118,124	$118,124
Utility User Tax	$780,410	$828,437	$876,464	$922,654	$959,177	$995,700	$1,032,222	$1,068,745	$1,105,268	$1,141,790	$1,178,981	$1,178,981	$1,178,981	$1,178,694	$1,178,694
Business License Tax	$35,354	$35,354	$35,354	$35,354	$47,104	$58,853	$70,603	$82,352	$94,102	$105,851	$117,600	$117,600	$117,600	$116,754	$116,754
Fines, Forfeitures, and Penalties	$4,272	$4,535	$4,798	$5,051	$5,251	$5,451	$5,651	$5,851	$6,051	$6,251	$6,454	$6,454	$6,454	$6,453	$6,453
Franchise Fees	$535,930	$568,912	$601,894	$633,614	$658,695	$683,776	$708,858	$733,939	$759,020	$784,101	$809,641	$809,641	$809,641	$809,444	$809,444
Charges for Service	$250,332	$265,738	$281,143	$295,960	$307,675	$319,391	$331,106	$342,821	$354,537	$366,252	$378,182	$378,182	$378,182	$378,090	$378,090
Total Revenues	**$6,586,445**	**$6,972,359**	**$7,356,745**	**$7,724,912**	**$8,026,658**	**$8,326,400**	**$8,625,131**	**$8,922,891**	**$9,219,716**	**$9,515,640**	**$9,815,627**	**$9,895,223**	**$9,894,647**	**$9,892,620**	**$9,895,055**
General Fund Expenditures - WASP															
General Government	$57,409	$60,942	$64,475	$67,873	$70,559	$73,246	$75,933	$78,619	$81,306	$83,993	$86,729	$86,729	$86,729	$86,708	$86,708
City Attorney	$15,681	$16,646	$17,611	$18,539	$19,273	$20,007	$20,741	$21,475	$22,209	$22,943	$23,690	$23,690	$23,690	$23,684	$23,684
City Council	$3,721	$3,950	$4,179	$4,400	$4,574	$4,748	$4,922	$5,096	$5,270	$5,445	$5,622	$5,622	$5,622	$5,621	$5,621
Housing and Community Development	$85,112	$90,349	$95,587	$100,625	$104,608	$108,591	$112,574	$116,557	$120,541	$124,524	$128,580	$128,580	$128,580	$128,549	$128,549
Finance	$75,071	$79,691	$84,311	$88,754	$92,267	$95,780	$99,294	$102,807	$106,320	$109,834	$113,411	$113,411	$113,411	$113,384	$113,384
Fire	$1,257,065	$1,335,600	$1,414,135	$1,489,666	$1,543,049	$1,596,432	$1,649,814	$1,703,197	$1,756,580	$1,809,962	$1,864,438	$1,864,438	$1,864,438	$1,864,426	$1,864,426
Parks and Community Services	$356,907	$379,214	$401,520	$422,974	$438,089	$453,203	$468,318	$483,433	$498,548	$513,663	$529,088	$529,088	$529,088	$529,088	$529,088
Library	$232,952	$247,288	$261,624	$275,412	$286,314	$297,216	$308,118	$319,020	$329,922	$340,824	$351,926	$351,926	$351,926	$351,840	$351,840
Non-Departmental	$103,608	$109,984	$116,360	$122,492	$127,341	$132,190	$137,039	$141,888	$146,736	$151,585	$156,523	$156,523	$156,523	$156,485	$156,485
Police	$2,642,029	$2,807,035	$2,972,041	$3,130,736	$3,243,184	$3,355,632	$3,468,080	$3,580,528	$3,692,977	$3,805,425	$3,920,169	$3,920,169	$3,920,169	$3,920,123	$3,920,123
Public Works	$195,503	$207,534	$219,566	$231,137	$240,286	$249,436	$258,585	$267,734	$276,884	$286,033	$295,350	$295,350	$295,350	$295,278	$295,278
Total Expenditures	**$5,025,057**	**$5,338,234**	**$5,651,410**	**$5,952,607**	**$6,169,545**	**$6,386,482**	**$6,603,419**	**$6,820,356**	**$7,037,293**	**$7,254,230**	**$7,475,525**	**$7,475,525**	**$7,475,525**	**$7,475,185**	**$7,475,185**
Net Fiscal Impact - WASP	**$1,561,388**	**$1,634,125**	**$1,705,335**	**$1,772,305**	**$1,857,113**	**$1,939,919**	**$2,021,713**	**$2,102,535**	**$2,182,422**	**$2,261,409**	**$2,340,102**	**$2,419,697**	**$2,419,122**	**$2,417,435**	**$2,419,870**
General Fund Revenues - CASP															
Property Taxes	$1,756,716	$1,883,634	$2,010,591	$2,139,060	$2,288,463	$2,437,311	$2,586,230	$2,735,213	$2,884,250	$3,033,336	$3,186,386	$3,257,160	$3,265,872	$3,274,584	$3,276,484
Property Tax in Lieu of VLF	$863,438	$912,903	$961,196	$1,008,670	$1,065,375	$1,120,829	$1,175,072	$1,228,145	$1,280,084	$1,330,925	$1,382,836	$1,386,098	$1,389,359	$1,392,618	$1,392,618
Property Transfer Tax	$25,894	$27,764	$29,634	$31,505	$33,600	$35,696	$37,791	$39,886	$41,981	$44,077	$46,260	$46,311	$46,363	$46,414	$46,414
Sales & Use Tax	$527,592	$566,313	$605,034	$643,755	$701,155	$758,554	$815,954	$873,354	$930,754	$988,153	$1,048,208	$1,048,208	$1,048,208	$1,048,208	$1,048,208
License & Permits	$45,860	$49,226	$52,593	$55,959	$61,636	$67,312	$72,988	$78,665	$84,341	$90,017	$95,957	$96,226	$96,495	$96,751	$96,751
Utility User Tax	$457,610	$491,203	$524,795	$558,388	$615,029	$671,669	$728,310	$784,950	$841,591	$898,231	$957,496	$960,185	$962,874	$965,420	$965,420
Business License Tax	$25,298	$25,298	$25,298	$25,298	$25,933	$26,569	$27,204	$27,839	$28,474	$29,109	$29,744	$37,683	$45,622	$53,137	$53,137
Fines, Forfeitures, and Penalties	$2,505	$2,689	$2,873	$3,057	$3,367	$3,677	$3,987	$4,297	$4,607	$4,917	$5,242	$5,257	$5,271	$5,285	$5,285
Franchise Fees	$314,254	$337,323	$360,393	$383,462	$422,358	$461,255	$500,152	$539,049	$577,945	$616,842	$657,541	$659,387	$661,234	$662,982	$662,982
Charges for Service	$146,787	$157,563	$168,339	$179,114	$197,283	$215,451	$233,620	$251,788	$269,957	$288,126	$307,136	$307,999	$308,861	$309,678	$309,678
Total Revenues	**$4,165,955**	**$4,453,917**	**$4,740,746**	**$5,028,268**	**$5,414,199**	**$5,798,323**	**$6,181,308**	**$6,563,185**	**$6,943,984**	**$7,323,733**	**$7,716,805**	**$7,804,515**	**$7,830,160**	**$7,855,077**	**$7,856,977**
General Fund Expenditures - CASP															
General Government	$33,663	$36,134	$38,605	$41,076	$45,243	$49,410	$53,576	$57,743	$61,909	$66,076	$70,436	$70,634	$70,831	$71,019	$71,019
City Attorney	$9,195	$9,870	$10,545	$11,220	$12,358	$13,496	$14,634	$15,772	$16,911	$18,049	$19,239	$19,293	$19,348	$19,399	$19,399
City Council	$2,182	$2,342	$2,502	$2,663	$2,933	$3,203	$3,473	$3,743	$4,013	$4,283	$4,566	$4,579	$4,591	$4,604	$4,604
Housing and Community Development	$49,907	$53,571	$57,234	$60,898	$67,075	$73,252	$79,430	$85,607	$91,784	$97,961	$104,425	$104,718	$105,011	$105,289	$105,289
Finance	$44,019	$47,251	$50,482	$53,714	$59,162	$64,611	$70,059	$75,508	$80,956	$86,405	$92,106	$92,364	$92,623	$92,868	$92,868
Fire	$734,642	$789,574	$844,505	$899,437	$991,714	$1,083,991	$1,176,268	$1,268,545	$1,360,822	$1,453,099	$1,549,667	$1,549,781	$1,549,894	$1,550,001	$1,550,001
Parks and Community Services	$208,561	$224,164	$239,766	$255,369	$281,576	$307,783	$333,991	$360,198	$386,405	$412,613	$440,039	$440,039	$440,039	$440,039	$440,039
Library	$136,597	$146,624	$156,651	$166,679	$183,586	$200,493	$217,400	$234,308	$251,215	$268,122	$285,813	$286,615	$287,418	$288,178	$288,178
Non-Departmental	$60,753	$65,213	$69,672	$74,132	$81,652	$89,171	$96,691	$104,211	$111,730	$119,250	$127,118	$127,475	$127,832	$128,170	$128,170
Police	$1,544,143	$1,659,557	$1,774,972	$1,890,386	$2,084,280	$2,278,175	$2,472,069	$2,665,964	$2,859,858	$3,053,753	$3,256,664	$3,257,097	$3,257,530	$3,257,940	$3,257,940
Public Works	$114,637	$123,053	$131,468	$139,883	$154,073	$168,262	$182,451	$196,640	$210,829	$225,019	$239,865	$240,539	$241,212	$241,850	$241,850
Total Expenditures	**$2,938,300**	**$3,157,352**	**$3,376,404**	**$3,595,457**	**$3,963,652**	**$4,331,847**	**$4,700,043**	**$5,068,238**	**$5,436,433**	**$5,804,629**	**$6,189,937**	**$6,193,133**	**$6,196,329**	**$6,199,355**	**$6,199,355**
Net Fiscal Impact - CASP	**$1,227,655**	**$1,296,565**	**$1,364,341**	**$1,432,812**	**$1,450,547**	**$1,466,475**	**$1,481,265**	**$1,494,947**	**$1,507,550**	**$1,519,105**	**$1,526,867**	**$1,611,381**	**$1,633,831**	**$1,655,722**	**$1,657,622**
Total Revenue (WASP + CASP)	**$10,752,400**	**$11,426,276**	**$12,097,491**	**$12,753,180**	**$13,440,857**	**$14,124,723**	**$14,806,439**	**$15,486,076**	**$16,163,699**	**$16,839,373**	**$17,532,432**	**$17,699,738**	**$17,724,808**	**$17,747,697**	**$17,752,032**
Total Cost (WASP + CASP)	**$7,963,357**	**$8,495,586**	**$9,027,815**	**$9,548,064**	**$10,133,197**	**$10,718,329**	**$11,303,462**	**$11,888,594**	**$12,473,727**	**$13,058,859**	**$13,665,463**	**$13,668,659**	**$13,671,855**	**$13,674,540**	**$13,674,540**
Total Net Fiscal Impact (WASP + CASP)	**$2,789,043**	**$2,930,690**	**$3,069,677**	**$3,205,116**	**$3,307,660**	**$3,406,394**	**$3,502,978**	**$3,597,482**	**$3,689,973**	**$3,780,514**	**$3,866,969**	**$4,031,079**	**$4,052,953**	**$4,073,157**	**$4,077,492**

Table A-3
WASP & CASP Value Assumptions*

Item	WASP Value Assumptions (rounded)			CASP Value Assumptions (rounded)		
	Market Rate	Inclusionary (1)	Weighted Average (2)	Market Rate	Inclusionary (1)	Weighted Average (2)
Residential	*Per Unit*			*Per Unit*		
Low Density	$600,000	na	$600,000	$600,000	na	$600,000
Medium Density	$500,000	na	$500,000	$500,000	na	$500,000
High Density - For Sale	$400,000	$296,700	$297,000	$400,000	$296,700	$358,000
High Density - Rental	$400,000	$169,500	$289,000	$400,000	$169,500	$170,000
Mixed Use Residential - For Sale	$400,000	$296,700	$297,000	$400,000	$296,700	$358,000
Mixed Use Residential - Rental	$400,000	$169,500	$289,000	$400,000	$169,500	$170,000
Commercial	*Per Sq.Ft.*			*Per Sq.Ft.*		
Retail	$385	na	na	$385	na	na
Mixed Use Retail	$385	na	na	$385	na	na
Mixed Use Office	$209	na	na	$209	na	na

*Note: values are assumed to be comparable between CASP and WASP; however; inclusionary values vary due to various for-sale versus rent distribution assumptions

Values for commercial and rental uses are based on capitalized net operating income.

(1) Based on the inclusionary requirements in option 1 per the City's inclusionary housing ordinance. Lower values of rental units reflect lower affordability levels (50% very low and 50% low) relative to ownership units (33% low, 33% moderate, and 33% workforce). See Table A-6 for additional detail.

(2) The blend reflects various affordability requirements to meet the overall 20% inclusionary total for each Specific Plan with detailed assumptions shown in the Appendix

Source: City of Salinas Public Services and Public Facilities Financing Plan, Economic & Planning Systems, Inc.

Table A-4
Development Phasing Summary

Item	Total	Fiscal Year 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
WASP Residential																	
Low Density	**1,361**	0	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72
Medium Density	**1,803**	0	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
High Density	**1,085**	0	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
Mixed Use Residential	**91**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	**4,340**	0	183	183	183	183	183	183	183	183	183	183	183	183	183	183	183
CASP Residential																	
Low Density	**1,349**	0	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71
Medium Density	**720**	0	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40
High Density	**437**	0	0	17	17	17	17	17	17	17	17	17	17	17	17	17	17
Mixed Use Residential	**1,104**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	**3,610**	0	71	88	88	88	88	88	88	88	128	128	128	128	128	128	128
Total Residential	**7,950**	0	254	271	271	271	271	271	271	271	311	311	311	311	311	311	311
WASP Commercial																	
Retail	**165,090**	0	13,821	13,821	13,821	13,821	13,821	13,821	13,821	13,821	13,821	13,821	13,821	13,057	0	0	0
Mixed Use Retail	**389,904**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Office	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	**554,994**	0	13,821	13,821	13,821	13,821	13,821	13,821	13,821	13,821	13,821	13,821	13,821	13,057	0	0	0
CASP Commercial																	
Retail	**121,584**	0	10,179	10,179	10,179	10,179	10,179	10,179	10,179	10,179	10,179	10,179	10,179	9,616	0	0	0
Mixed Use Retail (1)	**19,422**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Office	**67,200**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	**208,206**	0	10,179	10,179	10,179	10,179	10,179	10,179	10,179	10,179	10,179	10,179	10,179	9,616	0	0	0
Total Commercial	**763,200**	0	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	22,674	0	0	0
Population (2)																	
WASP	**15,886**	0	670	670	670	670	670	670	670	670	670	670	670	670	670	670	670
CASP	**13,213**	0	260	322	322	322	322	322	322	322	468	468	468	468	468	468	468
Total	**29,099**	0	930	992	992	992	992	992	992	992	1,138	1,138	1,138	1,138	1,138	1,138	1,138
Employment (3)																	
WASP	**1,103**	0	28	28	28	28	28	28	28	28	28	28	28	26	0	0	0
CASP	**502**	0	20	20	20	20	20	20	20	20	20	20	20	19	0	0	0
Total	**1,605**	0	48	48	48	48	48	48	48	48	48	48	48	45	0	0	0
Daytime Population (4)																	
WASP	**16,438**	0	684	684	684	684	684	684	684	684	684	684	684	683	670	670	670
CASP	**13,464**	0	270	332	332	332	332	332	332	332	478	478	478	478	468	468	468
Total	**29,902**	0	954	1,016	1,016	1,016	1,016	1,016	1,016	1,016	1,162	1,162	1,162	1,161	1,138	1,138	1,138

(1) Assumed to be phased in proportion to mixed-use residential growth.
(2) Based on typical household size assumptions shown in Table A-4.
(3) Based on typical employment density assumptions shown in Table A-5.
(4) A service standard that reflects population and 1/2 of employment.

Sources: City of Salinas Public Services and Public Facilities Financing Plan, Economic & Planning Systems, Inc.

Table A-4
Development Phasing Summary

Item	Total	Fiscal Year 17	18	19	20	21	22	23	24	25	26	27	28	29	30
WASP Residential															
Low Density	**1,361**	72	72	72	65	0	0	0	0	0	0	0	0	0	0
Medium Density	**1,803**	69	69	69	69	69	69	69	69	69	69	78	0	0	0
High Density	**1,085**	42	42	42	42	42	42	42	42	42	42	35	0	0	0
Mixed Use Residential	**91**	0	0	0	0	13	13	13	13	13	13	13	0	0	0
Subtotal	**4,340**	183	183	183	176	124	124	124	124	124	124	126	0	0	0
CASP Residential															
Low Density	**1,349**	71	71	71	71	0	0	0	0	0	0	0	0	0	0
Medium Density	**720**	40	40	40	40	40	40	40	40	40	40	40	0	0	0
High Density	**437**	17	17	17	17	17	17	17	17	17	17	29	0	0	0
Mixed Use Residential	**1,104**	0	0	0	0	158	158	158	158	158	158	156	0	0	0
Subtotal	**3,610**	128	128	128	128	215	215	215	215	215	215	225	0	0	0
Total Residential	**7,950**	311	311	311	304	339	339	339	339	339	339	351	0	0	0
WASP Commercial															
Retail	**165,090**	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Retail	**389,904**	0	0	0	0	55,701	55,701	55,701	55,701	55,701	55,701	55,701	0	0	0
Mixed Use Office	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	**554,994**	0	0	0	0	55,701	55,701	55,701	55,701	55,701	55,701	55,701	0	0	0
CASP Commercial															
Retail	**121,584**	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Retail (1)	**19,422**	0	0	0	0	2,775	2,775	2,775	2,775	2,775	2,775	2,775	0	0	0
Mixed Use Office	**67,200**	0	0	0	0	0	0	0	0	0	0	0	22,400	22,400	22,400
Subtotal	**208,206**	0	0	0	0	2,775	2,775	2,775	2,775	2,775	2,775	2,775	22,400	22,400	22,400
Total Commercial	**763,200**	0	0	0	0	58,475	58,475	58,475	58,475	58,475	58,475	58,475	22,400	22,400	22,400
Population (2)															
WASP	**15,886**	670	670	670	644	454	454	454	454	454	454	463	0	0	0
CASP	**13,213**	468	468	468	468	787	787	787	787	787	787	824	0	0	0
Total	**29,099**	1,138	1,138	1,138	1,113	1,241	1,241	1,241	1,241	1,241	1,241	1,287	0	0	0
Employment (3)															
WASP	**1,103**	0	0	0	0	111	111	111	111	111	111	111	0	0	-8
CASP	**502**	0	0	0	0	6	6	6	6	6	6	6	75	75	71
Total	**1,605**	0	0	0	0	117	117	117	117	117	117	117	75	75	63
Daytime Population (4)															
WASP	**16,438**	670	670	670	644	509	509	509	509	509	509	519	0	0	(4)
CASP	**13,464**	468	468	468	468	790	790	790	790	790	790	827	38	38	36
Total	**29,902**	1,138	1,138	1,138	1,113	1,299	1,299	1,299	1,299	1,299	1,299	1,345	38	38	32

(1) Assumed to be phased in proportion to mixed-use residential growth.
(2) Based on typical household size assumptions shown in Table A-4.
(3) Based on typical employment density assumptions shown in Table A-5.
(4) A service standard that reflects population and 1/2 of employment.

Sources: City of Salinas Public Services and Public Facilities Financing Plan, Economic & Planning Systems, Inc.

Table A-5
Assessed Value Projections*

Item	Estimating Factor	Total	Fiscal Year 1	2	3	4	5	6	7	8	9	10	11	12	13
New Assessed Value (millions)															
WASP Residential Units															
Low Density	$600,000 per unit	$816.6	$0	$43.2	$43.2	$43.2	$43.2	$43.2	$43.2	$43.2	$43.2	$43.2	$43.2	$43.2	$43.2
Medium Density	$500,000 per unit	$901.5	$0	$34.5	$34.5	$34.5	$34.5	$34.5	$34.5	$34.5	$34.5	$34.5	$34.5	$34.5	$34.5
High Density	$293,000 per unit	$317.9	$0	$12.3	$12.3	$12.3	$12.3	$12.3	$12.3	$12.3	$12.3	$12.3	$12.3	$12.3	$12.3
Mixed Use	$293,000 per unit	$26.7	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$2,062.7	$0	$90.0	$90.0	$90.0	$90.0	$90.0	$90.0	$90.0	$90.0	$90.0	$90.0	$90.0	$90.0
WASP Commercial															
Retail	$385 per sq.ft.	$63.6	$0	$5.3	$5.3	$5.3	$5.3	$5.3	$5.3	$5.3	$5.3	$5.3	$5.3	$5.3	$5.0
Mixed Use Retail	$385 per sq.ft.	$150.1	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Mixed Use Office	$209 per sq.ft.	$0.0	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$213.7	$0	$5.3	$5.3	$5.3	$5.3	$5.3	$5.3	$5.3	$5.3	$5.3	$5.3	$5.3	$5.0
WASP Total		$2,276.3	$0	$95.3	$95.3	$95.3	$95.3	$95.3	$95.3	$95.3	$95.3	$95.3	$95.3	$95.3	$95.0
CASP Residential Units															
Low Density	$600,000 per unit	$809.4	$0	$42.6	$42.6	$42.6	$42.6	$42.6	$42.6	$42.6	$42.6	$42.6	$42.6	$42.6	$42.6
Medium Density	$500,000 per unit	$360.0	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$20.0	$20.0	$20.0	$20.0
High Density	$339,000 per unit	$148.1	$0	$0.0	$5.8	$5.8	$5.8	$5.8	$5.8	$5.8	$5.8	$5.8	$5.8	$5.8	$5.8
Mixed Use	$339,000 per unit	$374.3	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$1,691.8	$0	$42.6	$48.4	$48.4	$48.4	$48.4	$48.4	$48.4	$48.4	$68.4	$68.4	$68.4	$68.4
CASP Commercial															
Retail	$385 per sq.ft.	$46.8	$0	$3.9	$3.9	$3.9	$3.9	$3.9	$3.9	$3.9	$3.9	$3.9	$3.9	$3.9	$3.7
Mixed Use Retail	$385 per sq.ft.	$7.5	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Mixed Use Office	$209 per sq.ft.	$14.0	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$68.3	$0	$3.9	$3.9	$3.9	$3.9	$3.9	$3.9	$3.9	$3.9	$3.9	$3.9	$3.9	$3.7
CASP Total		$1,760.1	$0	$46.5	$52.3	$52.3	$52.3	$52.3	$52.3	$52.3	$52.3	$72.3	$72.3	$72.3	$72.1
Total Assessed Value (millions)															
Base, start of year		$4,031.8	$0	$0.0	$141.8	$289.5	$437.1	$584.7	$732.3	$879.9	$1,027.5	$1,175.1	$1,342.7	$1,510.3	$1,677.9
Net New Assessed Value		$4.7	$0.0	$141.8	$147.6	$147.6	$147.6	$147.6	$147.6	$147.6	$147.6	$167.6	$167.6	$167.6	$167.1
Real Appreciation	0.0% annually	$0.0	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Base, end of year		$4,036.5	$0	$141.8	$289.5	$437.1	$584.7	$732.3	$879.9	$1,027.5	$1,175.1	$1,342.7	$1,510.3	$1,677.9	$1,845.0
Property Tax (1)	1.0%	$40,317,902	$0	$0	$1,418,460	$2,894,550	$4,370,640	$5,846,730	$7,322,820	$8,798,910	$10,275,000	$11,751,090	$13,427,180	$15,103,270	$16,779,360
Supplemental Roll (2)	50% of new a.v.	$23,408	$0	$709,230	$738,045	$738,045	$738,045	$738,045	$738,045	$738,045	$738,045	$838,045	$838,045	$838,045	$835,492
TOTAL Property Tax		$40,341,310	$0	$709,230	$2,156,505	$3,632,595	$5,108,685	$6,584,775	$8,060,865	$9,536,955	$11,013,045	$12,589,135	$14,265,225	$15,941,315	$17,614,852

*Note: while per unit values are assumed to be comparable between CASP and WASP; high density and mixed use values vary due to different distribution assumptions between for-sale and rental products.

(1) 1% of base (start of year) assessed value.

(2) Supplemental Role is included in property tax calculation, which assumes that revenues are received in year in which assessed value is created.

Table A-5
Assessed Value Projections*

Item	Estimating Factor	Total	Fiscal Year 14	15	16	17	18	19	20	21	22	23	24	Fisca 25
New Assessed Value (millions)														
WASP Residential Units														
Low Density	$600,000 per unit	$816.6	$43.2	$43.2	$43.2	$43.2	$43.2	$43.2	$39.0	$0.0	$0.0	$0.0	$0.0	$0.0
Medium Density	$500,000 per unit	$901.5	$34.5	$34.5	$34.5	$34.5	$34.5	$34.5	$34.5	$34.5	$34.5	$34.5	$34.5	$34.5
High Density	$293,000 per unit	$317.9	$12.3	$12.3	$12.3	$12.3	$12.3	$12.3	$12.3	$12.3	$12.3	$12.3	$12.3	$12.3
Mixed Use	$293,000 per unit	$26.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$3.8	$3.8	$3.8	$3.8	$3.8
Subtotal		$2,062.7	$90.0	$90.0	$90.0	$90.0	$90.0	$90.0	$85.8	$50.6	$50.6	$50.6	$50.6	$50.6
WASP Commercial														
Retail	$385 per sq.ft.	$63.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Mixed Use Retail	$385 per sq.ft.	$150.1	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$21.4	$21.4	$21.4	$21.4	$21.4
Mixed Use Office	$209 per sq.ft.	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$213.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$21.4	$21.4	$21.4	$21.4	$21.4
WASP Total		$2,276.3	$90.0	$90.0	$90.0	$90.0	$90.0	$90.0	$85.8	$72.1	$72.1	$72.1	$72.1	$72.1
CASP Residential Units														
Low Density	$600,000 per unit	$809.4	$42.6	$42.6	$42.6	$42.6	$42.6	$42.6	$42.6	$0.0	$0.0	$0.0	$0.0	$0.0
Medium Density	$500,000 per unit	$360.0	$20.0	$20.0	$20.0	$20.0	$20.0	$20.0	$20.0	$20.0	$20.0	$20.0	$20.0	$20.0
High Density	$339,000 per unit	$148.1	$5.8	$5.8	$5.8	$5.8	$5.8	$5.8	$5.8	$5.8	$5.8	$5.8	$5.8	$5.8
Mixed Use	$339,000 per unit	$374.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$53.6	$53.6	$53.6	$53.6	$53.6
Subtotal		$1,691.8	$68.4	$68.4	$68.4	$68.4	$68.4	$68.4	$68.4	$79.3	$79.3	$79.3	$79.3	$79.3
CASP Commercial														
Retail	$385 per sq.ft.	$46.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Mixed Use Retail	$385 per sq.ft.	$7.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$1.1	$1.1	$1.1	$1.1	$1.1
Mixed Use Office	$209 per sq.ft.	$14.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$68.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$1.1	$1.1	$1.1	$1.1	$1.1
CASP Total		$1,760.1	$68.4	$68.4	$68.4	$68.4	$68.4	$68.4	$68.4	$80.4	$80.4	$80.4	$80.4	$80.4
Total Assessed Value (millions)														
Base, start of year		$4,031.8	$1,845.0	$2,003.4	$2,161.8	$2,320.1	$2,478.5	$2,636.9	$2,795.2	$2,949.4	$3,101.9	$3,254.3	$3,406.8	$3,559.2
Net New Assessed Value		$4.7	$158.4	$158.4	$158.4	$158.4	$158.4	$158.4	$154.2	$152.5	$152.5	$152.5	$152.5	$152.5
Real Appreciation	0.0% annually	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Base, end of year		$4,036.5	$2,003.4	$2,161.8	$2,320.1	$2,478.5	$2,636.9	$2,795.2	$2,949.4	$3,101.9	$3,254.3	$3,406.8	$3,559.2	$3,711.7
Property Tax (1)	1.0%	$40,317,902	$18,450,345	$20,034,035	$21,617,725	$23,201,415	$24,785,105	$26,368,795	$27,952,485	$29,494,175	$31,018,704	$32,543,233	$34,067,763	$35,592,292
Supplemental Roll (2)	50% of new a.v.	$23,408	$791,845	$791,845	$791,845	$791,845	$791,845	$791,845	$770,845	$762,265	$762,265	$762,265	$762,265	$762,265
TOTAL Property Tax		$40,341,310	$19,242,190	$20,825,880	$22,409,570	$23,993,260	$25,576,950	$27,160,640	$28,723,330	$30,256,439	$31,780,969	$33,305,498	$34,830,027	$36,354,557

*Note: while per unit values are assumed to be comparable between CASP and WASP; high density and mixed use values vary due to different distribution assumptions between for-sale and rental products.

(1) 1% of base (start of year) assessed value.

(2) Supplemental Role is included in property tax calculation, which assumes that revenues are received in year in which assessed value is created.

Table A-5
Assessed Value Projections*

Item	Estimating Factor		Total	I Year 26	27	28	29	30	Stabilization 31
New Assessed Value (millions)									
WASP Residential Units									
Low Density	$600,000	per unit	$816.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Medium Density	$500,000	per unit	$901.5	$34.5	$39.0	$0.0	$0.0	$0.0	$0.0
High Density	$293,000	per unit	$317.9	$12.3	$10.3	$0.0	$0.0	$0.0	$0.0
Mixed Use	$293,000	per unit	$26.7	$3.8	$3.8	$0.0	$0.0	$0.0	$0.0
Subtotal			$2,062.7	$50.6	$53.1	$0.0	$0.0	$0.0	$0.0
WASP Commercial									
Retail	$385	per sq.ft.	$63.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Mixed Use Retail	$385	per sq.ft.	$150.1	$21.4	$21.4	$0.0	$0.0	$0.0	$0.0
Mixed Use Office	$209	per sq.ft.	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal			$213.7	$21.4	$21.4	$0.0	$0.0	$0.0	$0.0
WASP Total			$2,276.3	$72.1	$74.5	$0.0	$0.0	$0.0	$0.0
CASP Residential Units									
Low Density	$600,000	per unit	$809.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Medium Density	$500,000	per unit	$360.0	$20.0	$20.0	$0.0	$0.0	$0.0	$0.0
High Density	$339,000	per unit	$148.1	$5.8	$9.8	$0.0	$0.0	$0.0	$0.0
Mixed Use	$339,000	per unit	$374.3	$53.6	$52.9	$0.0	$0.0	$0.0	$0.0
Subtotal			$1,691.8	$79.3	$82.7	$0.0	$0.0	$0.0	$0.0
CASP Commercial									
Retail	$385	per sq.ft.	$46.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Mixed Use Retail	$385	per sq.ft.	$7.5	$1.1	$1.1	$0.0	$0.0	$0.0	$0.0
Mixed Use Office	$209	per sq.ft.	$14.0	$0.0	$0.0	$4.7	$4.7	$4.7	$0.0
Subtotal			$68.3	$1.1	$1.1	$4.7	$4.7	$4.7	$0.0
CASP Total			$1,760.1	$80.4	$83.8	$4.7	$4.7	$4.7	$0.0
Total Assessed Value (millions)									
Base, start of year			$4,031.8	$3,711.7	$3,864.1	$4,022.4	$4,027.1	$4,031.8	$4,036.5
Net New Assessed Value			$4.7	$152.5	$158.3	$4.7	$4.7	$4.7	$0.0
Real Appreciation	0.0%	annually	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Base, end of year			$4,036.5	$3,864.1	$4,022.4	$4,027.1	$4,031.8	$4,036.5	$4,036.5
Property Tax (1)	1.0%		$40,317,902	$37,116,821	$38,641,351	$40,224,270	$40,271,086	$40,317,902	$40,364,718
Supplemental Roll (2)	50%	of new a.v.	$23,408	$762,265	$791,460	$23,408	$23,408	$23,408	$0
TOTAL Property Tax			$40,341,310	$37,879,086	$39,432,810	$40,247,678	$40,294,494	$40,341,310	$40,364,718

*Note: while per unit values are assumed to be comparable between CASP and WASP; high density and mixed use values vary due to different distribution assumptions between for-sale and rental products.

(1) 1% of base (start of year) assessed value.

(2) Supplemental Role is included in property tax calculation, which assumes that revenues are received in year in which assessed value is created.

Table A-6
Property Tax, Property Tax In Lieu of VLF, and Transfer Tax Revenues

Item	Estimating Factor	Fiscal Year 1	2	3	4	5	6	7	8
PROPERTY TAX REVENUE									
WASP		$0	$476,636	$1,420,417	$2,376,894	$3,331,752	$4,285,970	$5,239,871	$6,193,591
CASP		$0	$232,594	$736,088	$1,255,701	$1,776,933	$2,298,805	$2,820,994	$3,343,364
Total Property Tax	Table A-5	$0	$709,230	$2,156,505	$3,632,595	$5,108,685	$6,584,775	$8,060,865	$9,536,955
WASP Property Tax Share (1)	**18.45% of 1.0% tax**	$0	$87,915	$261,996	$438,418	$614,542	$790,547	$966,494	$1,142,408
CASP Property Tax Share (1)	**18.62% of 1.0% tax**	$0	$43,297	$137,023	$233,749	$330,776	$427,923	$525,128	$622,367
Total Property Tax to the City		**$0**	**$131,213**	**$399,019**	**$672,167**	**$945,318**	**$1,218,470**	**$1,491,622**	**$1,764,775**
PROPERTY TAX IN LIEU OF VLF									
City Assessed Value (2)	$10,422,521,577 City's AV	$10,564,367,577	$10,706,213,577	$10,853,822,577	$11,001,431,577	$11,149,040,577	$11,296,649,577	$11,444,258,577	$11,591,867,577
Property Tax in Lieu of VLF (3)	$11,552,200 GF Budget	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200
Project New AV as a Portion of the City AV									
WASP									
Cumulative AV	Table A-5	$0	$95,327,138	$190,654,276	$285,981,415	$381,308,553	$476,635,691	$571,962,829	$667,289,967
Share of City Total AV	As share of Total City AV	0.0%	0.9%	1.8%	2.6%	3.4%	4.2%	5.0%	5.8%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$0**	**$102,860**	**$202,922**	**$300,299**	**$395,097**	**$487,418**	**$577,358**	**$665,006**
CASP									
Cumulative AV	Table A-5	$0	$46,518,862	$98,800,724	$151,082,585	$203,364,447	$255,646,309	$307,928,171	$360,210,033
Share of City Total AV	As share of Total City AV	0.0%	0.4%	0.9%	1.4%	1.8%	2.3%	2.7%	3.1%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$0**	**$50,195**	**$105,158**	**$158,646**	**$210,718**	**$261,429**	**$310,833**	**$358,977**
Total Property Tax in Lieu of VLF		**$0**	**$153,054**	**$308,080**	**$458,945**	**$605,815**	**$748,848**	**$888,190**	**$1,023,984**
PROPERTY TRANSFER TAX REVENUE									
Residential For-Sale									
WASP									
New Value		$0	$83,853,000	$83,853,000	$83,853,000	$83,853,000	$83,853,000	$83,853,000	$83,853,000
Cumulative Value		$0	$83,853,000	$167,706,000	$251,559,000	$335,412,000	$419,265,000	$503,118,000	$586,971,000
Annual Turnover (4)	5.0% of property value	$0	$4,192,650	$8,385,300	$12,577,950	$16,770,600	$20,963,250	$25,155,900	$29,348,550
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$0**	**$2,306**	**$4,612**	**$6,918**	**$9,224**	**$11,530**	**$13,836**	**$16,142**
CASP									
New Value		$0	$42,600,000	$47,786,700	$47,786,700	$47,786,700	$47,786,700	$47,786,700	$47,786,700
Cumulative Value		$0	$42,600,000	$90,386,700	$138,173,400	$185,960,100	$233,746,800	$281,533,500	$329,320,200
Annual Turnover, millions (4)	5.0% of property value	$0	$2,130,000	$4,519,335	$6,908,670	$9,298,005	$11,687,340	$14,076,675	$16,466,010
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$0**	**$1,172**	**$2,486**	**$3,800**	**$5,114**	**$6,428**	**$7,742**	**$9,056**
Commercial and Rental (5)									
WASP									
New Value		$0	$11,474,138	$11,474,138	$11,474,138	$11,474,138	$11,474,138	$11,474,138	$11,474,138
Cumulative Value		$0	$11,474,138	$22,948,276	$34,422,415	$45,896,553	$57,370,691	$68,844,829	$80,318,967
Annual Turnover (4)	2.0% of property value	$0	$229,483	$458,966	$688,448	$917,931	$1,147,414	$1,376,897	$1,606,379
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$0**	**$126**	**$252**	**$379**	**$505**	**$631**	**$757**	**$884**
CASP									
New Value		$0	$3,918,862	$4,495,162	$4,495,162	$4,495,162	$4,495,162	$4,495,162	$4,495,162
Cumulative Value		$0	$3,918,862	$8,414,024	$12,909,185	$17,404,347	$21,899,509	$26,394,671	$30,889,833
Annual Turnover (4)	2.0% of property value	$0	$78,377	$168,280	$258,184	$348,087	$437,990	$527,893	$617,797
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$0**	**$43**	**$93**	**$142**	**$191**	**$241**	**$290**	**$340**
Total Transfer Tax									
WASP		$0	$2,432	$4,864	$7,297	$9,729	$12,161	$14,593	$17,025
CASP		$0	$1,215	$2,578	$3,942	$5,305	$6,669	$8,033	$9,396
Total		**$0**	**$3,647**	**$7,443**	**$11,238**	**$15,034**	**$18,830**	**$22,626**	**$26,421**

(1) Based on the 2008 Tax Sharing agreement between Monterey County and the City of Salinas. See Table A-8 for additional detail.
(2) Total City Assessed Value, Monterey County Assessor Tax Roll 2016 - 2017.
(3) 2016 - 2017 VLF Revenue to the General Fund, City of Salinas 2016 - 2017 Adopted Operating Budget.

(4) Rate assumption is based on EPS experience in comparable jurisdictions.

(5) Assumes 25% of High Density and M-U Residential are Rental and that all Commercial space is rental.

Sources: Monterey County Assessor's Office; City of Salinas 2016 - 2017 Adopted Operating Budget; Master Tax Transfer Agreement between City of Salinas and the County of Monterey (4/8/2008); Conversations with LAFCO & County Staff; Economic & Planning Systems, Inc.

Table A-6
Property Tax, Property Tax In Lieu of VLF, and Transfer Tax Revenues

Item	Estimating Factor	Fiscal Year 9	10	11	12	13	14	15	16
PROPERTY TAX REVENUE									
WASP		$7,147,198	$8,043,964	$9,003,766	$9,962,263	$10,918,442	$11,848,781	$12,751,593	$13,654,030
CASP		$3,865,847	$4,545,171	$5,261,459	$5,979,052	$6,696,410	$7,393,408	$8,074,286	$8,755,540
Total Property Tax	Table A-5	$11,013,045	$12,589,135	$14,265,225	$15,941,315	$17,614,852	$19,242,190	$20,825,880	$22,409,570
WASP Property Tax Share (1)	**18.45% of 1.0% tax**	$1,318,301	$1,483,709	$1,660,745	$1,837,539	$2,013,907	$2,185,508	$2,352,031	$2,518,486
CASP Property Tax Share (1)	**18.62% of 1.0% tax**	$719,627	$846,083	$979,421	$1,113,001	$1,246,537	$1,376,283	$1,503,028	$1,629,844
Total Property Tax to the City		**$2,037,928**	**$2,329,793**	**$2,640,165**	**$2,950,540**	**$3,260,443**	**$3,561,791**	**$3,855,060**	**$4,148,330**
PROPERTY TAX IN LIEU OF VLF									
City Assessed Value (2)	$10,422,521,577 City's AV	$11,739,476,577	$11,907,085,577	$12,074,694,577	$12,242,303,577	$12,409,402,037	$12,567,771,037	$12,726,140,037	$12,884,509,037
Property Tax in Lieu of VLF (3)	$11,552,200 GF Budget	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200
Project New AV as a Portion of the City AV									
WASP									
Cumulative AV	Table A-5	$762,617,106	$857,944,244	$953,271,382	$1,048,598,520	$1,143,631,648	$1,233,637,648	$1,323,643,648	$1,413,649,648
Share of City Total AV	As share of Total City AV	6.5%	7.2%	7.9%	8.6%	9.2%	9.8%	10.4%	11.0%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$750,451**	**$832,374**	**$912,022**	**$989,489**	**$1,064,633**	**$1,133,950**	**$1,201,542**	**$1,267,473**
CASP									
Cumulative AV	Table A-5	$412,491,894	$484,773,756	$557,055,618	$629,337,480	$701,402,812	$769,765,812	$838,128,812	$906,491,812
Share of City Total AV	As share of Total City AV	3.5%	4.1%	4.6%	5.1%	5.7%	6.1%	6.6%	7.0%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$405,912**	**$470,325**	**$532,951**	**$593,861**	**$652,952**	**$707,563**	**$760,814**	**$812,757**
Total Property Tax in Lieu of VLF		**$1,156,363**	**$1,302,699**	**$1,444,972**	**$1,583,350**	**$1,717,585**	**$1,841,513**	**$1,962,357**	**$2,080,230**
PROPERTY TRANSFER TAX REVENUE									
Residential For-Sale									
WASP									
New Value		$83,853,000	$83,853,000	$83,853,000	$83,853,000	$83,853,000	$83,853,000	$83,853,000	$83,853,000
Cumulative Value		$670,824,000	$754,677,000	$838,530,000	$922,383,000	$1,006,236,000	$1,090,089,000	$1,173,942,000	$1,257,795,000
Annual Turnover (4)	5.0% of property value	$33,541,200	$37,733,850	$41,926,500	$46,119,150	$50,311,800	$54,504,450	$58,697,100	$62,889,750
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$18,448**	**$20,754**	**$23,060**	**$25,366**	**$27,671**	**$29,977**	**$32,283**	**$34,589**
CASP									
New Value		$47,786,700	$67,786,700	$67,786,700	$67,786,700	$67,786,700	$67,786,700	$67,786,700	$67,786,700
Cumulative Value		$377,106,900	$444,893,600	$512,680,300	$580,467,000	$648,253,700	$716,040,400	$783,827,100	$851,613,800
Annual Turnover, millions (4)	5.0% of property value	$18,855,345	$22,244,680	$25,634,015	$29,023,350	$32,412,685	$35,802,020	$39,191,355	$42,580,690
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$10,370**	**$12,235**	**$14,099**	**$15,963**	**$17,827**	**$19,691**	**$21,555**	**$23,419**
Commercial and Rental (5)									
WASP									
New Value		$11,474,138	$11,474,138	$11,474,138	$11,474,138	$11,180,128	$6,153,000	$6,153,000	$6,153,000
Cumulative Value		$91,793,106	$103,267,244	$114,741,382	$126,215,520	$137,395,648	$143,548,648	$149,701,648	$155,854,648
Annual Turnover (4)	2.0% of property value	$1,835,862	$2,065,345	$2,294,828	$2,524,310	$2,747,913	$2,870,973	$2,994,033	$3,117,093
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$1,010**	**$1,136**	**$1,262**	**$1,388**	**$1,511**	**$1,579**	**$1,647**	**$1,714**
CASP									
New Value		$4,495,162	$4,495,162	$4,495,162	$4,495,162	$4,278,632	$576,300	$576,300	$576,300
Cumulative Value		$35,384,994	$39,880,156	$44,375,318	$48,870,480	$53,149,112	$53,725,412	$54,301,712	$54,878,012
Annual Turnover (4)	2.0% of property value	$707,700	$797,603	$887,506	$977,410	$1,062,982	$1,074,508	$1,086,034	$1,097,560
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$389**	**$439**	**$488**	**$538**	**$585**	**$591**	**$597**	**$604**
Total Transfer Tax									
WASP		$19,457	$21,890	$24,322	$26,754	$29,183	$31,556	$33,930	$36,304
CASP		$10,760	$12,673	$14,587	$16,500	$18,412	$20,282	$22,153	$24,023
Total		**$30,217**	**$34,563**	**$38,909**	**$43,254**	**$47,594**	**$51,839**	**$56,083**	**$60,327**

(1) Based on the 2008 Tax Sharing agreement between Monterey County and the City of Salinas. See Table A-8 for additional detail.
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(3) 2016 - 2017 VLF Revenue to the General Fund, City of Salinas 2016 - 2017 Adopted Operating Budget.

(4) Rate assumption is based on EPS experience in comparable jurisdictions.

(5) Assumes 25% of High Density and M-U Residential are Rental and that all Commercial space is rental.

Sources: Monterey County Assessor's Office; City of Salinas 2016 - 2017 Adopted Operating Budget; Master Tax Transfer Agreement between City of Salinas and the County of Monterey (4/8/2008); Conversations with LAFCO & County Staff; Economic & Planning Systems, Inc.

Table A-6
Property Tax, Property Tax In Lieu of VLF, and Transfer Tax Revenues

Item	Estimating Factor	Fiscal Year 17	18	19	20	21	22	23	24
PROPERTY TAX REVENUE									
WASP		$14,556,162	$15,458,046	$16,359,723	$17,232,276	$17,962,789	$18,687,707	$19,412,239	$20,136,433
CASP		$9,437,097	$10,118,904	$10,800,917	$11,491,054	$12,293,651	$13,093,262	$13,893,259	$14,693,594
Total Property Tax	Table A-5	$23,993,260	$25,576,950	$27,160,640	$28,723,330	$30,256,439	$31,780,969	$33,305,498	$34,830,027
WASP Property Tax Share (1)	**18.45% of 1.0% tax**	$2,684,884	$2,851,237	$3,017,551	$3,178,493	$3,313,236	$3,446,948	$3,580,587	$3,714,165
CASP Property Tax Share (1)	**18.62% of 1.0% tax**	$1,756,716	$1,883,634	$2,010,591	$2,139,060	$2,288,463	$2,437,311	$2,586,230	$2,735,213
Total Property Tax to the City		**$4,441,600**	**$4,734,870**	**$5,028,142**	**$5,317,553**	**$5,601,699**	**$5,884,258**	**$6,166,818**	**$6,449,378**
PROPERTY TAX IN LIEU OF VLF									
City Assessed Value (2)	$10,422,521,577 City's AV	$13,042,878,037	$13,201,247,037	$13,359,616,037	$13,513,785,037	$13,666,237,971	$13,818,690,906	$13,971,143,840	$14,123,596,774
Property Tax in Lieu of VLF (3)	$11,552,200 GF Budget	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200
Project New AV as a Portion of the City AV									
WASP									
Cumulative AV	Table A-5	$1,503,655,648	$1,593,661,648	$1,683,667,648	$1,769,473,648	$1,841,533,353	$1,913,593,058	$1,985,652,763	$2,057,712,468
Share of City Total AV	As share of Total City AV	11.5%	12.1%	12.6%	13.1%	13.5%	13.8%	14.2%	14.6%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$1,331,802**	**$1,394,588**	**$1,455,885**	**$1,512,627**	**$1,556,666**	**$1,599,733**	**$1,641,860**	**$1,683,077**
CASP									
Cumulative AV	Table A-5	$974,854,812	$1,043,217,812	$1,111,580,812	$1,179,943,812	$1,260,337,041	$1,340,730,270	$1,421,123,500	$1,501,516,729
Share of City Total AV	As share of Total City AV	7.5%	7.9%	8.3%	8.7%	9.2%	9.7%	10.2%	10.6%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$863,438**	**$912,903**	**$961,196**	**$1,008,670**	**$1,065,375**	**$1,120,829**	**$1,175,072**	**$1,228,145**
Total Property Tax in Lieu of VLF		**$2,195,240**	**$2,307,491**	**$2,417,081**	**$2,521,297**	**$2,622,040**	**$2,720,561**	**$2,816,932**	**$2,911,222**
PROPERTY TRANSFER TAX REVENUE									
Residential For-Sale									
WASP									
New Value		$83,853,000	$83,853,000	$83,853,000	$79,653,000	$42,557,500	$42,557,500	$42,557,500	$42,557,500
Cumulative Value		$1,341,648,000	$1,425,501,000	$1,509,354,000	$1,589,007,000	$1,631,564,500	$1,674,122,000	$1,716,679,500	$1,759,237,000
Annual Turnover (4)	5.0% of property value	$67,082,400	$71,275,050	$75,467,700	$79,450,350	$81,578,225	$83,706,100	$85,833,975	$87,961,850
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$36,895**	**$39,201**	**$41,507**	**$43,698**	**$44,868**	**$46,038**	**$47,209**	**$48,379**
CASP									
New Value		$67,786,700	$67,786,700	$67,786,700	$67,786,700	$73,392,500	$73,392,500	$73,392,500	$73,392,500
Cumulative Value		$919,400,500	$987,187,200	$1,054,973,900	$1,122,760,600	$1,196,153,100	$1,269,545,600	$1,342,938,100	$1,416,330,600
Annual Turnover, millions (4)	5.0% of property value	$45,970,025	$49,359,360	$52,748,695	$56,138,030	$59,807,655	$63,477,280	$67,146,905	$70,816,530
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$25,284**	**$27,148**	**$29,012**	**$30,876**	**$32,894**	**$34,913**	**$36,931**	**$38,949**
Commercial and Rental (5)									
WASP									
New Value		$6,153,000	$6,153,000	$6,153,000	$6,153,000	$29,502,205	$29,502,205	$29,502,205	$29,502,205
Cumulative Value		$162,007,648	$168,160,648	$174,313,648	$180,466,648	$209,968,853	$239,471,058	$268,973,263	$298,475,468
Annual Turnover (4)	2.0% of property value	$3,240,153	$3,363,213	$3,486,273	$3,609,333	$4,199,377	$4,789,421	$5,379,465	$5,969,509
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$1,782**	**$1,850**	**$1,917**	**$1,985**	**$2,310**	**$2,634**	**$2,959**	**$3,283**
CASP									
New Value		$576,300	$576,300	$576,300	$576,300	$7,000,729	$7,000,729	$7,000,729	$7,000,729
Cumulative Value		$55,454,312	$56,030,612	$56,606,912	$57,183,212	$64,183,941	$71,184,670	$78,185,400	$85,186,129
Annual Turnover (4)	2.0% of property value	$1,109,086	$1,120,612	$1,132,138	$1,143,664	$1,283,679	$1,423,693	$1,563,708	$1,703,723
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$610**	**$616**	**$623**	**$629**	**$706**	**$783**	**$860**	**$937**
Total Transfer Tax									
WASP		$38,677	$41,051	$43,425	$45,683	$47,178	$48,673	$50,167	$51,662
CASP		$25,894	$27,764	$29,634	$31,505	$33,600	$35,696	$37,791	$39,886
Total		**$64,571**	**$68,815**	**$73,059**	**$77,188**	**$80,778**	**$84,368**	**$87,958**	**$91,548**

(1) Based on the 2008 Tax Sharing agreement between Monterey County and the City of Salinas. See Table A-8 for additional detail.
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(3) 2016 - 2017 VLF Revenue to the General Fund, City of Salinas 2016 - 2017 Adopted Operating Budget.
(4) Rate assumption is based on EPS experience in comparable jurisdictions.
(5) Assumes 25% of High Density and M-U Residential are Rental and that all Commercial space is rental.

Sources: Monterey County Assessor's Office; City of Salinas 2016 - 2017 Adopted Operating Budget; Master Tax Transfer Agreement between City of Salinas and the County of Monterey (4/8/2008); Conversations with LAFCO & County Staff; Economic & Planning Systems, Inc.

Table A-6
Property Tax, Property Tax In Lieu of VLF, and Transfer Tax Revenues

Item	Estimating Factor	Fiscal Year 25	26	27	28	29	30	Stabilization 31
PROPERTY TAX REVENUE								
WASP		$20,860,332	$21,583,971	$22,315,509	$22,750,174	$22,750,190	$22,750,205	$22,763,406
CASP		$15,494,224	$16,295,115	$17,117,301	$17,497,504	$17,544,304	$17,591,105	$17,601,312
Total Property Tax	Table A-5	$36,354,557	$37,879,086	$39,432,810	$40,247,678	$40,294,494	$40,341,310	$40,364,718
WASP Property Tax Share (1)	**18.45% of 1.0% tax**	$3,847,688	$3,981,163	$4,116,096	$4,196,270	$4,196,272	$4,196,275	$4,198,710
CASP Property Tax Share (1)	**18.62% of 1.0% tax**	$2,884,250	$3,033,336	$3,186,386	$3,257,160	$3,265,872	$3,274,584	$3,276,484
Total Property Tax to the City		**$6,731,938**	**$7,014,499**	**$7,302,481**	**$7,453,430**	**$7,462,145**	**$7,470,860**	**$7,475,194**
PROPERTY TAX IN LIEU OF VLF								
City Assessed Value (2)	$10,422,521,577 City's AV	$14,276,049,708	$14,428,502,643	$14,586,794,577	$14,591,476,177	$14,596,157,777	$14,600,839,377	$14,600,839,377
Property Tax in Lieu of VLF (3)	$11,552,200 GF Budget	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200
Project New AV as a Portion of the City AV								
WASP								
Cumulative AV	Table A-5	$2,129,772,173	$2,201,831,878	$2,276,340,583	$2,276,340,583	$2,276,340,583	$2,276,340,583	$2,276,340,583
Share of City Total AV	As share of Total City AV	14.9%	15.3%	15.6%	15.6%	15.6%	15.6%	15.6%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$1,723,415**	**$1,762,900**	**$1,802,777**	**$1,802,199**	**$1,801,621**	**$1,801,043**	**$1,801,043**
CASP								
Cumulative AV	Table A-5	$1,581,909,959	$1,662,303,188	$1,746,086,417	$1,750,768,017	$1,755,449,617	$1,760,131,217	$1,760,131,217
Share of City Total AV	As share of Total City AV	11.1%	11.5%	12.0%	12.0%	12.0%	12.1%	12.1%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$1,280,084**	**$1,330,925**	**$1,382,836**	**$1,386,098**	**$1,389,359**	**$1,392,618**	**$1,392,618**
Total Property Tax in Lieu of VLF		**$3,003,499**	**$3,093,825**	**$3,185,613**	**$3,188,297**	**$3,190,980**	**$3,193,661**	**$3,193,661**
PROPERTY TRANSFER TAX REVENUE								
Residential For-Sale								
WASP								
New Value		$42,557,500	$42,557,500	$46,032,000	$0	$0	$0	$0
Cumulative Value		$1,801,794,500	$1,844,352,000	$1,890,384,000	$1,890,384,000	$1,890,384,000	$1,890,384,000	$1,890,384,000
Annual Turnover (4)	5.0% of property value	$90,089,725	$92,217,600	$94,519,200	$94,519,200	$94,519,200	$94,519,200	$94,519,200
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$49,549**	**$50,720**	**$51,986**	**$51,986**	**$51,986**	**$51,986**	**$51,986**
CASP								
New Value		$73,392,500	$73,392,500	$76,443,500	$0	$0	$0	$0
Cumulative Value		$1,489,723,100	$1,563,115,600	$1,639,559,100	$1,639,559,100	$1,639,559,100	$1,639,559,100	$1,639,559,100
Annual Turnover, millions (4)	5.0% of property value	$74,486,155	$78,155,780	$81,977,955	$81,977,955	$81,977,955	$81,977,955	$81,977,955
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$40,967**	**$42,986**	**$45,088**	**$45,088**	**$45,088**	**$45,088**	**$45,088**
Commercial and Rental (5)								
WASP								
New Value		$29,502,205	$29,502,205	$28,476,705	$0	$0	$0	$0
Cumulative Value		$327,977,673	$357,479,878	$385,956,583	$385,956,583	$385,956,583	$385,956,583	$385,956,583
Annual Turnover (4)	2.0% of property value	$6,559,553	$7,149,598	$7,719,132	$7,719,132	$7,719,132	$7,719,132	$7,719,132
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$3,608**	**$3,932**	**$4,246**	**$4,246**	**$4,246**	**$4,246**	**$4,246**
CASP								
New Value		$7,000,729	$7,000,729	$7,339,729	$4,681,600	$4,681,600	$4,681,600	$0
Cumulative Value		$92,186,859	$99,187,588	$106,527,317	$111,208,917	$115,890,517	$120,572,117	$120,572,117
Annual Turnover (4)	2.0% of property value	$1,843,737	$1,983,752	$2,130,546	$2,224,178	$2,317,810	$2,411,442	$2,411,442
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$1,014**	**$1,091**	**$1,172**	**$1,223**	**$1,275**	**$1,326**	**$1,326**
Total Transfer Tax								
WASP		$53,157	$54,652	$56,231	$56,231	$56,231	$56,231	$56,231
CASP		$41,981	$44,077	$46,260	$46,311	$46,363	$46,414	$46,414
Total		**$95,139**	**$98,729**	**$102,491**	**$102,542**	**$102,594**	**$102,645**	**$102,645**

(1) Based on the 2008 Tax Sharing agreement between Monterey County and the City of Salinas. See Table A-8 for additional detail.
(2) Total City Assessed Value, Monterey County Assessor Tax Roll 2016 - 2017.
(3) 2016 - 2017 VLF Revenue to the General Fund, City of Salinas 2016 - 2017 Adopted Operating Budget.

(4) Rate assumption is based on EPS experience in comparable jurisdictions.

(5) Assumes 25% of High Density and M-U Residential are Rental and that all Commercial space is rental.

Sources: Monterey County Assessor's Office; City of Salinas 2016 - 2017 Adopted Operating Budget; Master Tax Transfer Agreement between City of Salinas and the County of Monterey (4/8/2008); Conversations with LAFCO & County Staff; Economic & Planning Systems, Inc.

Table A-7
Sales Tax Generation Summary

Land Use	Total	Fiscal Year 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Development Program																	
WASP Residential Units																	
Low Density	1,361 units	0	72	144	216	288	360	432	504	576	648	720	792	864	936	1,008	1,080
Medium Density	1,803 units	0	69	138	207	276	345	414	483	552	621	690	759	828	897	966	1,035
High Density - For Sale	543 units	0	21	42	63	84	105	126	147	168	189	210	231	252	273	294	315
High Density - Rental	543 units	0	21	42	63	84	105	126	147	168	189	210	231	252	273	294	315
Mixed Use Residential - For Sale	46 units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Residential - Rental	46 units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	4,340 units	0	183	366	549	732	915	1,098	1,281	1,464	1,647	1,830	2,013	2,196	2,379	2,562	2,745
CASP Residential Units																	
Low Density	1,349 units	0	71	142	213	284	355	426	497	568	639	710	781	852	923	994	1,065
Medium Density	720 units	0	0	0	0	0	0	0	0	0	40	80	120	160	200	240	280
High Density - For Sale	219 units	0	0	9	17	26	34	43	51	60	68	77	85	94	102	111	119
High Density - Rental	219 units	0	0	9	17	26	34	43	51	60	68	77	85	94	102	111	119
Mixed Use Residential - For Sale	552 units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Residential - Rental	552 units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	3,610 units	0	71	159	247	335	423	511	599	687	815	943	1,071	1,199	1,327	1,455	1,583
Total Residential	7,950 units	0	254	525	796	1,067	1,338	1,609	1,880	2,151	2,462	2,773	3,084	3,395	3,706	4,017	4,328
Residential Incomes (cumulative) (1)																	
WASP Residential Units	*Unit Price*																
Low Density	$600,000 per unit	$0	$2,248,178	$4,496,355	$6,744,533	$8,992,710	$11,240,888	$13,489,066	$15,737,243	$17,985,421	$20,233,598	$22,481,776	$24,729,954	$26,978,131	$29,226,309	$31,474,486	$33,722,664
Medium Density	$500,000 per unit	$0	$1,795,420	$3,590,839	$5,386,259	$7,181,678	$8,977,098	$10,772,518	$12,567,937	$14,363,357	$16,158,776	$17,954,196	$19,749,616	$21,545,035	$23,340,455	$25,135,875	$26,931,294
High Density - For Sale	$297,000 per unit	$0	$324,581	$649,161	$973,742	$1,298,323	$1,622,903	$1,947,484	$2,272,064	$2,596,645	$2,921,226	$3,245,806	$3,570,387	$3,894,968	$4,219,548	$4,544,129	$4,868,710
High Density - Rental	$289,000 per unit	$0	$670,950	$1,341,900	$2,012,850	$2,683,800	$3,354,750	$4,025,700	$4,696,650	$5,367,600	$6,038,550	$6,709,500	$7,380,450	$8,051,400	$8,722,350	$9,393,300	$10,064,250
Mixed Use Residential - For Sale	$297,000 per unit	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Mixed Use Residential - Rental	$289,000 per unit	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal		$0	$5,039,128	$10,078,256	$15,117,384	$20,156,511	$25,195,639	$30,234,767	$35,273,895	$40,313,023	$45,352,151	$50,391,278	$55,430,406	$60,469,534	$65,508,662	$70,547,790	$75,586,918
CASP Residential Units	*Unit Price*																
Low Density	$600,000 per unit	$0	$2,216,953	$4,433,906	$6,650,859	$8,867,812	$11,084,765	$13,301,717	$15,518,670	$17,735,623	$19,952,576	$22,169,529	$24,386,482	$26,603,435	$28,820,388	$31,037,341	$33,254,294
Medium Density	$500,000 per unit	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,040,823	$2,081,646	$3,122,469	$4,163,292	$5,204,115	$6,244,938	$7,285,761
High Density - For Sale	$358,000 per unit	$0	$0	$158,361	$316,722	$475,084	$633,445	$791,806	$950,167	$1,108,528	$1,266,890	$1,425,251	$1,583,612	$1,741,973	$1,900,335	$2,058,696	$2,217,057
High Density - Rental	$170,000 per unit	$0	$0	$271,575	$543,150	$814,725	$1,086,300	$1,357,875	$1,629,450	$1,901,025	$2,172,600	$2,444,175	$2,715,750	$2,987,325	$3,258,900	$3,530,475	$3,802,050
Mixed Use Residential - For Sale	$358,000 per unit	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Mixed Use Residential - Rental	$170,000 per unit	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal		$0	$2,216,953	$4,863,842	$7,510,731	$10,157,620	$12,804,509	$15,451,399	$18,098,288	$20,745,177	$24,432,889	$28,120,601	$31,808,313	$35,496,025	$39,183,737	$42,871,449	$46,559,161
Residential Income Spent on Retail (cumulative)	**$217,116,126**	$0	$7,256,081	$14,942,098	$22,628,115	$30,314,132	$38,000,149	$45,686,166	$53,372,183	$61,058,200	$69,785,039	$78,511,879	$87,238,719	$95,965,559	$104,692,399	$113,419,239	$122,146,079
Retail Expenditures From Residential Uses																	
Net New Capture in Salinas		70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%
Taxable Expenditures in Salinas	$151,981,288	$0.0	$5,079,257	$10,459,468	$15,839,680	$21,219,892	$26,600,104	$31,980,316	$37,360,528	$42,740,740	$48,849,528	$54,958,316	$61,067,104	$67,175,891	$73,284,679	$79,393,467	$85,502,255
New Retail Sales Tax to the City		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Sales Tax Revenue	$1,519,813	$0	$50,793	$104,595	$158,397	$212,199	$266,001	$319,803	$373,605	$427,407	$488,495	$549,583	$610,671	$671,759	$732,847	$793,935	$855,023
Measure V Sales Tax to the City (2)		0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Sales Tax Revenue	$759,906	$0	$25,396	$52,297	$79,198	$106,099	$133,001	$159,902	$186,803	$213,704	$244,248	$274,792	$305,336	$335,879	$366,423	$396,967	$427,511
Measure G Sales Tax to the City (3)		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%
Sales Tax Revenue	$0	$0	$50,793	$104,595	$158,397	$212,199	$266,001	$319,803	$373,605	$427,407	$488,495	$549,583	$610,671	$0	$0	$0	$0
Total Sales Tax Revenue To Salinas	**$2,279,719**	**$0**	**$126,981**	**$261,487**	**$395,992**	**$530,497**	**$665,003**	**$799,508**	**$934,013**	**$1,068,518**	**$1,221,238**	**$1,373,958**	**$1,526,678**	**$1,007,638**	**$1,099,270**	**$1,190,902**	**$1,282,534**

(1) Mortgage or rent payments are assumed based on 30% of total household income (a common assumption for estimating a cost of housing) with another 30% assumed to be spent on taxable retail expenditures. Mortgage amount is based on a 20% down payment with the remaining 80% financed through a 30-year fixed loan and a 6% annual interest for for-sale units.
(2) A permanent 1/2 cent sales tax used to fund General Services.
(3) A 1 cent sales tax for General services effective as of April 1, 2015 and set to expire in 15 years.

Sources: CASP and WASP Specific Plan, 2007 FGA Financing Plan; City of Salinas 2016 -2017 Adopted Operating Budget; BLS Consumer Expenditure Survey, and Economic & Planning Systems, Inc.

Table A-7
Sales Tax Generation Summary

Land Use	Total	Fiscal Year 17	18	19	20	21	22	23	24	25	26	27	28	29	30	Stabilization 31
Development Program																
WASP Residential Units																
Low Density	1,361 units	1,152	1,224	1,296	1,361	1,361	1,361	1,361	1,361	1,361	1,361	1,361	1,361	1,361	1,361	1,361
Medium Density	1,803 units	1,104	1,173	1,242	1,311	1,380	1,449	1,518	1,587	1,656	1,725	1,803	1,803	1,803	1,803	1,803
High Density - For Sale	543 units	336	357	378	399	420	441	462	483	504	525	543	543	543	543	543
High Density - Rental	543 units	336	357	378	399	420	441	462	483	504	525	543	543	543	543	543
Mixed Use Residential - For Sale	46 units	0	0	0	0	7	13	20	26	33	39	46	46	46	46	46
Mixed Use Residential - Rental	46 units	0	0	0	0	7	13	20	26	33	39	46	46	46	46	46
Subtotal	4,340 units	2,928	3,111	3,294	3,470	3,594	3,718	3,842	3,966	4,090	4,214	4,340	4,340	4,340	4,340	4,340
CASP Residential Units																
Low Density	1,349 units	1,136	1,207	1,278	1,349	1,349	1,349	1,349	1,349	1,349	1,349	1,349	1,349	1,349	1,349	1,349
Medium Density	720 units	320	360	400	440	480	520	560	600	640	680	720	720	720	720	720
High Density - For Sale	219 units	128	136	145	153	162	170	179	187	196	204	219	219	219	219	219
High Density - Rental	219 units	128	136	145	153	162	170	179	187	196	204	219	219	219	219	219
Mixed Use Residential - For Sale	552 units	0	0	0	0	79	158	237	316	395	474	552	552	552	552	552
Mixed Use Residential - Rental	552 units	0	0	0	0	79	158	237	316	395	474	552	552	552	552	552
Subtotal	3,610 units	1,711	1,839	1,967	2,095	2,310	2,525	2,740	2,955	3,170	3,385	3,610	3,610	3,610	3,610	3,610
Total Residential	7,950 units	4,639	4,950	5,261	5,565	5,904	6,243	6,582	6,921	7,260	7,599	7,950	7,950	7,950	7,950	7,950
Residential Incomes (cumulative) (1)																
WASP Residential Units	*Unit Price*															
Low Density	$600,000 per unit	$35,970,842	$38,219,019	$40,467,197	$42,496,802	$42,496,802	$42,496,802	$42,496,802	$42,496,802	$42,496,802	$42,496,802	$42,496,802	$42,496,802	$42,496,802	$42,496,802	$42,496,802
Medium Density	$500,000 per unit	$28,726,714	$30,522,133	$32,317,553	$34,112,973	$35,908,392	$37,703,812	$39,499,231	$41,294,651	$43,090,071	$44,885,490	$46,915,095	$46,915,095	$46,915,095	$46,915,095	$46,915,095
High Density - For Sale	$297,000 per unit	$5,193,290	$5,517,871	$5,842,452	$6,167,032	$6,491,613	$6,816,193	$7,140,774	$7,465,355	$7,789,935	$8,114,516	$8,385,000	$8,385,000	$8,385,000	$8,385,000	$8,385,000
High Density - Rental	$289,000 per unit	$10,735,200	$11,406,150	$12,077,100	$12,748,050	$13,419,000	$14,089,950	$14,760,900	$15,431,850	$16,102,800	$16,773,750	$17,332,875	$17,332,875	$17,332,875	$17,332,875	$17,332,875
Mixed Use Residential - For Sale	$297,000 per unit	$0	$0	$0	$0	$100,465	$200,931	$301,396	$401,862	$502,327	$602,793	$703,258	$703,258	$703,258	$703,258	$703,258
Mixed Use Residential - Rental	$289,000 per unit	$0	$0	$0	$0	$207,675	$415,350	$623,025	$830,700	$1,038,375	$1,246,050	$1,453,725	$1,453,725	$1,453,725	$1,453,725	$1,453,725
Subtotal		$80,626,046	$85,665,173	$90,704,301	$95,524,856	$98,623,947	$101,723,038	$104,822,128	$107,921,219	$111,020,310	$114,119,400	$117,286,754	$117,286,754	$117,286,754	$117,286,754	$117,286,754
CASP Residential Units	*Unit Price*															
Low Density	$600,000 per unit	$35,471,247	$37,688,199	$39,905,152	$42,122,105	$42,122,105	$42,122,105	$42,122,105	$42,122,105	$42,122,105	$42,122,105	$42,122,105	$42,122,105	$42,122,105	$42,122,105	$42,122,105
Medium Density	$500,000 per unit	$8,326,584	$9,367,407	$10,408,230	$11,449,053	$12,489,876	$13,530,698	$14,571,521	$15,612,344	$16,653,167	$17,693,990	$18,734,813	$18,734,813	$18,734,813	$18,734,813	$18,734,813
High Density - For Sale	$358,000 per unit	$2,375,418	$2,533,779	$2,692,141	$2,850,502	$3,008,863	$3,167,224	$3,325,585	$3,483,947	$3,642,308	$3,800,669	$4,070,815	$4,070,815	$4,070,815	$4,070,815	$4,070,815
High Density - Rental	$170,000 per unit	$4,073,625	$4,345,200	$4,616,775	$4,888,350	$5,159,925	$5,431,500	$5,703,075	$5,974,650	$6,246,225	$6,517,800	$6,981,075	$6,981,075	$6,981,075	$6,981,075	$6,981,075
Mixed Use Residential - For Sale	$358,000 per unit	$0	$0	$0	$0	$1,471,828	$2,943,655	$4,415,483	$5,887,311	$7,359,139	$8,830,966	$10,284,164	$10,284,164	$10,284,164	$10,284,164	$10,284,164
Mixed Use Residential - Rental	$170,000 per unit	$0	$0	$0	$0	$2,524,050	$5,048,100	$7,572,150	$10,096,200	$12,620,250	$15,144,300	$17,636,400	$17,636,400	$17,636,400	$17,636,400	$17,636,400
Subtotal		$50,246,873	$53,934,585	$57,622,298	$61,310,010	$66,776,647	$72,243,284	$77,709,920	$83,176,557	$88,643,194	$94,109,831	$99,829,372	$99,829,372	$99,829,372	$99,829,372	$99,829,372
Residential Income Spent on Retail (cumulative)	**$217,116,126**	$130,872,919	$139,599,759	$148,326,599	$156,834,866	$165,400,594	$173,966,321	$182,532,049	$191,097,776	$199,663,504	$208,229,232	$217,116,126	$217,116,126	$217,116,126	$217,116,126	$217,116,126
Retail Expenditures From Residential Uses																
Net New Capture in Salinas		70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%
Taxable Expenditures in Salinas	$151,981,288	$91,611,043	$97,719,831	$103,828,619	$109,784,406	$115,780,415	$121,776,425	$127,772,434	$133,768,443	$139,764,453	$145,760,462	$151,981,288	$151,981,288	$151,981,288	$151,981,288	$151,981,288
New Retail Sales Tax to the City		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Sales Tax Revenue	$1,519,813	$916,110	$977,198	$1,038,286	$1,097,844	$1,157,804	$1,217,764	$1,277,724	$1,337,684	$1,397,645	$1,457,605	$1,519,813	$1,519,813	$1,519,813	$1,519,813	$1,519,813
Measure V Sales Tax to the City (2)		0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Sales Tax Revenue	$759,906	$458,055	$488,599	$519,143	$548,922	$578,902	$608,882	$638,862	$668,842	$698,822	$728,802	$759,906	$759,906	$759,906	$759,906	$759,906
Measure G Sales Tax to the City (3)		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sales Tax Revenue	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Sales Tax Revenue To Salinas	**$2,279,719**	**$1,374,166**	**$1,465,797**	**$1,557,429**	**$1,646,766**	**$1,736,706**	**$1,826,646**	**$1,916,587**	**$2,006,527**	**$2,096,467**	**$2,186,407**	**$2,279,719**	**$2,279,719**	**$2,279,719**	**$2,279,719**	**$2,279,719**

(1) Mortgage or rent payments are assumed based on 30% of total household income (a common assumption for estimating a cost of housing) with another 30% assumed to be spent on taxable retail expenditures. Mortgage amount is based on a 20% down payment with the remaining 80% financed through a 30-year fixed loan and a 6% annual interest for for-sale units.
(2) A permanent 1/2 cent sales tax used to fund General Services.
(3) A 1 cent sales tax for General services effective as of April 1, 2015 and set to expire in 15 years.

Sources: CASP and WASP Specific Plan, 2007 FGA Financing Plan; City of Salinas 2016 -2017 Adopted Operating Budget; BLS Consumer Expenditure Survey, and Economic & Planning Systems, Inc.

Table A-8
Other Revenues

Item	Methodology	Fiscal Year											
		1	2	3	4	5	6	7	8	9	10	11	12
WASP													
License & Permits	$7.19 Daytime Population	$0	$4,914	$9,827	$14,741	$19,655	$24,569	$29,482	$34,396	$39,310	$44,223	$49,137	$54,051
Utility User Tax	$71.71 Daytime Population	$0	$49,031	$98,062	$147,093	$196,124	$245,155	$294,186	$343,217	$392,248	$441,280	$490,311	$539,342
Business License Tax	$105.85 Per Employee	$0	$2,964	$5,928	$8,891	$11,855	$14,819	$17,783	$20,747	$23,711	$26,674	$29,638	$32,602
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$0	$268	$537	$805	$1,074	$1,342	$1,611	$1,879	$2,147	$2,416	$2,684	$2,953
Franchise Fees	$49.24 Daytime Population	$0	$33,671	$67,342	$101,013	$134,684	$168,355	$202,026	$235,698	$269,369	$303,040	$336,711	$370,382
Charges for Services	$23.00 Daytime Population	$0	$15,728	$31,455	$47,183	$62,911	$78,638	$94,366	$110,094	$125,822	$141,549	$157,277	$173,005
WASP Subtotal		**$0**	**$106,576**	**$213,152**	**$319,727**	**$426,303**	**$532,879**	**$639,455**	**$746,031**	**$852,606**	**$959,182**	**$1,065,758**	**$1,172,334**
CASP													
License & Permits	$7.19 Daytime Population	$0	$1,939	$4,326	$6,712	$9,098	$11,485	$13,871	$16,257	$18,644	$22,082	$25,521	$28,959
Utility User Tax	$71.71 Daytime Population	$0	$19,351	$43,163	$66,975	$90,787	$114,599	$138,411	$162,223	$186,035	$220,345	$254,655	$288,965
Business License Tax	$105.85 Per Employee	$0	$2,117	$4,234	$6,351	$8,468	$10,585	$12,702	$14,819	$16,936	$19,053	$21,170	$23,287
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$0	$106	$236	$367	$497	$627	$758	$888	$1,018	$1,206	$1,394	$1,582
Franchise Fees	$49.24 Daytime Population	$0	$13,289	$29,641	$45,994	$62,346	$78,698	$95,051	$111,403	$127,756	$151,317	$174,879	$198,441
Charges for Services	$23.00 Daytime Population	$0	$6,207	$13,845	$21,483	$29,122	$36,760	$44,398	$52,036	$59,675	$70,680	$81,686	$92,691
CASP Subtotal		**$0**	**$43,008**	**$95,445**	**$147,881**	**$200,318**	**$252,754**	**$305,191**	**$357,627**	**$410,064**	**$484,684**	**$559,304**	**$633,925**
Total													
License & Permits	$7.19 Daytime Population	$0	$6,853	$14,153	$21,453	$28,753	$36,053	$43,353	$50,653	$57,953	$66,305	$74,658	$83,010
Utility User Tax	$71.71 Daytime Population	$0	$68,382	$141,225	$214,068	$286,911	$359,754	$432,597	$505,441	$578,284	$661,625	$744,965	$828,306
Business License Tax	$105.85 Per Employee	$0	$5,081	$10,162	$15,243	$20,323	$25,404	$30,485	$35,566	$40,647	$45,728	$50,808	$55,889
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$0	$374	$773	$1,172	$1,571	$1,970	$2,368	$2,767	$3,166	$3,622	$4,078	$4,535
Franchise Fees	$49.24 Daytime Population	$0	$46,960	$96,983	$147,007	$197,030	$247,054	$297,077	$347,101	$397,125	$454,357	$511,590	$568,823
Charges for Services	$23.00 Daytime Population	$0	$21,935	$45,301	$68,667	$92,032	$115,398	$138,764	$162,130	$185,496	$212,229	$238,963	$265,696
TOTAL		**$0**	**$149,584**	**$308,597**	**$467,609**	**$626,621**	**$785,633**	**$944,646**	**$1,103,658**	**$1,262,670**	**$1,443,866**	**$1,625,062**	**$1,806,258**

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table A-8
Other Revenues

Item	Methodology	Fiscal Year											
		13	14	15	16	17	18	19	20	21	22	23	24
WASP													
License & Permits	$7.19 Daytime Population	$58,957	$63,770	$68,583	$73,397	$78,210	$83,023	$87,836	$92,465	$96,125	$99,785	$103,445	$107,105
Utility User Tax	$71.71 Daytime Population	$588,301	$636,328	$684,355	$732,383	$780,410	$828,437	$876,464	$922,654	$959,177	$995,700	$1,032,222	$1,068,745
Business License Tax	$105.85 Per Employee	$35,354	$35,354	$35,354	$35,354	$35,354	$35,354	$35,354	$35,354	$47,104	$58,853	$70,603	$82,352
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$3,221	$3,484	$3,747	$4,010	$4,272	$4,535	$4,798	$5,051	$5,251	$5,451	$5,651	$5,851
Franchise Fees	$49.24 Daytime Population	$404,004	$436,985	$469,967	$502,949	$535,930	$568,912	$601,894	$633,614	$658,695	$683,776	$708,858	$733,939
Charges for Services	$23.00 Daytime Population	$188,709	$204,115	$219,521	$234,926	$250,332	$265,738	$281,143	$295,960	$307,675	$319,391	$331,106	$342,821
WASP Subtotal		**$1,278,546**	**$1,380,037**	**$1,481,527**	**$1,583,018**	**$1,684,508**	**$1,785,999**	**$1,887,490**	**$1,985,098**	**$2,074,027**	**$2,162,956**	**$2,251,885**	**$2,340,813**
CASP													
License & Permits	$7.19 Daytime Population	$32,394	$35,760	$39,127	$42,493	$45,860	$49,226	$52,593	$55,959	$61,636	$67,312	$72,988	$78,665
Utility User Tax	$71.71 Daytime Population	$323,239	$356,831	$390,424	$424,017	$457,610	$491,203	$524,795	$558,388	$615,029	$671,669	$728,310	$784,950
Business License Tax	$105.85 Per Employee	$25,298	$25,298	$25,298	$25,298	$25,298	$25,298	$25,298	$25,298	$25,933	$26,569	$27,204	$27,839
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$1,770	$1,954	$2,137	$2,321	$2,505	$2,689	$2,873	$3,057	$3,367	$3,677	$3,987	$4,297
Franchise Fees	$49.24 Daytime Population	$221,978	$245,047	$268,116	$291,185	$314,254	$337,323	$360,393	$383,462	$422,358	$461,255	$500,152	$539,049
Charges for Services	$23.00 Daytime Population	$103,685	$114,461	$125,236	$136,012	$146,787	$157,563	$168,339	$179,114	$197,283	$215,451	$233,620	$251,788
CASP Subtotal		**$708,363**	**$779,351**	**$850,339**	**$921,327**	**$992,315**	**$1,063,303**	**$1,134,291**	**$1,205,279**	**$1,325,606**	**$1,445,933**	**$1,566,261**	**$1,686,588**
Total													
License & Permits	$7.19 Daytime Population	$91,351	$99,531	$107,710	$115,890	$124,069	$132,249	$140,429	$148,424	$157,761	$167,097	$176,434	$185,770
Utility User Tax	$71.71 Daytime Population	$911,540	$993,160	$1,074,780	$1,156,400	$1,238,020	$1,319,640	$1,401,259	$1,481,042	$1,574,205	$1,667,369	$1,760,532	$1,853,695
Business License Tax	$105.85 Per Employee	$60,653	$60,653	$60,653	$60,653	$60,653	$60,653	$60,653	$60,653	$73,037	$85,422	$97,806	$110,191
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$4,990	$5,437	$5,884	$6,331	$6,778	$7,225	$7,671	$8,108	$8,618	$9,128	$9,638	$10,148
Franchise Fees	$49.24 Daytime Population	$625,981	$682,032	$738,083	$794,134	$850,185	$906,236	$962,286	$1,017,076	$1,081,054	$1,145,031	$1,209,009	$1,272,987
Charges for Services	$23.00 Daytime Population	$292,395	$318,576	$344,757	$370,938	$397,119	$423,301	$449,482	$475,074	$504,958	$534,842	$564,726	$594,610
TOTAL		**$1,986,910**	**$2,159,388**	**$2,331,867**	**$2,504,345**	**$2,676,824**	**$2,849,302**	**$3,021,781**	**$3,190,377**	**$3,399,633**	**$3,608,889**	**$3,818,145**	**$4,027,401**

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table A-8
Other Revenues

Item	Methodology	Fiscal Year						Stabilization
		25	26	27	28	29	30	31
WASP								
License & Permits	$7.19 Daytime Population	$110,766	$114,426	$118,153	$118,153	$118,153	$118,124	$118,124
Utility User Tax	$71.71 Daytime Population	$1,105,268	$1,141,790	$1,178,981	$1,178,981	$1,178,981	$1,178,694	$1,178,694
Business License Tax	$105.85 Per Employee	$94,102	$105,851	$117,600	$117,600	$117,600	$116,754	$116,754
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$6,051	$6,251	$6,454	$6,454	$6,454	$6,453	$6,453
Franchise Fees	$49.24 Daytime Population	$759,020	$784,101	$809,641	$809,641	$809,641	$809,444	$809,444
Charges for Services	$23.00 Daytime Population	$354,537	$366,252	$378,182	$378,182	$378,182	$378,090	$378,090
WASP Subtotal		**$2,429,742**	**$2,518,671**	**$2,609,012**	**$2,609,012**	**$2,609,012**	**$2,607,559**	**$2,607,559**
CASP								
License & Permits	$7.19 Daytime Population	$84,341	$90,017	$95,957	$96,226	$96,495	$96,751	$96,751
Utility User Tax	$71.71 Daytime Population	$841,591	$898,231	$957,496	$960,185	$962,874	$965,420	$965,420
Business License Tax	$105.85 Per Employee	$28,474	$29,109	$29,744	$37,683	$45,622	$53,137	$53,137
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$4,607	$4,917	$5,242	$5,257	$5,271	$5,285	$5,285
Franchise Fees	$49.24 Daytime Population	$577,945	$616,842	$657,541	$659,387	$661,234	$662,982	$662,982
Charges for Services	$23.00 Daytime Population	$269,957	$288,126	$307,136	$307,999	$308,861	$309,678	$309,678
CASP Subtotal		**$1,806,915**	**$1,927,242**	**$2,053,115**	**$2,066,737**	**$2,080,358**	**$2,093,252**	**$2,093,252**
Total								
License & Permits	$7.19 Daytime Population	$195,107	$204,443	$214,109	$214,379	$214,648	$214,875	$214,875
Utility User Tax	$71.71 Daytime Population	$1,946,858	$2,040,021	$2,136,477	$2,139,166	$2,141,855	$2,144,114	$2,144,114
Business License Tax	$105.85 Per Employee	$122,575	$134,960	$147,345	$155,283	$163,222	$169,891	$169,891
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$10,658	$11,168	$11,696	$11,711	$11,726	$11,738	$11,738
Franchise Fees	$49.24 Daytime Population	$1,336,965	$1,400,943	$1,467,182	$1,469,029	$1,470,875	$1,472,427	$1,472,427
Charges for Services	$23.00 Daytime Population	$624,494	$654,378	$685,318	$686,180	$687,043	$687,767	$687,767
TOTAL		**$4,236,657**	**$4,445,913**	**$4,662,128**	**$4,675,749**	**$4,689,370**	**$4,700,812**	**$4,700,812**

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table A-9
City of Salinas Detailed Fire Cost*

Item		Methodology	Fiscal Year 1	2	3	4	5	6	7	8	9	10	11	12
Service Standard														
WASP	0.55	firefighters per 1,000 pop	0	0.4	0.7	1.1	1.5	1.9	2.2	2.6	3.0	3.3	3.7	4.1
CASP	0.55	firefighters per 1,000 pop	0	0.1	0.3	0.5	0.7	0.9	1.0	1.2	1.4	1.6	1.9	2.2
Subtotal			**0**	**1**	**1**	**2**	**2**	**3**	**3**	**4**	**4**	**5**	**6**	**6**
Costs (1)														
Staffing														
WASP	$202,440	per firefighter	$0	$74,934	$149,868	$224,802	$299,736	$374,671	$449,605	$524,539	$599,473	$674,407	$749,341	$824,275
CASP	$202,440	per firefighter	$0	$29,073	$65,107	$101,141	$137,174	$173,208	$209,242	$245,276	$281,310	$333,723	$386,136	$438,549
Subtotal			**$0**	**$104,007**	**$214,975**	**$325,943**	**$436,911**	**$547,879**	**$658,847**	**$769,815**	**$880,783**	**$1,008,130**	**$1,135,477**	**$1,262,824**
Vehicle Maintenance Cost (2)														
WASP	$4,259	per firefighter	$0	$1,577	$3,153	$4,730	$6,307	$7,883	$9,460	$11,037	$12,613	$14,190	$15,767	$17,343
CASP	$4,259	per firefighter	$0	$612	$1,370	$2,128	$2,886	$3,644	$4,403	$5,161	$5,919	$7,022	$8,125	$9,227
Subtotal			**$0**	**$2,188**	**$4,523**	**$6,858**	**$9,193**	**$11,528**	**$13,863**	**$16,197**	**$18,532**	**$21,212**	**$23,891**	**$26,571**
Administration Cost (3)														
WASP	$3.02	per daytime population	$0	$2,067	$4,133	$6,200	$8,266	$10,333	$12,399	$14,466	$16,532	$18,599	$20,665	$22,732
CASP	$3.02	per daytime population	$0	$816	$1,819	$2,823	$3,826	$4,830	$5,834	$6,837	$7,841	$9,287	$10,733	$12,179
Subtotal			**$0**	**$2,882**	**$5,952**	**$9,022**	**$12,093**	**$15,163**	**$18,233**	**$21,303**	**$24,373**	**$27,886**	**$31,399**	**$34,911**
TOTAL Fire Cost														
WASP			$0	$78,577	$157,155	$235,732	$314,309	$392,887	$471,464	$550,041	$628,619	$707,196	$785,773	$864,351
CASP			$0	$30,500	$68,296	$106,091	$143,887	$181,683	$219,479	$257,274	$295,070	$350,032	$404,994	$459,955
Total Fire Cost			**$0**	**$109,077**	**$225,450**	**$341,823**	**$458,197**	**$574,570**	**$690,943**	**$807,316**	**$923,689**	**$1,057,228**	**$1,190,767**	**$1,324,306**

Note: Cost assumptions include salary and employee benefits. This analysis assumes that the total fire cost will be driven by new WASP and CASP development regardless of the Measure V and G funding source availability and applicability as a cost offset. These two measures currently fund about 10% of the total fire cost.

(1) Costs per Sworn Officer Estimated using the General Fund share of the Fire Suppression Budget.
(2) Total General Fund Vehicle Maintenance Cost is allocated among sworn officers on a per officer basis.
(3) Only the General Fund share of the administration cost is considered in this analysis.

Sources: City of Salinas FY2016-2017 Adopted Operating Budget, and Economic & Planning Systems, Inc.

Table A-9
City of Salinas Detailed Fire Cost*

Item	Methodology		Fiscal Year 13	14	15	16	17	18	19	20	21	22
Service Standard												
WASP	0.55	firefighters per 1,000 pop	4.4	4.8	5.2	5.6	5.9	6.3	6.7	7.0	7.3	7.5
CASP	0.55	firefighters per 1,000 pop	2.4	2.7	2.9	3.2	3.5	3.7	4.0	4.2	4.7	5.1
Subtotal			**7**	**7**	**8**	**9**	**9**	**10**	**11**	**11**	**12**	**13**
Costs (1)												
Staffing												
WASP	$202,440	per firefighter	$899,209	$974,144	$1,049,078	$1,124,012	$1,198,946	$1,273,880	$1,348,814	$1,420,882	$1,471,657	$1,522,432
CASP	$202,440	per firefighter	$490,962	$543,375	$595,788	$648,201	$700,614	$753,026	$805,439	$857,852	$945,890	$1,033,927
Subtotal			**$1,390,171**	**$1,517,518**	**$1,644,865**	**$1,772,212**	**$1,899,559**	**$2,026,906**	**$2,154,254**	**$2,278,734**	**$2,417,547**	**$2,556,359**
Vehicle Maintenance Cost (2)												
WASP	$4,259	per firefighter	$18,920	$20,497	$22,073	$23,650	$25,227	$26,803	$28,380	$29,896	$30,965	$32,033
CASP	$4,259	per firefighter	$10,330	$11,433	$12,536	$13,639	$14,741	$15,844	$16,947	$18,050	$19,902	$21,755
Subtotal			**$29,250**	**$31,930**	**$34,609**	**$37,289**	**$39,968**	**$42,648**	**$45,327**	**$47,946**	**$50,867**	**$53,788**
Administration Cost (3)												
WASP	$3.02	per daytime population	$24,796	$26,820	$28,844	$30,868	$32,893	$34,917	$36,941	$38,888	$40,427	$41,966
CASP	$3.02	per daytime population	$13,624	$15,040	$16,456	$17,871	$19,287	$20,703	$22,119	$23,535	$25,922	$28,309
Subtotal			**$38,419**	**$41,859**	**$45,300**	**$48,740**	**$52,180**	**$55,620**	**$59,060**	**$62,423**	**$66,349**	**$70,276**
TOTAL Fire Cost												
WASP			$942,925	$1,021,460	$1,099,995	$1,178,530	$1,257,065	$1,335,600	$1,414,135	$1,489,666	$1,543,049	$1,596,432
CASP			$514,916	$569,847	$624,779	$679,711	$734,642	$789,574	$844,505	$899,437	$991,714	$1,083,991
Total Fire Cost			**$1,457,841**	**$1,591,307**	**$1,724,774**	**$1,858,241**	**$1,991,707**	**$2,125,174**	**$2,258,640**	**$2,389,103**	**$2,534,763**	**$2,680,422**

Note: Cost assumptions include salary and employee benefits. This analysis assumes that the total fire cost will be driven by new WASP and CASP development regardless of the Measure V and G funding source availability and applicability as a cost offset. These two measures currently fund about 10% of the total fire cost.

(1) Costs per Sworn Officer Estimated using the General Fund share of the Fire Suppression Budget.
(2) Total General Fund Vehicle Maintenance Cost is allocated among sworn officers on a per officer basis.
(3) Only the General Fund share of the administration cost is considered in this analysis.

Sources: City of Salinas FY2016-2017 Adopted Operating Budget, and Economic & Planning Systems, Inc.

Table A-9
City of Salinas Detailed Fire Cost*

Item		Methodology	Fiscal Year								Stabilization
			23	24	25	26	27	28	29	30	31
Service Standard											
WASP	0.55	firefighters per 1,000 pop	7.8	8.0	8.3	8.5	8.8	8.8	8.8	8.8	8.8
CASP	0.55	firefighters per 1,000 pop	5.5	6.0	6.4	6.8	7.3	7.3	7.3	7.3	7.3
Subtotal			**13**	**14**	**15**	**15**	**16**	**16**	**16**	**16**	**16**
Costs (1)											
Staffing											
WASP	$202,440	per firefighter	$1,573,207	$1,623,982	$1,674,757	$1,725,532	$1,777,350	$1,777,350	$1,777,350	$1,777,350	$1,777,350
CASP	$202,440	per firefighter	$1,121,964	$1,210,002	$1,298,039	$1,386,076	$1,478,209	$1,478,209	$1,478,209	$1,478,209	$1,478,209
Subtotal			**$2,695,171**	**$2,833,984**	**$2,972,796**	**$3,111,609**	**$3,255,558**	**$3,255,558**	**$3,255,558**	**$3,255,558**	**$3,255,558**
Vehicle Maintenance Cost (2)											
WASP	$4,259	per firefighter	$33,101	$34,170	$35,238	$36,306	$37,397	$37,397	$37,397	$37,397	$37,397
CASP	$4,259	per firefighter	$23,607	$25,459	$27,312	$29,164	$31,103	$31,103	$31,103	$31,103	$31,103
Subtotal			**$56,708**	**$59,629**	**$62,550**	**$65,470**	**$68,499**	**$68,499**	**$68,499**	**$68,499**	**$68,499**
Administration Cost (3)											
WASP	$3.02	per daytime population	$43,506	$45,045	$46,585	$48,124	$49,691	$49,691	$49,691	$49,679	$49,679
CASP	$3.02	per daytime population	$30,697	$33,084	$35,471	$37,858	$40,356	$40,470	$40,583	$40,690	$40,690
Subtotal			**$74,202**	**$78,129**	**$82,056**	**$85,982**	**$90,048**	**$90,161**	**$90,274**	**$90,370**	**$90,370**
TOTAL Fire Cost											
WASP			$1,649,814	$1,703,197	$1,756,580	$1,809,962	$1,864,438	$1,864,438	$1,864,438	$1,864,426	$1,864,426
CASP			$1,176,268	$1,268,545	$1,360,822	$1,453,099	$1,549,667	$1,549,781	$1,549,894	$1,550,001	$1,550,001
Total Fire Cost			**$2,826,082**	**$2,971,742**	**$3,117,402**	**$3,263,061**	**$3,414,105**	**$3,414,219**	**$3,414,332**	**$3,414,427**	**$3,414,427**

Note: Cost assumptions include salary and employee benefits. This analysis assumes that the total fire cost will be driven by new WASP and CASP development regardless of the Measure V and G funding source availability and applicability as a cost offset. These two measures currently fund about 10% of the total fire cost.

(1) Costs per Sworn Officer Estimated using the General Fund share of the Fire Suppression Budget.
(2) Total General Fund Vehicle Maintenance Cost is allocated among sworn officers on a per officer basis.
(3) Only the General Fund share of the administration cost is considered in this analysis.

Sources: City of Salinas FY2016-2017 Adopted Operating Budget, and Economic & Planning Systems, Inc.

Table A-10
City of Salinas Detailed Police Cost*

Item	Methodology	Fiscal Year 1	2	3	4	5	6	7	8	9	10	11	12
Service Level per 1,000 Pop (1)													
WASP	1.09 Sworn Officers	0	0.7	1.5	2.2	2.9	3.7	4.4	5.1	5.8	6.6	7.3	8.0
CASP	1.09 Sworn Officers	0.0	0.3	0.6	1.0	1.3	1.7	2.0	2.4	2.7	3.3	3.8	4.3
Subtotal		**0**	**1**	**2**	**3**	**4**	**5**	**6**	**8**	**9**	**10**	**11**	**12**
Costs													
Staffing (2)													
WASP	$205,860 per Sworn Officer	$0	$150,290	$300,580	$450,871	$601,161	$751,451	$901,741	$1,052,031	$1,202,322	$1,352,612	$1,502,902	$1,653,192
CASP	$205,860 per Sworn Officer	$0	$58,309	$130,580	$202,851	$275,121	$347,392	$419,663	$491,933	$564,204	$669,325	$774,446	$879,567
Subtotal		**$0**	**$208,600**	**$431,160**	**$653,721**	**$876,282**	**$1,098,843**	**$1,321,404**	**$1,543,965**	**$1,766,526**	**$2,021,937**	**$2,277,348**	**$2,532,759**
Technical Services Cost (3)													
WASP	$6,374 per Sworn Officer	$0	$4,654	$9,307	$13,961	$18,614	$23,268	$27,921	$32,575	$37,229	$41,882	$46,536	$51,189
CASP	$6,374 per Sworn Officer	$0	$1,805	$4,043	$6,281	$8,519	$10,757	$12,994	$15,232	$17,470	$20,725	$23,980	$27,235
Subtotal		**$0**	**$6,459**	**$13,350**	**$20,242**	**$27,133**	**$34,024**	**$40,916**	**$47,807**	**$54,699**	**$62,607**	**$70,516**	**$78,424**
Supplies & Materials (4)													
WASP	$3,193 per Sworn Officer	$0	$2,331	$4,663	$6,994	$9,326	$11,657	$13,989	$16,320	$18,651	$20,983	$23,314	$25,646
CASP	$3,193 per Sworn Officer	$0	$905	$2,026	$3,147	$4,268	$5,389	$6,510	$7,631	$8,752	$10,383	$12,014	$13,645
Subtotal		**$0**	**$3,236**	**$6,689**	**$10,141**	**$13,594**	**$17,046**	**$20,499**	**$23,951**	**$27,404**	**$31,366**	**$35,328**	**$39,290**
Administration Cost (5)													
WASP	$5.37 per Daytime Population	$0	$3,673	$7,345	$11,018	$14,690	$18,363	$22,035	$25,708	$29,381	$33,053	$36,726	$40,398
CASP	$5.37 per Daytime Population	$0	$1,449	$3,233	$5,017	$6,800	$8,584	$10,367	$12,151	$13,935	$16,505	$19,074	$21,644
Subtotal		**$0**	**$5,122**	**$10,578**	**$16,034**	**$21,491**	**$26,947**	**$32,403**	**$37,859**	**$43,315**	**$49,558**	**$55,800**	**$62,043**
Records Unit (6)													
WASP	$6.17 per Daytime Population	$0	$4,220	$8,440	$12,660	$16,881	$21,101	$25,321	$29,541	$33,761	$37,981	$42,201	$46,422
CASP	$6.17 per Daytime Population	$0	$1,666	$3,715	$5,765	$7,814	$9,864	$11,913	$13,963	$16,012	$18,965	$21,918	$24,871
Subtotal		**$0**	**$5,886**	**$12,155**	**$18,425**	**$24,695**	**$30,964**	**$37,234**	**$43,504**	**$49,773**	**$56,947**	**$64,120**	**$71,293**
TOTAL Police Cost													
WASP		$0	$165,168	$330,336	$495,504	$660,672	$825,840	$991,007	$1,156,175	$1,321,343	$1,486,511	$1,651,679	$1,816,847
CASP		$0	$64,134	$143,597	$223,060	$302,522	$381,985	$461,448	$540,911	$620,373	$735,903	$851,433	$966,962
Total Police Cost		**$0**	**$229,302**	**$473,933**	**$718,563**	**$963,194**	**$1,207,825**	**$1,452,455**	**$1,697,086**	**$1,941,717**	**$2,222,414**	**$2,503,112**	**$2,783,809**

*Note: about 18% of police cost is currently covered through Measures V and G. This analysis assumes that the total police cost will be driven by new WASP and CASP development regardless of the funding sources and their availability and applicability as a cost offset.

(1) Assumes that personnel in the following departments are sworn: Special Operations, Field Operations, Investigations, Violence Suppression, Joint Gang Task Force.
(2) Cost estimated based on the General Fund, Measure G, and Measure V share of the Field Operations, Special operations, Investigations, Violence Suppression and Joint Gang Task Force Budgets; rounded.
(3) Cost estimated by dividing the General Fund share of the Technical Services Department by sworn officers.
(4) Includes Supplies & Materials cost from the Field Operations Department, estimated per sworn officer.
(5) Cost estimated by dividing the General Fund share of the Administration Department by daytime population.
(6) Cost estimated by dividing the General Fund share of the Records Department by daytime population.

Sources: Salinas Police Department, City of Salinas Adopted Operating Budget FY 2016 - 2017, Economic & Planning Systems, Inc.

Table A-10
City of Salinas Detailed Police Cost*

Item	Methodology	Fiscal Year 13	14	15	16	17	18	19	20	21	22	23	24
Service Level per 1,000 Pop (1)													
WASP	1.09 Sworn Officers	8.8	9.5	10.2	11.0	11.7	12.4	13.1	13.8	14.3	14.8	15.3	15.8
CASP	1.09 Sworn Officers	4.8	5.3	5.8	6.3	6.8	7.3	7.8	8.4	9.2	10.1	10.9	11.8
Subtotal		**14**	**15**	**16**	**17**	**19**	**20**	**21**	**22**	**24**	**25**	**26**	**28**
Costs													
Staffing (2)													
WASP	$205,860 per Sworn Officer	$1,803,482	$1,953,773	$2,104,063	$2,254,353	$2,404,643	$2,554,933	$2,705,223	$2,849,765	$2,951,601	$3,053,437	$3,155,273	$3,257,109
CASP	$205,860 per Sworn Officer	$984,688	$1,089,809	$1,194,930	$1,300,051	$1,405,172	$1,510,293	$1,615,414	$1,720,535	$1,897,106	$2,073,676	$2,250,247	$2,426,817
Subtotal		**$2,788,171**	**$3,043,582**	**$3,298,993**	**$3,554,404**	**$3,809,815**	**$4,065,227**	**$4,320,638**	**$4,570,300**	**$4,848,707**	**$5,127,113**	**$5,405,519**	**$5,683,926**
Technical Services Cost (3)													
WASP	$6,374 per Sworn Officer	$55,843	$60,496	$65,150	$69,804	$74,457	$79,111	$83,764	$88,240	$91,393	$94,546	$97,700	$100,853
CASP	$6,374 per Sworn Officer	$30,490	$33,745	$37,000	$40,255	$43,510	$46,765	$50,020	$53,274	$58,742	$64,209	$69,676	$75,144
Subtotal		**$86,333**	**$94,241**	**$102,150**	**$110,058**	**$117,967**	**$125,875**	**$133,784**	**$141,514**	**$150,135**	**$158,755**	**$167,376**	**$175,996**
Supplies & Materials (4)													
WASP	$3,193 per Sworn Officer	$27,977	$30,309	$32,640	$34,971	$37,303	$39,634	$41,966	$44,208	$45,788	$47,367	$48,947	$50,527
CASP	$3,193 per Sworn Officer	$15,275	$16,906	$18,537	$20,167	$21,798	$23,429	$25,060	$26,690	$29,429	$32,169	$34,908	$37,647
Subtotal		**$43,252**	**$47,215**	**$51,177**	**$55,139**	**$59,101**	**$63,063**	**$67,025**	**$70,898**	**$75,217**	**$79,536**	**$83,855**	**$88,174**
Administration Cost (5)													
WASP	$5.37 per Daytime Population	$44,066	$47,663	$51,260	$54,858	$58,455	$62,052	$65,650	$69,110	$71,845	$74,581	$77,317	$80,052
CASP	$5.37 per Daytime Population	$24,212	$26,728	$29,244	$31,760	$34,276	$36,793	$39,309	$41,825	$46,068	$50,310	$54,553	$58,795
Subtotal		**$68,277**	**$74,391**	**$80,504**	**$86,618**	**$92,731**	**$98,845**	**$104,959**	**$110,935**	**$117,913**	**$124,891**	**$131,869**	**$138,847**
Records Unit (6)													
WASP	$6.17 per Daytime Population	$50,636	$54,769	$58,903	$63,037	$67,170	$71,304	$75,438	$79,414	$82,557	$85,701	$88,844	$91,988
CASP	$6.17 per Daytime Population	$27,821	$30,713	$33,604	$36,495	$39,387	$42,278	$45,170	$48,061	$52,936	$57,811	$62,686	$67,561
Subtotal		**$78,457**	**$85,482**	**$92,507**	**$99,532**	**$106,557**	**$113,582**	**$120,607**	**$127,474**	**$135,493**	**$143,512**	**$151,530**	**$159,549**
TOTAL Police Cost													
WASP		$1,982,003	$2,147,010	$2,312,016	$2,477,022	$2,642,029	$2,807,035	$2,972,041	$3,130,736	$3,243,184	$3,355,632	$3,468,080	$3,580,528
CASP		$1,082,486	$1,197,901	$1,313,315	$1,428,729	$1,544,143	$1,659,557	$1,774,972	$1,890,386	$2,084,280	$2,278,175	$2,472,069	$2,665,964
Total Police Cost		**$3,064,490**	**$3,344,910**	**$3,625,331**	**$3,905,751**	**$4,186,172**	**$4,466,592**	**$4,747,013**	**$5,021,122**	**$5,327,464**	**$5,633,807**	**$5,940,150**	**$6,246,492**

*Note: about 18% of police cost is currently covered through Measures V and G. This analysis assumes that the total police cost will be driven by new WASP and CASP development regardless of the funding sources and their availability and applicability as a cost offset.

(1) Assumes that personnel in the following departments are sworn: Special Operations, Field Operations, Investigations, Violence Suppression, Joint Gang Task Force.
(2) Cost estimated based on the General Fund, Measure G, and Measure V share of the Field Operations, Special operations, Investigations, Violence Suppression and Joint Gang Task Force Budgets; rounded.
(3) Cost estimated by dividing the General Fund share of the Technical Services Department by sworn officers.
(4) Includes Supplies & Materials cost from the Field Operations Department, estimated per sworn officer.
(5) Cost estimated by dividing the General Fund share of the Administration Department by daytime population.
(6) Cost estimated by dividing the General Fund share of the Records Department by daytime population.

Sources: Salinas Police Department, City of Salinas Adopted Operating Budget FY 2016 - 2017, Economic & Planning Systems, Inc.

Table A-10
City of Salinas Detailed Police Cost*

Item	Methodology	Fiscal Year						Stabilized
		25	26	27	28	29	30	31
Service Level per 1,000 Pop (1)								
WASP	1.09 Sworn Officers	16.3	16.8	17.3	17.3	17.3	17.3	17.3
CASP	1.09 Sworn Officers	12.6	13.5	14.4	14.4	14.4	14.4	14.4
Subtotal		**29**	**30**	**32**	**32**	**32**	**32**	**32**
Costs								
Staffing (2)								
WASP	$205,860 per Sworn Officer	$3,358,945	$3,460,781	$3,564,708	$3,564,708	$3,564,708	$3,564,708	$3,564,708
CASP	$205,860 per Sworn Officer	$2,603,387	$2,779,958	$2,964,741	$2,964,741	$2,964,741	$2,964,741	$2,964,741
Subtotal		**$5,962,332**	**$6,240,739**	**$6,529,449**	**$6,529,449**	**$6,529,449**	**$6,529,449**	**$6,529,449**
Technical Services Cost (3)								
WASP	$6,374 per Sworn Officer	$104,006	$107,159	$110,377	$110,377	$110,377	$110,377	$110,377
CASP	$6,374 per Sworn Officer	$80,611	$86,078	$91,800	$91,800	$91,800	$91,800	$91,800
Subtotal		**$184,617**	**$193,238**	**$202,177**	**$202,177**	**$202,177**	**$202,177**	**$202,177**
Supplies & Materials (4)								
WASP	$3,193 per Sworn Officer	$52,107	$53,687	$55,299	$55,299	$55,299	$55,299	$55,299
CASP	$3,193 per Sworn Officer	$40,386	$43,125	$45,992	$45,992	$45,992	$45,992	$45,992
Subtotal		**$92,493**	**$96,812**	**$101,290**	**$101,290**	**$101,290**	**$101,290**	**$101,290**
Administration Cost (5)								
WASP	$5.37 per Daytime Population	$82,788	$85,524	$88,309	$88,309	$88,309	$88,288	$88,288
CASP	$5.37 per Daytime Population	$63,038	$67,280	$71,719	$71,921	$72,122	$72,313	$72,313
Subtotal		**$145,826**	**$152,804**	**$160,029**	**$160,230**	**$160,432**	**$160,601**	**$160,601**
Records Unit (6)								
WASP	$6.17 per Daytime Population	$95,131	$98,275	$101,476	$101,476	$101,476	$101,451	$101,451
CASP	$6.17 per Daytime Population	$72,436	$77,311	$82,412	$82,644	$82,875	$83,094	$83,094
Subtotal		**$167,568**	**$175,586**	**$183,888**	**$184,120**	**$184,351**	**$184,546**	**$184,546**
TOTAL Police Cost								
WASP		$3,692,977	$3,805,425	$3,920,169	$3,920,169	$3,920,169	$3,920,123	$3,920,123
CASP		$2,859,858	$3,053,753	$3,256,664	$3,257,097	$3,257,530	$3,257,940	$3,257,940
Total Police Cost		**$6,552,835**	**$6,859,178**	**$7,176,833**	**$7,177,266**	**$7,177,699**	**$7,178,063**	**$7,178,063**

*Note: about 18% of police cost is currently covered through Measures V and G. This analysis assumes that the total police cost will be driven by new WASP and CASP development regardless of the funding sources and their availability and applicability as a cost offset.

(1) Assumes that personnel in the following departments are sworn: Special Operations, Field Operations, Investigations, Violence Suppression, Joint Gang Task Force.
(2) Cost estimated based on the General Fund, Measure G, and Measure V share of the Field Operations, Special operations, Investigations, Violence Suppression and Joint Gang Task Force Budgets; rounded.
(3) Cost estimated by dividing the General Fund share of the Technical Services Department by sworn officers.
(4) Includes Supplies & Materials cost from the Field Operations Department, estimated per sworn officer.
(5) Cost estimated by dividing the General Fund share of the Administration Department by daytime population.
(6) Cost estimated by dividing the General Fund share of the Records Department by daytime population.

Sources: Salinas Police Department, City of Salinas Adopted Operating Budget FY 2016 - 2017, Economic & Planning Systems, Inc.

Table A-11
Expenditure Summary*

Item		Fiscal Year									
		1	2	3	4	5	6	7	8	9	10
WASP											
General Government (1)	$5.27 per daytime pop	$0	$3,607	$7,214	$10,821	$14,427	$18,034	$21,641	$25,248	$28,855	$32,462
City Attorney	$1.44 per daytime pop	$0	$985	$1,970	$2,956	$3,941	$4,926	$5,911	$6,896	$7,882	$8,867
City Council	$0.34 per daytime pop	$0	$234	$468	$701	$935	$1,169	$1,403	$1,637	$1,870	$2,104
Housing and Community Dev't	$7.82 per daytime pop	$0	$5,347	$10,695	$16,042	$21,389	$26,737	$32,084	$37,431	$42,779	$48,126
Finance	$6.90 per daytime pop	$0	$4,717	$9,433	$14,150	$18,866	$23,583	$28,299	$33,016	$37,732	$42,449
Parks & Community Services	$33.30 per resident	$0	$22,307	$44,613	$66,920	$89,227	$111,533	$133,840	$156,147	$178,453	$200,760
Library	$21.40 per daytime pop	$0	$14,636	$29,272	$43,907	$58,543	$73,179	$87,815	$102,450	$117,086	$131,722
Non-Departmental	$9.52 per daytime pop	$0	$6,509	$13,019	$19,528	$26,038	$32,547	$39,056	$45,566	$52,075	$58,585
Public Works	$17.96 per daytime pop	$0	$12,283	$24,566	$36,849	$49,132	$61,415	$73,697	$85,980	$98,263	$110,546
WASP Subtotal		**$0**	**$70,624**	**$141,249**	**$211,873**	**$282,498**	**$353,122**	**$423,747**	**$494,371**	**$564,996**	**$635,620**
CASP											
General Government (1)	$5.27 per daytime pop	$0	$1,423	$3,175	$4,927	$6,679	$8,430	$10,182	$11,934	$13,685	$16,209
City Attorney	$1.44 per daytime pop	$0	$389	$867	$1,346	$1,824	$2,303	$2,781	$3,260	$3,738	$4,428
City Council	$0.34 per daytime pop	$0	$92	$206	$319	$433	$546	$660	$774	$887	$1,051
Housing and Community Dev't	$7.82 per daytime pop	$0	$2,110	$4,707	$7,304	$9,901	$12,498	$15,095	$17,692	$20,289	$24,031
Finance	$6.90 per daytime pop	$0	$1,861	$4,152	$6,443	$8,733	$11,024	$13,314	$15,605	$17,896	$21,196
Parks & Community Services	$33.30 per resident	$0	$8,655	$19,381	$30,108	$40,835	$51,561	$62,288	$73,015	$83,741	$99,344
Library	$21.40 per daytime pop	$0	$5,776	$12,884	$19,992	$27,100	$34,208	$41,316	$48,424	$55,532	$65,773
Non-Departmental	$9.52 per daytime pop	$0	$2,569	$5,730	$8,892	$12,053	$15,214	$18,376	$21,537	$24,698	$29,253
Public Works	$17.96 per daytime pop	$0	$4,848	$10,813	$16,778	$22,743	$28,709	$34,674	$40,639	$46,604	$55,199
CASP Subtotal		**$0**	**$27,724**	**$61,916**	**$96,108**	**$130,301**	**$164,493**	**$198,686**	**$232,878**	**$267,070**	**$316,484**
Total											
General Government (1)	$5.27 per daytime pop	$0	$5,030	$10,389	$15,747	$21,106	$26,464	$31,823	$37,181	$42,540	$48,671
City Attorney	$1.44 per daytime pop	$0	$1,374	$2,838	$4,301	$5,765	$7,229	$8,692	$10,156	$11,620	$13,294
City Council	$0.34 per daytime pop	$0	$326	$673	$1,021	$1,368	$1,715	$2,063	$2,410	$2,758	$3,155
Community Development	$7.82 per daytime pop	$0	$7,458	$15,402	$23,346	$31,291	$39,235	$47,179	$55,123	$63,068	$72,157
Finance	$6.90 per daytime pop	$0	$6,578	$13,585	$20,592	$27,599	$34,606	$41,613	$48,620	$55,628	$63,644
Parks & Community Services	$33.30 per resident	$0	$30,961	$63,995	$97,028	$130,061	$163,095	$196,128	$229,162	$262,195	$300,104
Library	$21.40 per daytime pop	$0	$20,412	$42,156	$63,899	$85,643	$107,387	$129,130	$150,874	$172,618	$197,495
Non-Departmental	$9.52 per daytime pop	$0	$9,078	$18,749	$28,420	$38,091	$47,761	$57,432	$67,103	$76,773	$87,838
Public Works	$17.96 per daytime pop	$0	$17,130	$35,379	$53,627	$71,875	$90,123	$108,371	$126,619	$144,868	$165,746
TOTAL		**$0**	**$98,348**	**$203,165**	**$307,982**	**$412,799**	**$517,615**	**$622,432**	**$727,249**	**$832,066**	**$952,104**

*Note: include Measure G and Measure V-funded service enhancements assumed to be needed to reach a baseline service level for provision of services.

(1) Includes City Manager, Community Safety, City Clerk, Human Resources, and Economic Development

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table A-11
Expenditure Summary*

Item		Fiscal Year								
		11	12	13	14	15	16	17	18	19
WASP										
General Government (1)	$5.27 per daytime pop	$36,068	$39,675	$43,277	$46,810	$50,343	$53,876	$57,409	$60,942	$64,475
City Attorney	$1.44 per daytime pop	$9,852	$10,837	$11,821	$12,786	$13,751	$14,716	$15,681	$16,646	$17,611
City Council	$0.34 per daytime pop	$2,338	$2,572	$2,805	$3,034	$3,263	$3,492	$3,721	$3,950	$4,179
Housing and Community Dev't	$7.82 per daytime pop	$53,473	$58,821	$64,160	$69,398	$74,636	$79,874	$85,112	$90,349	$95,587
Finance	$6.90 per daytime pop	$47,165	$51,882	$56,591	$61,211	$65,831	$70,451	$75,071	$79,691	$84,311
Parks & Community Services	$33.30 per resident	$223,067	$245,373	$267,680	$289,987	$312,294	$334,600	$356,907	$379,214	$401,520
Library	$21.40 per daytime pop	$146,358	$160,993	$175,608	$189,944	$204,280	$218,616	$232,952	$247,288	$261,624
Non-Departmental	$9.52 per daytime pop	$65,094	$71,603	$78,103	$84,480	$90,856	$97,232	$103,608	$109,984	$116,360
Public Works	$17.96 per daytime pop	$122,829	$135,112	$147,377	$159,408	$171,440	$183,471	$195,503	$207,534	$219,566
WASP Subtotal		**$706,245**	**$776,869**	**$847,423**	**$917,058**	**$986,693**	**$1,056,328**	**$1,125,964**	**$1,195,599**	**$1,265,234**
CASP										
General Government (1)	$5.27 per daytime pop	$18,733	$21,257	$23,778	$26,249	$28,721	$31,192	$33,663	$36,134	$38,605
City Attorney	$1.44 per daytime pop	$5,117	$5,806	$6,495	$7,170	$7,845	$8,520	$9,195	$9,870	$10,545
City Council	$0.34 per daytime pop	$1,214	$1,378	$1,541	$1,702	$1,862	$2,022	$2,182	$2,342	$2,502
Housing and Community Dev't	$7.82 per daytime pop	$27,773	$31,515	$35,252	$38,916	$42,580	$46,243	$49,907	$53,571	$57,234
Finance	$6.90 per daytime pop	$24,496	$27,797	$31,094	$34,325	$37,557	$40,788	$44,019	$47,251	$50,482
Parks & Community Services	$33.30 per resident	$114,946	$130,549	$146,151	$161,754	$177,356	$192,959	$208,561	$224,164	$239,766
Library	$21.40 per daytime pop	$76,014	$86,256	$96,487	$106,514	$116,542	$126,569	$136,597	$146,624	$156,651
Non-Departmental	$9.52 per daytime pop	$33,808	$38,363	$42,913	$47,373	$51,833	$56,293	$60,753	$65,213	$69,672
Public Works	$17.96 per daytime pop	$63,794	$72,389	$80,975	$89,391	$97,806	$106,222	$114,637	$123,053	$131,468
CASP Subtotal		**$365,897**	**$415,310**	**$464,688**	**$513,394**	**$562,101**	**$610,808**	**$659,514**	**$708,221**	**$756,927**
Total										
General Government (1)	$5.27 per daytime pop	$54,801	$60,932	$67,055	$73,059	$79,063	$85,068	$91,072	$97,076	$103,080
City Attorney	$1.44 per daytime pop	$14,969	$16,644	$18,316	$19,956	$21,596	$23,236	$24,876	$26,516	$28,156
City Council	$0.34 per daytime pop	$3,552	$3,950	$4,347	$4,736	$5,125	$5,514	$5,903	$6,293	$6,682
Community Development	$7.82 per daytime pop	$81,246	$90,335	$99,413	$108,314	$117,216	$126,117	$135,019	$143,920	$152,822
Finance	$6.90 per daytime pop	$71,661	$79,678	$87,685	$95,536	$103,388	$111,239	$119,090	$126,942	$134,793
Parks & Community Services	$33.30 per resident	$338,013	$375,922	$413,832	$451,741	$489,650	$527,559	$565,468	$603,377	$641,287
Library	$21.40 per daytime pop	$222,372	$247,249	$272,095	$296,458	$320,822	$345,185	$369,549	$393,912	$418,276
Non-Departmental	$9.52 per daytime pop	$98,902	$109,967	$121,017	$131,853	$142,689	$153,525	$164,361	$175,197	$186,033
Public Works	$17.96 per daytime pop	$186,623	$207,501	$228,352	$248,799	$269,246	$289,693	$310,140	$330,587	$351,034
TOTAL		**$1,072,141**	**$1,192,179**	**$1,312,111**	**$1,430,452**	**$1,548,794**	**$1,667,136**	**$1,785,478**	**$1,903,820**	**$2,022,161**

*Note: include Measure G and Measure V-funded service enhancements assumed to be needed to reach a baseline service level for provision of services.

(1) Includes City Manager, Community Safety, City Clerk, Human Resources, and Economic Development

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table A-11
Expenditure Summary*

Item		Fiscal Year								
		20	21	22	23	24	25	26	27	28
WASP										
General Government (1)	$5.27 per daytime pop	$67,873	$70,559	$73,246	$75,933	$78,619	$81,306	$83,993	$86,729	$86,729
City Attorney	$1.44 per daytime pop	$18,539	$19,273	$20,007	$20,741	$21,475	$22,209	$22,943	$23,690	$23,690
City Council	$0.34 per daytime pop	$4,400	$4,574	$4,748	$4,922	$5,096	$5,270	$5,445	$5,622	$5,622
Housing and Community Dev't	$7.82 per daytime pop	$100,625	$104,608	$108,591	$112,574	$116,557	$120,541	$124,524	$128,580	$128,580
Finance	$6.90 per daytime pop	$88,754	$92,267	$95,780	$99,294	$102,807	$106,320	$109,834	$113,411	$113,411
Parks & Community Services	$33.30 per resident	$422,974	$438,089	$453,203	$468,318	$483,433	$498,548	$513,663	$529,088	$529,088
Library	$21.40 per daytime pop	$275,412	$286,314	$297,216	$308,118	$319,020	$329,922	$340,824	$351,926	$351,926
Non-Departmental	$9.52 per daytime pop	$122,492	$127,341	$132,190	$137,039	$141,888	$146,736	$151,585	$156,523	$156,523
Public Works	$17.96 per daytime pop	$231,137	$240,286	$249,436	$258,585	$267,734	$276,884	$286,033	$295,350	$295,350
WASP Subtotal		**$1,332,206**	**$1,383,312**	**$1,434,418**	**$1,485,524**	**$1,536,631**	**$1,587,737**	**$1,638,843**	**$1,690,918**	**$1,690,918**
CASP										
General Government (1)	$5.27 per daytime pop	$41,076	$45,243	$49,410	$53,576	$57,743	$61,909	$66,076	$70,436	$70,634
City Attorney	$1.44 per daytime pop	$11,220	$12,358	$13,496	$14,634	$15,772	$16,911	$18,049	$19,239	$19,293
City Council	$0.34 per daytime pop	$2,663	$2,933	$3,203	$3,473	$3,743	$4,013	$4,283	$4,566	$4,579
Housing and Community Dev't	$7.82 per daytime pop	$60,898	$67,075	$73,252	$79,430	$85,607	$91,784	$97,961	$104,425	$104,718
Finance	$6.90 per daytime pop	$53,714	$59,162	$64,611	$70,059	$75,508	$80,956	$86,405	$92,106	$92,364
Parks & Community Services	$33.30 per resident	$255,369	$281,576	$307,783	$333,991	$360,198	$386,405	$412,613	$440,039	$440,039
Library	$21.40 per daytime pop	$166,679	$183,586	$200,493	$217,400	$234,308	$251,215	$268,122	$285,813	$286,615
Non-Departmental	$9.52 per daytime pop	$74,132	$81,652	$89,171	$96,691	$104,211	$111,730	$119,250	$127,118	$127,475
Public Works	$17.96 per daytime pop	$139,883	$154,073	$168,262	$182,451	$196,640	$210,829	$225,019	$239,865	$240,539
CASP Subtotal		**$805,634**	**$887,658**	**$969,682**	**$1,051,705**	**$1,133,729**	**$1,215,753**	**$1,297,777**	**$1,383,606**	**$1,386,256**
Total										
General Government (1)	$5.27 per daytime pop	$108,949	$115,802	$122,656	$129,509	$136,362	$143,216	$150,069	$157,164	$157,362
City Attorney	$1.44 per daytime pop	$29,759	$31,631	$33,503	$35,375	$37,247	$39,119	$40,991	$42,929	$42,983
City Council	$0.34 per daytime pop	$7,062	$7,507	$7,951	$8,395	$8,839	$9,284	$9,728	$10,188	$10,201
Community Development	$7.82 per daytime pop	$161,523	$171,683	$181,844	$192,004	$202,164	$212,325	$222,485	$233,005	$233,298
Finance	$6.90 per daytime pop	$142,468	$151,429	$160,391	$169,353	$178,315	$187,276	$196,238	$205,517	$205,775
Parks & Community Services	$33.30 per resident	$678,342	$719,665	$760,987	$802,309	$843,631	$884,954	$926,276	$969,127	$969,127
Library	$21.40 per daytime pop	$442,091	$469,900	$497,709	$525,519	$553,328	$581,137	$608,946	$637,738	$638,541
Non-Departmental	$9.52 per daytime pop	$196,625	$208,993	$221,361	$233,730	$246,098	$258,467	$270,835	$283,641	$283,998
Public Works	$17.96 per daytime pop	$371,020	$394,359	$417,697	$441,036	$464,375	$487,713	$511,052	$535,215	$535,889
TOTAL		**$2,137,839**	**$2,270,970**	**$2,404,100**	**$2,537,230**	**$2,670,360**	**$2,803,490**	**$2,936,620**	**$3,074,524**	**$3,077,174**

*Note: include Measure G and Measure V-funded service enhancements assumed to be needed to reach a baseline service level for provision of services.

(1) Includes City Manager, Community Safety, City Clerk, Human Resources, and Economic Development

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table A-11
Expenditure Summary*

Item		Stabilization		
		29	30	31
WASP				
General Government (1)	$5.27 per daytime pop	$86,729	$86,708	$86,708
City Attorney	$1.44 per daytime pop	$23,690	$23,684	$23,684
City Council	$0.34 per daytime pop	$5,622	$5,621	$5,621
Housing and Community Dev't	$7.82 per daytime pop	$128,580	$128,549	$128,549
Finance	$6.90 per daytime pop	$113,411	$113,384	$113,384
Parks & Community Services	$33.30 per resident	$529,088	$529,088	$529,088
Library	$21.40 per daytime pop	$351,926	$351,840	$351,840
Non-Departmental	$9.52 per daytime pop	$156,523	$156,485	$156,485
Public Works	$17.96 per daytime pop	$295,350	$295,278	$295,278
WASP Subtotal		**$1,690,918**	**$1,690,636**	**$1,690,636**
CASP				
General Government (1)	$5.27 per daytime pop	$70,831	$71,019	$71,019
City Attorney	$1.44 per daytime pop	$19,348	$19,399	$19,399
City Council	$0.34 per daytime pop	$4,591	$4,604	$4,604
Housing and Community Dev't	$7.82 per daytime pop	$105,011	$105,289	$105,289
Finance	$6.90 per daytime pop	$92,623	$92,868	$92,868
Parks & Community Services	$33.30 per resident	$440,039	$440,039	$440,039
Library	$21.40 per daytime pop	$287,418	$288,178	$288,178
Non-Departmental	$9.52 per daytime pop	$127,832	$128,170	$128,170
Public Works	$17.96 per daytime pop	$241,212	$241,850	$241,850
CASP Subtotal		**$1,388,906**	**$1,391,414**	**$1,391,414**
Total				
General Government (1)	$5.27 per daytime pop	$157,560	$157,726	$157,726
City Attorney	$1.44 per daytime pop	$43,037	$43,083	$43,083
City Council	$0.34 per daytime pop	$10,213	$10,224	$10,224
Community Development	$7.82 per daytime pop	$233,591	$233,837	$233,837
Finance	$6.90 per daytime pop	$206,034	$206,251	$206,251
Parks & Community Services	$33.30 per resident	$969,127	$969,127	$969,127
Library	$21.40 per daytime pop	$639,344	$640,018	$640,018
Non-Departmental	$9.52 per daytime pop	$284,355	$284,655	$284,655
Public Works	$17.96 per daytime pop	$536,562	$537,128	$537,128
TOTAL		**$3,079,824**	**$3,082,050**	**$3,082,050**

*Note: include Measure G and Measure V-funded service enhancements assumed to be needed to reach a baseline service level for provision of services.

(1) Includes City Manager, Community Safety, City Clerk, Human Resources, and Economic Development

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

APPENDIX B:

Conservative Scenario

Table B-1
General Fund Annual Fiscal Impact Summary (rounded)
Conservative

Item	Annual Total at Stabilization (1)
General Fund Revenues	
Property Taxes	$5,919,000
Property Tax in Lieu of VLF	$2,690,000
Property Transfer Tax	$81,000
Sales & Use Tax (2)	$1,875,000
License & Permits	$207,000
Utility User Tax	$2,064,000
Business License Tax	$146,000
Fines, Forfeitures, and Penalties	$11,000
Franchise Fees	$1,417,000
Charges for Service	$662,000
Total Revenues	**$15,072,000**
General Fund Expenditures	
General Government	$152,000
City Attorney	$41,000
City Council	$10,000
Housing and Community Development	$225,000
Finance	$199,000
Fire	$3,296,000
Parks and Community Services	$936,000
Library	$616,000
Non-Departmental	$274,000
Police	$6,384,000
Public Works	$517,000
Total Expenditures	**$12,650,000**
Net Fiscal Impact	**$2,422,000**

(1) Stabilization is assumed one year after buildout. A period of 31 years is assumed for stabilization based on absorption assumptions by land use.
(2) Includes Measure G and V revenue.

Table B-2
Annual General Fund Annual Fiscal Impacts

Item	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
General Fund Revenues - WASP																
Property Taxes	$0	$70,519	$210,074	$351,613	$492,898	$634,084	$775,220	$916,328	$1,057,418	$1,190,297	$1,332,279	$1,474,072	$1,615,729	$1,757,282	$1,898,757	$2,040,169
Property Tax in Lieu of VLF	$0	$82,996	$164,218	$243,723	$321,563	$397,792	$472,458	$545,609	$617,291	$686,645	$754,457	$820,777	$885,655	$949,136	$1,011,266	$1,072,088
Property Transfer Tax	$0	$1,961	$3,923	$5,884	$7,845	$9,807	$11,768	$13,729	$15,691	$17,652	$19,613	$21,575	$23,536	$25,497	$27,459	$29,420
Sales & Use Tax	$0	$74,032	$148,064	$222,096	$296,129	$370,161	$444,193	$518,225	$592,257	$666,289	$740,321	$814,354	$533,031	$577,451	$621,870	$666,289
License & Permits	$0	$4,878	$9,756	$14,633	$19,511	$24,389	$29,267	$34,144	$39,022	$43,900	$48,778	$53,655	$58,533	$63,411	$68,289	$73,167
Utility User Tax	$0	$48,673	$97,345	$146,018	$194,690	$243,363	$292,035	$340,708	$389,380	$438,053	$486,725	$535,398	$584,070	$632,743	$681,415	$730,088
Business License Tax	$0	$1,905	$3,811	$5,716	$7,621	$9,527	$11,432	$13,337	$15,243	$17,148	$19,053	$20,958	$22,864	$24,769	$26,674	$28,580
Fines, Forfeitures, and Penalties	$0	$266	$533	$799	$1,066	$1,332	$1,599	$1,865	$2,132	$2,398	$2,665	$2,931	$3,198	$3,464	$3,730	$3,997
Franchise Fees	$0	$33,425	$66,850	$100,275	$133,699	$167,124	$200,549	$233,974	$267,399	$300,824	$334,249	$367,674	$401,098	$434,523	$467,948	$501,373
Charges for Service	$0	$15,613	$31,225	$46,838	$62,451	$78,063	$93,676	$109,289	$124,901	$140,514	$156,127	$171,740	$187,352	$202,965	$218,578	$234,190
Total Revenues	**$0**	**$334,268**	**$735,798**	**$1,137,595**	**$1,537,474**	**$1,935,642**	**$2,332,197**	**$2,727,209**	**$3,120,734**	**$3,503,720**	**$3,894,266**	**$4,283,133**	**$4,315,066**	**$4,671,242**	**$5,025,987**	**$5,379,361**
General Fund Expenditures - WASP																
General Government	$0	$3,580	$7,161	$10,741	$14,322	$17,902	$21,483	$25,063	$28,644	$32,224	$35,805	$39,385	$42,966	$46,546	$50,127	$53,707
City Attorney	$0	$978	$1,956	$2,934	$3,912	$4,890	$5,868	$6,846	$7,824	$8,802	$9,780	$10,758	$11,736	$12,714	$13,692	$14,670
City Council	$0	$232	$464	$696	$928	$1,160	$1,393	$1,625	$1,857	$2,089	$2,321	$2,553	$2,785	$3,017	$3,249	$3,481
Housing and Community Development	$0	$5,308	$10,616	$15,925	$21,233	$26,541	$31,849	$37,158	$42,466	$47,774	$53,082	$58,391	$63,699	$69,007	$74,315	$79,624
Finance	$0	$4,682	$9,364	$14,046	$18,728	$23,410	$28,092	$32,774	$37,456	$42,138	$46,820	$51,502	$56,184	$60,866	$65,548	$70,230
Fire	$0	$78,562	$157,124	$235,687	$314,249	$392,811	$471,373	$549,936	$628,498	$707,060	$785,622	$864,184	$942,747	$1,021,309	$1,099,871	$1,178,433
Parks and Community Services	$0	$22,307	$44,613	$66,920	$89,227	$111,533	$133,840	$156,147	$178,453	$200,760	$223,067	$245,373	$267,680	$289,987	$312,294	$334,600
Library	$0	$14,529	$29,057	$43,586	$58,115	$72,644	$87,172	$101,701	$116,230	$130,759	$145,287	$159,816	$174,345	$188,874	$203,402	$217,931
Non-Departmental	$0	$6,462	$12,924	$19,385	$25,847	$32,309	$38,771	$45,233	$51,694	$58,156	$64,618	$71,080	$77,542	$84,004	$90,465	$96,927
Police	$0	$152,124	$304,248	$456,373	$608,497	$760,621	$912,745	$1,064,869	$1,216,993	$1,369,118	$1,521,242	$1,673,366	$1,825,490	$1,977,614	$2,129,738	$2,281,863
Public Works	$0	$12,193	$24,386	$36,579	$48,772	$60,965	$73,159	$85,352	$97,545	$109,738	$121,931	$134,124	$146,317	$158,510	$170,703	$182,896
Total Expenditures	**$0**	**$300,958**	**$601,915**	**$902,873**	**$1,203,830**	**$1,504,788**	**$1,805,745**	**$2,106,703**	**$2,407,660**	**$2,708,618**	**$3,009,575**	**$3,310,533**	**$3,611,490**	**$3,912,448**	**$4,213,406**	**$4,514,363**
Net Fiscal Impact - WASP	**0**	**33,311**	**133,883**	**234,722**	**333,644**	**430,854**	**526,452**	**620,506**	**713,074**	**795,102**	**884,691**	**972,600**	**703,576**	**758,794**	**812,581**	**864,997**
General Fund Revenues - CASP																
Property Taxes	$0	$31,431	$100,199	$171,372	$242,801	$314,331	$385,911	$457,519	$529,145	$623,205	$722,227	$821,438	$920,787	$1,020,240	$1,119,774	$1,219,369
Property Tax in Lieu of VLF	$0	$36,655	$77,612	$117,703	$156,955	$195,394	$233,045	$269,933	$306,079	$356,225	$405,255	$453,207	$500,116	$546,016	$590,938	$634,914
Property Transfer Tax	$0	$894	$1,911	$2,927	$3,944	$4,961	$5,977	$6,994	$8,011	$9,445	$10,880	$12,314	$13,749	$15,184	$16,618	$18,053
Sales & Use Tax	$0	$28,852	$64,435	$100,018	$135,601	$171,184	$206,768	$242,351	$277,934	$327,360	$376,786	$426,212	$285,383	$315,039	$344,695	$374,350
License & Permits	$0	$1,786	$3,993	$6,200	$8,407	$10,614	$12,821	$15,028	$17,235	$20,442	$23,648	$26,854	$30,061	$33,267	$36,474	$39,680
Utility User Tax	$0	$17,823	$39,846	$61,868	$83,890	$105,912	$127,935	$149,957	$171,979	$203,975	$235,970	$267,965	$299,960	$331,955	$363,950	$395,946
Business License Tax	$0	$1,482	$2,964	$4,446	$5,928	$7,410	$8,891	$10,373	$11,855	$13,337	$14,819	$16,301	$17,783	$19,265	$20,747	$22,229
Fines, Forfeitures, and Penalties	$0	$98	$218	$339	$459	$580	$700	$821	$942	$1,117	$1,292	$1,467	$1,642	$1,817	$1,992	$2,168
Franchise Fees	$0	$12,240	$27,363	$42,486	$57,610	$72,733	$87,857	$102,980	$118,103	$140,075	$162,047	$184,019	$205,992	$227,964	$249,936	$271,908
Charges for Service	$0	$5,717	$12,781	$19,845	$26,909	$33,974	$41,038	$48,102	$55,166	$65,429	$75,692	$85,955	$96,218	$106,481	$116,744	$127,007
Total Revenues	**$0**	**$136,978**	**$331,322**	**$527,205**	**$722,505**	**$917,093**	**$1,110,943**	**$1,304,058**	**$1,496,449**	**$1,760,610**	**$2,028,616**	**$2,295,734**	**$2,371,691**	**$2,617,228**	**$2,861,868**	**$3,105,624**
General Fund Expenditures - CASP																
General Government	$0	$1,311	$2,931	$4,551	$6,171	$7,791	$9,411	$11,031	$12,651	$15,005	$17,359	$19,712	$22,066	$24,419	$26,773	$29,127
City Attorney	$0	$358	$801	$1,243	$1,686	$2,128	$2,571	$3,013	$3,456	$4,099	$4,741	$5,384	$6,027	$6,670	$7,313	$7,956
City Council	$0	$85	$190	$295	$400	$505	$610	$715	$820	$973	$1,125	$1,278	$1,430	$1,583	$1,735	$1,888
Housing and Community Development	$0	$1,944	$4,346	$6,747	$9,149	$11,551	$13,953	$16,354	$18,756	$22,246	$25,735	$29,224	$32,714	$36,203	$39,692	$43,182
Finance	$0	$1,714	$3,833	$5,951	$8,070	$10,188	$12,307	$14,425	$16,543	$19,621	$22,699	$25,777	$28,854	$31,932	$35,010	$38,088
Fire	$0	$28,345	$63,557	$98,769	$133,980	$169,192	$204,404	$239,616	$274,827	$326,347	$377,866	$429,386	$480,905	$532,425	$583,944	$635,464
Parks and Community Services	$0	$8,045	$18,040	$28,036	$38,031	$48,026	$58,022	$68,017	$78,012	$92,640	$107,267	$121,894	$136,522	$151,149	$165,776	$180,404
Library	$0	$5,320	$11,894	$18,468	$25,041	$31,615	$38,189	$44,762	$51,336	$60,886	$70,437	$79,988	$89,538	$99,089	$108,639	$118,190
Non-Departmental	$0	$2,366	$5,290	$8,214	$11,137	$14,061	$16,985	$19,908	$22,832	$27,080	$31,328	$35,575	$39,823	$44,071	$48,318	$52,566
Police	$0	$54,908	$123,107	$191,306	$259,505	$327,704	$395,904	$464,103	$532,302	$632,068	$731,834	$831,601	$931,367	$1,031,133	$1,130,899	$1,230,666
Public Works	$0	$4,465	$9,982	$15,499	$21,016	$26,532	$32,049	$37,566	$43,083	$51,098	$59,113	$67,129	$75,144	$83,159	$91,174	$99,189
Total Expenditures	**$0**	**$108,862**	**$243,970**	**$379,078**	**$514,187**	**$649,295**	**$784,403**	**$919,511**	**$1,054,619**	**$1,252,062**	**$1,449,505**	**$1,646,948**	**$1,844,391**	**$2,041,833**	**$2,239,276**	**$2,436,719**
Net Fiscal Impact - CASP	**$0**	**$28,116**	**$87,352**	**$148,127**	**$208,318**	**$267,798**	**$326,540**	**$384,547**	**$441,830**	**$508,548**	**$579,111**	**$648,786**	**$527,301**	**$575,395**	**$622,592**	**$668,905**
Total Revenue (WASP + CASP)	**$0**	**$471,246**	**$1,067,120**	**$1,664,800**	**$2,259,979**	**$2,852,735**	**$3,443,140**	**$4,031,267**	**$4,617,183**	**$5,264,330**	**$5,922,882**	**$6,578,867**	**$6,686,757**	**$7,288,470**	**$7,887,855**	**$8,484,985**
Total Cost (WASP + CASP)	**$0**	**$409,820**	**$845,885**	**$1,281,951**	**$1,718,017**	**$2,154,082**	**$2,590,148**	**$3,026,214**	**$3,462,280**	**$3,960,680**	**$4,459,080**	**$4,957,481**	**$5,455,881**	**$5,954,281**	**$6,452,682**	**$6,951,082**
Total Net Fiscal Impact (WASP + CASP)	**$0**	**$61,427**	**$221,235**	**$382,849**	**$541,963**	**$698,652**	**$852,992**	**$1,005,053**	**$1,154,904**	**$1,303,650**	**$1,463,802**	**$1,621,386**	**$1,230,876**	**$1,334,189**	**$1,435,173**	**$1,533,903**

Table B-2
Annual General Fund Annual Fiscal Impacts

Item	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
General Fund Revenues - WASP															**Stabilization**
Property Taxes	$2,181,531	$2,322,853	$2,463,940	$2,600,659	$2,708,617	$2,819,548	$2,930,417	$3,041,232	$3,151,999	$3,262,725	$3,375,044	$3,442,697	$3,442,697	$3,442,697	$3,442,697
Property Tax in Lieu of VLF	$1,131,641	$1,189,966	$1,246,927	$1,298,622	$1,339,493	$1,379,598	$1,418,958	$1,457,595	$1,495,526	$1,532,773	$1,570,459	$1,570,459	$1,570,459	$1,570,459	$1,570,459
Property Transfer Tax	$31,381	$33,343	$35,301	$37,139	$38,376	$39,613	$40,849	$42,086	$43,323	$44,560	$45,859	$45,859	$45,859	$45,859	$45,859
Sales & Use Tax	$710,709	$755,128	$799,547	$842,130	$870,901	$899,671	$928,441	$957,211	$985,981	$1,014,751	$1,043,746	$1,043,746	$1,043,746	$1,043,746	$1,043,746
License & Permits	$78,044	$82,922	$87,796	$92,425	$96,085	$99,746	$103,406	$107,066	$110,726	$114,386	$118,113	$118,113	$118,113	$118,085	$118,085
Utility User Tax	$778,760	$827,433	$876,070	$922,260	$958,782	$995,305	$1,031,828	$1,068,350	$1,104,873	$1,141,396	$1,178,587	$1,178,587	$1,178,587	$1,178,300	$1,178,300
Business License Tax	$30,485	$32,390	$34,190	$34,190	$45,939	$57,689	$69,438	$81,188	$92,937	$104,687	$116,436	$116,436	$116,436	$115,589	$115,589
Fines, Forfeitures, and Penalties	$4,263	$4,530	$4,796	$5,049	$5,249	$5,449	$5,649	$5,849	$6,049	$6,249	$6,452	$6,452	$6,452	$6,451	$6,451
Franchise Fees	$534,798	$568,223	$601,623	$633,343	$658,424	$683,506	$708,587	$733,668	$758,749	$783,830	$809,371	$809,371	$809,371	$809,174	$809,174
Charges for Service	$249,803	$265,416	$281,017	$295,833	$307,549	$319,264	$330,979	$342,695	$354,410	$366,126	$378,055	$378,055	$378,055	$377,963	$377,963
Total Revenues	**$5,731,417**	**$6,082,204**	**$6,431,208**	**$6,761,650**	**$7,029,416**	**$7,299,387**	**$7,568,552**	**$7,836,939**	**$8,104,574**	**$8,371,482**	**$8,642,122**	**$8,709,774**	**$8,709,774**	**$8,708,322**	**$8,708,322**
General Fund Expenditures - WASP															
General Government	$57,288	$60,868	$64,446	$67,844	$70,530	$73,217	$75,904	$78,590	$81,277	$83,964	$86,700	$86,700	$86,700	$86,679	$86,679
City Attorney	$15,648	$16,626	$17,603	$18,531	$19,265	$19,999	$20,733	$21,467	$22,201	$22,935	$23,682	$23,682	$23,682	$23,676	$23,676
City Council	$3,714	$3,946	$4,178	$4,398	$4,572	$4,746	$4,920	$5,094	$5,269	$5,443	$5,620	$5,620	$5,620	$5,619	$5,619
Housing and Community Development	$84,932	$90,240	$95,544	$100,582	$104,565	$108,548	$112,531	$116,514	$120,498	$124,481	$128,537	$128,537	$128,537	$128,506	$128,506
Finance	$74,912	$79,594	$84,273	$88,716	$92,229	$95,743	$99,256	$102,769	$106,282	$109,796	$113,373	$113,373	$113,373	$113,346	$113,346
Fire	$1,256,996	$1,335,558	$1,414,118	$1,489,649	$1,543,032	$1,596,415	$1,649,798	$1,703,180	$1,756,563	$1,809,946	$1,864,421	$1,864,421	$1,864,421	$1,864,409	$1,864,409
Parks and Community Services	$356,907	$379,214	$401,520	$422,974	$438,089	$453,203	$468,318	$483,433	$498,548	$513,663	$529,088	$529,088	$529,088	$529,088	$529,088
Library	$232,460	$246,989	$261,507	$275,294	$286,197	$297,099	$308,001	$318,903	$329,805	$340,707	$351,808	$351,808	$351,808	$351,722	$351,722
Non-Departmental	$103,389	$109,851	$116,308	$122,440	$127,289	$132,138	$136,986	$141,835	$146,684	$151,533	$156,470	$156,470	$156,470	$156,432	$156,432
Police	$2,433,987	$2,586,111	$2,738,229	$2,884,435	$2,988,083	$3,091,732	$3,195,381	$3,299,030	$3,402,679	$3,506,328	$3,612,092	$3,612,092	$3,612,092	$3,612,046	$3,612,046
Public Works	$195,090	$207,283	$219,467	$231,038	$240,187	$249,337	$258,486	$267,636	$276,785	$285,934	$295,251	$295,251	$295,251	$295,179	$295,179
Total Expenditures	**$4,815,321**	**$5,116,278**	**$5,417,193**	**$5,705,901**	**$5,914,039**	**$6,122,177**	**$6,330,315**	**$6,538,452**	**$6,746,590**	**$6,954,728**	**$7,167,043**	**$7,167,043**	**$7,167,043**	**$7,166,702**	**$7,166,702**
Net Fiscal Impact - WASP	**916,096**	**965,926**	**1,014,015**	**1,055,750**	**1,115,377**	**1,177,211**	**1,238,238**	**1,298,487**	**1,357,984**	**1,416,754**	**1,475,079**	**1,542,731**	**1,542,731**	**1,541,619**	**1,541,619**
General Fund Revenues - CASP															
Property Taxes	$1,319,016	$1,418,703	$1,518,246	$1,610,464	$1,725,311	$1,842,116	$1,958,984	$2,075,906	$2,192,876	$2,309,888	$2,427,855	$2,476,521	$2,476,521	$2,476,521	$2,476,521
Property Tax in Lieu of VLF	$677,974	$720,145	$761,323	$796,831	$845,427	$893,112	$939,911	$985,849	$1,030,950	$1,075,236	$1,119,400	$1,119,400	$1,119,400	$1,119,400	$1,119,400
Property Transfer Tax	$19,487	$20,922	$22,355	$23,648	$25,292	$26,936	$28,580	$30,224	$31,868	$33,512	$35,180	$35,180	$35,180	$35,180	$35,180
Sales & Use Tax	$404,006	$433,662	$463,317	$490,612	$539,055	$587,498	$635,941	$684,384	$732,827	$781,269	$831,110	$831,110	$831,110	$831,110	$831,110
License & Permits	$42,887	$46,093	$49,292	$52,212	$57,415	$62,617	$67,820	$73,023	$78,226	$83,429	$88,763	$88,763	$88,763	$88,749	$88,749
Utility User Tax	$427,941	$459,936	$491,859	$520,991	$572,907	$624,824	$676,740	$728,657	$780,573	$832,490	$885,718	$885,718	$885,718	$885,575	$885,575
Business License Tax	$23,711	$25,193	$26,463	$26,463	$27,098	$27,733	$28,368	$29,003	$29,638	$30,273	$30,908	$30,908	$30,908	$30,485	$30,485
Fines, Forfeitures, and Penalties	$2,343	$2,518	$2,693	$2,852	$3,136	$3,421	$3,705	$3,989	$4,273	$4,558	$4,849	$4,849	$4,849	$4,848	$4,848
Franchise Fees	$293,880	$315,852	$337,774	$357,780	$393,432	$429,085	$464,738	$500,390	$536,043	$571,695	$608,249	$608,249	$608,249	$608,151	$608,151
Charges for Service	$137,271	$147,534	$157,774	$167,118	$183,771	$200,425	$217,078	$233,731	$250,384	$267,038	$284,112	$284,112	$284,112	$284,066	$284,066
Total Revenues	**$3,348,514**	**$3,590,556**	**$3,831,096**	**$4,048,970**	**$4,372,844**	**$4,697,766**	**$5,021,864**	**$5,345,156**	**$5,667,659**	**$5,989,388**	**$6,316,146**	**$6,364,812**	**$6,364,812**	**$6,364,085**	**$6,364,085**
General Fund Expenditures - CASP															
General Government	$31,480	$33,834	$36,182	$38,325	$42,144	$45,964	$49,783	$53,602	$57,421	$61,240	$65,156	$65,156	$65,156	$65,145	$65,145
City Attorney	$8,599	$9,242	$9,883	$10,469	$11,512	$12,555	$13,598	$14,641	$15,684	$16,728	$17,797	$17,797	$17,797	$17,794	$17,794
City Council	$2,041	$2,193	$2,345	$2,484	$2,732	$2,979	$3,227	$3,475	$3,722	$3,970	$4,224	$4,224	$4,224	$4,223	$4,223
Housing and Community Development	$46,671	$50,161	$53,642	$56,819	$62,481	$68,143	$73,805	$79,467	$85,129	$90,791	$96,597	$96,597	$96,597	$96,581	$96,581
Finance	$41,165	$44,243	$47,314	$50,116	$55,110	$60,104	$65,098	$70,093	$75,087	$80,081	$85,201	$85,201	$85,201	$85,187	$85,187
Fire	$686,983	$738,503	$790,020	$837,656	$922,208	$1,006,760	$1,091,312	$1,175,864	$1,260,417	$1,344,969	$1,431,667	$1,431,667	$1,431,667	$1,431,661	$1,431,661
Parks and Community Services	$195,031	$209,658	$224,286	$237,816	$261,829	$285,842	$309,856	$333,869	$357,882	$381,895	$406,518	$406,518	$406,518	$406,518	$406,518
Library	$127,740	$137,291	$146,820	$155,516	$171,013	$186,510	$202,007	$217,504	$233,001	$248,498	$264,387	$264,387	$264,387	$264,344	$264,344
Non-Departmental	$56,814	$61,062	$65,300	$69,167	$76,060	$82,952	$89,845	$96,737	$103,630	$110,522	$117,589	$117,589	$117,589	$117,570	$117,570
Police	$1,330,432	$1,430,198	$1,529,953	$1,622,162	$1,785,847	$1,949,532	$2,113,216	$2,276,901	$2,440,586	$2,604,271	$2,772,110	$2,772,110	$2,772,110	$2,772,086	$2,772,086
Public Works	$107,205	$115,220	$123,217	$130,515	$143,521	$156,526	$169,532	$182,538	$195,544	$208,549	$221,884	$221,884	$221,884	$221,848	$221,848
Total Expenditures	**$2,634,162**	**$2,831,605**	**$3,028,962**	**$3,211,045**	**$3,534,457**	**$3,857,868**	**$4,181,280**	**$4,504,691**	**$4,828,103**	**$5,151,514**	**$5,483,128**	**$5,483,128**	**$5,483,128**	**$5,482,957**	**$5,482,957**
Net Fiscal Impact - CASP	**$714,352**	**$758,952**	**$802,134**	**$837,925**	**$838,388**	**$839,898**	**$840,585**	**$840,465**	**$839,556**	**$837,874**	**$833,018**	**$881,684**	**$881,684**	**$881,128**	**$881,128**
Total Revenue (WASP + CASP)	**$9,079,931**	**$9,672,760**	**$10,262,305**	**$10,810,621**	**$11,402,260**	**$11,997,153**	**$12,590,417**	**$13,182,095**	**$13,772,233**	**$14,360,870**	**$14,958,268**	**$15,074,586**	**$15,074,586**	**$15,072,407**	**$15,072,407**
Total Cost (WASP + CASP)	**$7,449,482**	**$7,947,883**	**$8,446,155**	**$8,916,946**	**$9,448,495**	**$9,980,045**	**$10,511,594**	**$11,043,144**	**$11,574,693**	**$12,106,243**	**$12,650,171**	**$12,650,171**	**$12,650,171**	**$12,649,660**	**$12,649,660**
Total Net Fiscal Impact (WASP + CASP)	**$1,630,448**	**$1,724,877**	**$1,816,149**	**$1,893,675**	**$1,953,765**	**$2,017,108**	**$2,078,822**	**$2,138,952**	**$2,197,540**	**$2,254,628**	**$2,308,097**	**$2,424,415**	**$2,424,415**	**$2,422,747**	**$2,422,747**

Table B-3
WASP & CASP Value Assumptions*

Item	WASP Value Assumptions (rounded)			CASP Value Assumptions (rounded)		
	Market Rate	Inclusionary (1)	Weighted Average (2)	Market Rate	Inclusionary (1)	Weighted Average (2)
Residential	*Per Unit*			*Per Unit*		
Low Density	$480,000	na	$480,000	$480,000	na	$480,000
Medium Density	$400,000	na	$400,000	$400,000	na	$400,000
High Density - For Sale	$320,000	$296,700	$297,000	$320,000	$296,700	$310,000
High Density - Rental	$320,000	$169,500	$248,000	$320,000	$169,500	$170,000
Mixed Use Residential - For Sale	$320,000	$296,700	$297,000	$320,000	$296,700	$310,000
Mixed Use Residential - Rental	$320,000	$169,500	$248,000	$320,000	$169,500	$170,000
Commercial	*Per Sq.Ft.*			*Per Sq.Ft.*		
Retail	$308	na	na	$308	na	na
Mixed Use Retail	$308	na	na	$308	na	na
Mixed Use Office	$0	na	na	$0	na	na

*Note: values are assumed to be comparable between CASP and WASP; however; inclusionary values vary due to various for-sale versus rent distribution assumptions

Values for commercial and rental uses are based on capitalized net operating income.

(1) Based on the inclusionary requirements in option 1 per the City's inclusionary housing ordinance. Lower values of rental units reflect lower affordability levels (50% very low and 50% low) relative to ownership units (33% low, 33% moderate, and 33% workforce). See Table A-6 for additional detail.

(2) The blend reflects various affordability requirements to meet the overall 20% inclusionary total for each Specific Plan with detailed assumptions shown in the Appendix

Source: City of Salinas Public Services and Public Facilities Financing Plan, Economic & Planning Systems, Inc.

Table B-4
Development Phasing Summary

Item	Total	Fiscal Year 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
WASP Residential																	
Low Density	**1,361**	0	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72
Medium Density	**1,803**	0	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
High Density	**1,085**	0	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
Mixed Use Residential	**91**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	**4,340**	0	183	183	183	183	183	183	183	183	183	183	183	183	183	183	183
CASP Residential																	
Low Density	**1,245**	0	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
Medium Density	**680**	0	0	0	0	0	0	0	0	0	38	38	38	38	38	38	38
High Density	**408**	0	0	16	16	16	16	16	16	16	16	16	16	16	16	16	16
Mixed Use Residential	**1,002**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	**3,335**	0	66	82	82	82	82	82	82	82	120	120	120	120	120	120	120
Total Residential	**7,675**	0	249	265	265	265	265	265	265	265	303	303	303	303	303	303	303
WASP Commercial																	
Retail	**165,090**	0	9,214	9,214	9,214	9,214	9,214	9,214	9,214	9,214	9,214	9,214	9,214	9,214	9,214	9,214	9,214
Mixed Use Retail	**389,904**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Office	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	**554,994**	0	9,214	9,214	9,214	9,214	9,214	9,214	9,214	9,214	9,214	9,214	9,214	9,214	9,214	9,214	9,214
CASP Commercial																	
Retail	**121,584**	0	6,786	6,786	6,786	6,786	6,786	6,786	6,786	6,786	6,786	6,786	6,786	6,786	6,786	6,786	6,786
Mixed Use Retail (1)	**19,422**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Office	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	**141,006**	0	6,786	6,786	6,786	6,786	6,786	6,786	6,786	6,786	6,786	6,786	6,786	6,786	6,786	6,786	6,786
Total Commercial	**696,000**	0	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000
Population (2)																	
WASP	**15,886**	0	670	670	670	670	670	670	670	670	670	670	670	670	670	670	670
CASP	**12,206**	0	242	300	300	300	300	300	300	300	439	439	439	439	439	439	439
Total	**28,093**	0	911	970	970	970	970	970	970	970	1,109	1,109	1,109	1,109	1,109	1,109	1,109
Employment (3)																	
WASP	**1,092**	0	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
CASP	**288**	0	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Total	**1,380**	0	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32
Daytime Population (4)																	
WASP	**16,432**	0	679	679	679	679	679	679	679	679	679	679	679	679	679	679	679
CASP	**12,350**	0	249	307	307	307	307	307	307	307	446	446	446	446	446	446	446
Total	**28,783**	0	927	986	986	986	986	986	986	986	1,125	1,125	1,125	1,125	1,125	1,125	1,125

(1) Assumed to be phased in proportion to mixed-use residential growth.
(2) Based on typical household size assumptions shown in Table A-4.
(3) Based on typical employment density assumptions shown in Table A-5.
(4) A service standard that reflects population and 1/2 of employment.

Sources: City of Salinas Public Services and Public Facilities Financing Plan, Economic & Planning Systems, Inc.

Table B-4
Development Phasing Summar

Item	Total	Fiscal Year 17	18	19	20	21	22	23	24	25	26	27	28	29	30
WASP Residential															
Low Density	**1,361**	72	72	72	65	0	0	0	0	0	0	0	0	0	0
Medium Density	**1,803**	69	69	69	69	69	69	69	69	69	69	78	0	0	0
High Density	**1,085**	42	42	42	42	42	42	42	42	42	42	35	0	0	0
Mixed Use Residential	**91**	0	0	0	0	13	13	13	13	13	13	13	0	0	0
Subtotal	**4,340**	183	183	183	176	124	124	124	124	124	124	126	0	0	0
CASP Residential															
Low Density	**1,245**	66	66	66	57	0	0	0	0	0	0	0	0	0	0
Medium Density	**680**	38	38	38	38	38	38	38	38	38	38	34	0	0	0
High Density	**408**	16	16	16	16	16	16	16	16	16	16	24	0	0	0
Mixed Use Residential	**1,002**	0	0	0	0	143	143	143	143	143	143	144	0	0	0
Subtotal	**3,335**	120	120	120	111	197	197	197	197	197	197	202	0	0	0
Total Residential	**7,675**	303	303	303	287	321	321	321	321	321	321	328	0	0	0
WASP Commercial															
Retail	**165,090**	9,214	9,214	8,450	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Retail	**389,904**	0	0	0	0	55,701	55,701	55,701	55,701	55,701	55,701	55,701	0	0	0
Mixed Use Office	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	**554,994**	9,214	9,214	8,450	0	55,701	55,701	55,701	55,701	55,701	55,701	55,701	0	0	0
CASP Commercial															
Retail	**121,584**	6,786	6,786	6,223	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Retail (1)	**19,422**	0	0	0	0	2,775	2,775	2,775	2,775	2,775	2,775	2,775	0	0	0
Mixed Use Office	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	**141,006**	6,786	6,786	6,223	0	2,775	2,775	2,775	2,775	2,775	2,775	2,775	0	0	0
Total Commercial	**696,000**	16,000	16,000	14,674	0	58,475	58,475	58,475	58,475	58,475	58,475	58,475	0	0	0
Population (2)															
WASP	**15,886**	670	670	670	644	454	454	454	454	454	454	463	0	0	0
CASP	**12,206**	439	439	439	406	721	721	721	721	721	721	739	0	0	0
Total	**28,093**	1,109	1,109	1,109	1,050	1,175	1,175	1,175	1,175	1,175	1,175	1,202	0	0	0
Employment (3)															
WASP	**1,092**	18	18	17	0	111	111	111	111	111	111	111	0	0	-8
CASP	**288**	14	14	12	0	6	6	6	6	6	6	6	0	0	-4
Total	**1,380**	32	32	29	0	117	117	117	117	117	117	117	0	0	-12
Daytime Population (4)															
WASP	**16,432**	679	679	678	644	509	509	509	509	509	509	519	0	0	(4)
CASP	**12,350**	446	446	445	406	724	724	724	724	724	724	742	0	0	(2)
Total	**28,783**	1,125	1,125	1,123	1,050	1,233	1,233	1,233	1,233	1,233	1,233	1,261	0	0	(6)

(1) Assumed to be phased in proportion to mixed-use residential growth.
(2) Based on typical household size assumptions shown in Table A-4.
(3) Based on typical employment density assumptions shown in Table A-5.
(4) A service standard that reflects population and 1/2 of employment.

Sources: City of Salinas Public Services and Public Facilities Financing Plan, Economic & Planning Systems, Inc.

Table B-5
Assessed Value Projections*

Item	Estimating Factor	Total	Fiscal Year 1	2	3	4	5	6	7	8	9	10	11
New Assessed Value (millions)													
WASP Residential Units													
Low Density	$480,000 per unit	$653.3	$0	$34.6	$34.6	$34.6	$34.6	$34.6	$34.6	$34.6	$34.6	$34.6	$34.6
Medium Density	$400,000 per unit	$721.2	$0	$27.6	$27.6	$27.6	$27.6	$27.6	$27.6	$27.6	$27.6	$27.6	$27.6
High Density	$273,000 per unit	$296.2	$0	$11.5	$11.5	$11.5	$11.5	$11.5	$11.5	$11.5	$11.5	$11.5	$11.5
Mixed Use	$273,000 per unit	$24.8	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$1,695.5	$0	$73.6	$73.6	$73.6	$73.6	$73.6	$73.6	$73.6	$73.6	$73.6	$73.6
WASP Commercial													
Retail	$308 per sq.ft.	$50.8	$0	$2.8	$2.8	$2.8	$2.8	$2.8	$2.8	$2.8	$2.8	$2.8	$2.8
Mixed Use Retail	$308 per sq.ft.	$120.1	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Mixed Use Office	$0 per sq.ft.	$0.0	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$170.9	$0	$2.8	$2.8	$2.8	$2.8	$2.8	$2.8	$2.8	$2.8	$2.8	$2.8
WASP Total		$1,866.5	$0	$76.5	$76.5	$76.5	$76.5	$76.5	$76.5	$76.5	$76.5	$76.5	$76.5
CASP Residential Units													
Low Density	$480,000 per unit	$597.6	$0	$31.7	$31.7	$31.7	$31.7	$31.7	$31.7	$31.7	$31.7	$31.7	$31.7
Medium Density	$400,000 per unit	$272.0	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$15.2	$15.2
High Density	$296,000 per unit	$120.8	$0	$0.0	$4.7	$4.7	$4.7	$4.7	$4.7	$4.7	$4.7	$4.7	$4.7
Mixed Use	$296,000 per unit	$296.6	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$1,287.0	$0	$31.7	$36.4	$36.4	$36.4	$36.4	$36.4	$36.4	$36.4	$51.6	$51.6
CASP Commercial													
Retail	$308 per sq.ft.	$37.4	$0	$2.1	$2.1	$2.1	$2.1	$2.1	$2.1	$2.1	$2.1	$2.1	$2.1
Mixed Use Retail	$308 per sq.ft.	$6.0	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Mixed Use Office	$0 per sq.ft.	$0.0	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$43.4	$0	$2.1	$2.1	$2.1	$2.1	$2.1	$2.1	$2.1	$2.1	$2.1	$2.1
CASP Total		$1,330.4	$0	$33.8	$38.5	$38.5	$38.5	$38.5	$38.5	$38.5	$38.5	$53.7	$53.7
Total Assessed Value (millions)													
Base, start of year		$3,196.9	$0	$0.0	$110.2	$225.2	$340.2	$455.1	$570.1	$685.1	$800.1	$915.0	$1,045.2
Net New Assessed Value		$0.0	$0.0	$110.2	$115.0	$115.0	$115.0	$115.0	$115.0	$115.0	$115.0	$130.2	$130.2
Real Appreciation	0.0% annually	$0.0	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Base, end of year		$3,196.9	$0	$110.2	$225.2	$340.2	$455.1	$570.1	$685.1	$800.1	$915.0	$1,045.2	$1,175.4
Property Tax (1)	1.0%	$31,968,560	$0	$0	$1,102,340	$2,252,040	$3,401,740	$4,551,440	$5,701,140	$6,850,840	$8,000,540	$9,150,240	$10,451,940
Supplemental Roll (2)	50% of new a.v.	$0	$0	$551,170	$574,850	$574,850	$574,850	$574,850	$574,850	$574,850	$574,850	$650,850	$650,850
TOTAL Property Tax		$31,968,560	$0	$551,170	$1,677,190	$2,826,890	$3,976,590	$5,126,290	$6,275,990	$7,425,690	$8,575,390	$9,801,090	$11,102,790

*Note: while per unit values are assumed to be comparable between CASP and WASP; high density and mixed use values vary due to different distribution assumptions between for-sale and rental products.

(1) 1% of base (start of year) assessed value.

(2) Supplemental Role is included in property tax calculation, which assumes that revenues are received in year in which assessed value is created.

Table B-5
Assessed Value Projections*

Item	Estimating Factor	Total	Fiscal Year 12	13	14	15	16	17	18	19	20	21
New Assessed Value (millions)												
WASP Residential Units												
Low Density	$480,000 per unit	$653.3	$34.6	$34.6	$34.6	$34.6	$34.6	$34.6	$34.6	$34.6	$31.2	$0.0
Medium Density	$400,000 per unit	$721.2	$27.6	$27.6	$27.6	$27.6	$27.6	$27.6	$27.6	$27.6	$27.6	$27.6
High Density	$273,000 per unit	$296.2	$11.5	$11.5	$11.5	$11.5	$11.5	$11.5	$11.5	$11.5	$11.5	$11.5
Mixed Use	$273,000 per unit	$24.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$3.5
Subtotal		$1,695.5	$73.6	$73.6	$73.6	$73.6	$73.6	$73.6	$73.6	$73.6	$70.3	$42.6
WASP Commercial												
Retail	$308 per sq.ft.	$50.8	$2.8	$2.8	$2.8	$2.8	$2.8	$2.8	$2.8	$2.6	$0.0	$0.0
Mixed Use Retail	$308 per sq.ft.	$120.1	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$17.2
Mixed Use Office	$0 per sq.ft.	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$170.9	$2.8	$2.8	$2.8	$2.8	$2.8	$2.8	$2.8	$2.6	$0.0	$17.2
WASP Total		$1,866.5	$76.5	$76.5	$76.5	$76.5	$76.5	$76.5	$76.5	$76.2	$70.3	$59.8
CASP Residential Units												
Low Density	$480,000 per unit	$597.6	$31.7	$31.7	$31.7	$31.7	$31.7	$31.7	$31.7	$31.7	$27.4	$0.0
Medium Density	$400,000 per unit	$272.0	$15.2	$15.2	$15.2	$15.2	$15.2	$15.2	$15.2	$15.2	$15.2	$15.2
High Density	$296,000 per unit	$120.8	$4.7	$4.7	$4.7	$4.7	$4.7	$4.7	$4.7	$4.7	$4.7	$4.7
Mixed Use	$296,000 per unit	$296.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$42.3
Subtotal		$1,287.0	$51.6	$51.6	$51.6	$51.6	$51.6	$51.6	$51.6	$51.6	$47.3	$62.3
CASP Commercial												
Retail	$308 per sq.ft.	$37.4	$2.1	$2.1	$2.1	$2.1	$2.1	$2.1	$2.1	$1.9	$0.0	$0.0
Mixed Use Retail	$308 per sq.ft.	$6.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.9
Mixed Use Office	$0 per sq.ft.	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$43.4	$2.1	$2.1	$2.1	$2.1	$2.1	$2.1	$2.1	$1.9	$0.0	$0.9
CASP Total		$1,330.4	$53.7	$53.7	$53.7	$53.7	$53.7	$53.7	$53.7	$53.5	$47.3	$63.1
Total Assessed Value (millions)												
Base, start of year		$3,196.9	$1,175.4	$1,305.5	$1,435.7	$1,565.9	$1,696.0	$1,826.2	$1,956.4	$2,086.6	$2,216.3	$2,333.9
Net New Assessed Value		$0.0	$130.2	$130.2	$130.2	$130.2	$130.2	$130.2	$130.2	$129.8	$117.6	$122.9
Real Appreciation	0.0% annually	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Base, end of year		$3,196.9	$1,305.5	$1,435.7	$1,565.9	$1,696.0	$1,826.2	$1,956.4	$2,086.6	$2,216.3	$2,333.9	$2,456.8
Property Tax (1)	1.0%	$31,968,560	$11,753,640	$13,055,340	$14,357,040	$15,658,740	$16,960,440	$18,262,140	$19,563,840	$20,865,540	$22,163,156	$23,338,776
Supplemental Roll (2)	50% of new a.v.	$0	$650,850	$650,850	$650,850	$650,850	$650,850	$650,850	$650,850	$648,808	$587,810	$614,447
TOTAL Property Tax		$31,968,560	$12,404,490	$13,706,190	$15,007,890	$16,309,590	$17,611,290	$18,912,990	$20,214,690	$21,514,348	$22,750,966	$23,953,222

*Note: while per unit values are assumed to be comparable between CASP and WASP; high density and mixed use values vary due to different distribution assumptions between for-sale and rental products.

(1) 1% of base (start of year) assessed value.

(2) Supplemental Role is included in property tax calculation, which assumes that revenues are received in year in which assessed value is created.

Table B-5
Assessed Value Projections*

Item	Estimating Factor	Total	Fiscal Year 22	23	24	25	26	27	28	29	30	Stabilization 31
New Assessed Value (millions)												
WASP Residential Units												
Low Density	$480,000 per unit	$653.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Medium Density	$400,000 per unit	$721.2	$27.6	$27.6	$27.6	$27.6	$27.6	$31.2	$0.0	$0.0	$0.0	$0.0
High Density	$273,000 per unit	$296.2	$11.5	$11.5	$11.5	$11.5	$11.5	$9.6	$0.0	$0.0	$0.0	$0.0
Mixed Use	$273,000 per unit	$24.8	$3.5	$3.5	$3.5	$3.5	$3.5	$3.5	$0.0	$0.0	$0.0	$0.0
Subtotal		$1,695.5	$42.6	$42.6	$42.6	$42.6	$42.6	$44.3	$0.0	$0.0	$0.0	$0.0
WASP Commercial												
Retail	$308 per sq.ft.	$50.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Mixed Use Retail	$308 per sq.ft.	$120.1	$17.2	$17.2	$17.2	$17.2	$17.2	$17.2	$0.0	$0.0	$0.0	$0.0
Mixed Use Office	$0 per sq.ft.	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$170.9	$17.2	$17.2	$17.2	$17.2	$17.2	$17.2	$0.0	$0.0	$0.0	$0.0
WASP Total		$1,866.5	$59.8	$59.8	$59.8	$59.8	$59.8	$61.5	$0.0	$0.0	$0.0	$0.0
CASP Residential Units												
Low Density	$480,000 per unit	$597.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Medium Density	$400,000 per unit	$272.0	$15.2	$15.2	$15.2	$15.2	$15.2	$13.6	$0.0	$0.0	$0.0	$0.0
High Density	$296,000 per unit	$120.8	$4.7	$4.7	$4.7	$4.7	$4.7	$7.1	$0.0	$0.0	$0.0	$0.0
Mixed Use	$296,000 per unit	$296.6	$42.3	$42.3	$42.3	$42.3	$42.3	$42.6	$0.0	$0.0	$0.0	$0.0
Subtotal		$1,287.0	$62.3	$62.3	$62.3	$62.3	$62.3	$63.3	$0.0	$0.0	$0.0	$0.0
CASP Commercial												
Retail	$308 per sq.ft.	$37.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Mixed Use Retail	$308 per sq.ft.	$6.0	$0.9	$0.9	$0.9	$0.9	$0.9	$0.9	$0.0	$0.0	$0.0	$0.0
Mixed Use Office	$0 per sq.ft.	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$43.4	$0.9	$0.9	$0.9	$0.9	$0.9	$0.9	$0.0	$0.0	$0.0	$0.0
CASP Total		$1,330.4	$63.1	$63.1	$63.1	$63.1	$63.1	$64.2	$0.0	$0.0	$0.0	$0.0
Total Assessed Value (millions)												
Base, start of year		$3,196.9	$2,456.8	$2,579.7	$2,702.5	$2,825.4	$2,948.3	$3,071.2	$3,196.9	$3,196.9	$3,196.9	$3,196.9
Net New Assessed Value		$0.0	$122.9	$122.9	$122.9	$122.9	$122.9	$125.6	$0.0	$0.0	$0.0	$0.0
Real Appreciation	0.0% annually	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Base, end of year		$3,196.9	$2,579.7	$2,702.5	$2,825.4	$2,948.3	$3,071.2	$3,196.9	$3,196.9	$3,196.9	$3,196.9	$3,196.9
Property Tax (1)	1.0%	$31,968,560	$24,567,669	$25,796,563	$27,025,456	$28,254,350	$29,483,243	$30,712,137	$31,968,560	$31,968,560	$31,968,560	$31,968,560
Supplemental Roll (2)	50% of new a.v.	$0	$614,447	$614,447	$614,447	$614,447	$614,447	$628,212	$0	$0	$0	$0
TOTAL Property Tax		$31,968,560	$25,182,116	$26,411,009	$27,639,903	$28,868,796	$30,097,690	$31,340,348	$31,968,560	$31,968,560	$31,968,560	$31,968,560

*Note: while per unit values are assumed to be comparable between CASP and WASP; high density and mixed use values vary due to different distribution assumptions between for-sale and rental products.

(1) 1% of base (start of year) assessed value.

(2) Supplemental Role is included in property tax calculation, which assumes that revenues are received in year in which assessed value is created.

Table B-6
Property Tax, Property Tax In Lieu of VLF, and Transfer Tax Revenues

Item	Estimating Factor	Fiscal Year 1	2	3	4	5	6	7	8
PROPERTY TAX REVENUE									
WASP		$0	$382,320	$1,138,919	$1,906,276	$2,672,260	$3,437,701	$4,202,874	$4,967,893
CASP		$0	$168,850	$538,271	$920,614	$1,304,330	$1,688,589	$2,073,116	$2,457,797
Total Property Tax	Table B-5	$0	$551,170	$1,677,190	$2,826,890	$3,976,590	$5,126,290	$6,275,990	$7,425,690
WASP Property Tax Share (1)	**18.45% of 1.0% tax**	$0	$70,519	$210,074	$351,613	$492,898	$634,084	$775,220	$916,328
CASP Property Tax Share (1)	**18.62% of 1.0% tax**	$0	$31,431	$100,199	$171,372	$242,801	$314,331	$385,911	$457,519
Total Property Tax to the City		**$0**	**$101,950**	**$310,273**	**$522,985**	**$735,699**	**$948,415**	**$1,161,131**	**$1,373,847**
PROPERTY TAX IN LIEU OF VLF									
City Assessed Value (2)	$10,422,521,577 City's AV	$10,532,755,577	$10,642,989,577	$10,757,959,577	$10,872,929,577	$10,987,899,577	$11,102,869,577	$11,217,839,577	$11,332,809,577
Property Tax in Lieu of VLF (3)	$11,552,200 GF Budget	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200
Project New AV as a Portion of the City AV									
WASP									
Cumulative AV	Table B-5	$0	$76,463,940	$152,927,881	$229,391,821	$305,855,762	$382,319,702	$458,783,642	$535,247,583
Share of City Total AV	As share of Total City AV	0.0%	0.7%	1.4%	2.1%	2.8%	3.4%	4.1%	4.7%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$0**	**$82,996**	**$164,218**	**$243,723**	**$321,563**	**$397,792**	**$472,458**	**$545,609**
CASP									
Cumulative AV	Table B-5	$0	$33,770,060	$72,276,119	$110,782,179	$149,288,238	$187,794,298	$226,300,358	$264,806,417
Share of City Total AV	As share of Total City AV	0.0%	0.3%	0.7%	1.0%	1.4%	1.7%	2.0%	2.3%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$0**	**$36,655**	**$77,612**	**$117,703**	**$156,955**	**$195,394**	**$233,045**	**$269,933**
Total Property Tax in Lieu of VLF		**$0**	**$119,651**	**$241,830**	**$361,426**	**$478,519**	**$593,186**	**$705,504**	**$815,542**
PROPERTY TRANSFER TAX REVENUE									
Residential For-Sale									
WASP									
New Value		$0	$67,893,000	$67,893,000	$67,893,000	$67,893,000	$67,893,000	$67,893,000	$67,893,000
Cumulative Value		$0	$67,893,000	$135,786,000	$203,679,000	$271,572,000	$339,465,000	$407,358,000	$475,251,000
Annual Turnover (4)	5.0% of property value	$0	$3,394,650	$6,789,300	$10,183,950	$13,578,600	$16,973,250	$20,367,900	$23,762,550
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$0**	**$1,867**	**$3,734**	**$5,601**	**$7,468**	**$9,335**	**$11,202**	**$13,069**
CASP									
New Value		$0	$31,680,000	$35,942,400	$35,942,400	$35,942,400	$35,942,400	$35,942,400	$35,942,400
Cumulative Value		$0	$31,680,000	$67,622,400	$103,564,800	$139,507,200	$175,449,600	$211,392,000	$247,334,400
Annual Turnover, millions (4)	5.0% of property value	$0	$1,584,000	$3,381,120	$5,178,240	$6,975,360	$8,772,480	$10,569,600	$12,366,720
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$0**	**$871**	**$1,860**	**$2,848**	**$3,836**	**$4,825**	**$5,813**	**$6,802**
Commercial and Rental (5)									
WASP									
New Value		$0	$8,570,940	$8,570,940	$8,570,940	$8,570,940	$8,570,940	$8,570,940	$8,570,940
Cumulative Value		$0	$8,570,940	$17,141,881	$25,712,821	$34,283,762	$42,854,702	$51,425,642	$59,996,583
Annual Turnover (4)	2.0% of property value	$0	$171,419	$342,838	$514,256	$685,675	$857,094	$1,028,513	$1,199,932
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$0**	**$94**	**$189**	**$283**	**$377**	**$471**	**$566**	**$660**
CASP									
New Value		$0	$2,090,060	$2,563,660	$2,563,660	$2,563,660	$2,563,660	$2,563,660	$2,563,660
Cumulative Value		$0	$2,090,060	$4,653,719	$7,217,379	$9,781,038	$12,344,698	$14,908,358	$17,472,017
Annual Turnover (4)	2.0% of property value	$0	$41,801	$93,074	$144,348	$195,621	$246,894	$298,167	$349,440
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$0**	**$23**	**$51**	**$79**	**$108**	**$136**	**$164**	**$192**
Total Transfer Tax									
WASP		$0	$1,961	$3,923	$5,884	$7,845	$9,807	$11,768	$13,729
CASP		$0	$894	$1,911	$2,927	$3,944	$4,961	$5,977	$6,994
Total		**$0**	**$2,856**	**$5,833**	**$8,811**	**$11,789**	**$14,767**	**$17,745**	**$20,723**

(1) Based on the 2008 Tax Sharing agreement between Monterey County and the City of Salinas. See Table A-8 for additional detail.
(2) Total City Assessed Value, Monterey County Assessor Tax Roll 2016 - 2017.
(3) 2016 - 2017 VLF Revenue to the General Fund, City of Salinas 2016 - 2017 Adopted Operating Budget.
(4) Rate assumption is based on EPS experience in comparable jurisdictions.
(5) Assumes 25% of High Density and M-U Residential are Rental and that all Commercial space is rental.

Sources: Monterey County Assessor's Office; City of Salinas 2016 - 2017 Adopted Operating Budget; Master Tax Transfer Agreement between City of Salinas and the County of Monterey (4/8/2008); Conversations with LAFCO & County Staff; Economic & Planning Systems, Inc.

Table B-6
Property Tax, Property Tax In Lieu of VLF, and Transfer Tax Revenues

Item	Estimating Factor	Fiscal Year 9	10	11	12	13	14	15	16
PROPERTY TAX REVENUE									
WASP		$5,732,817	$6,453,223	$7,222,980	$7,991,717	$8,759,711	$9,527,147	$10,294,153	$11,060,823
CASP		$2,842,573	$3,347,867	$3,879,810	$4,412,773	$4,946,479	$5,480,743	$6,015,437	$6,550,467
Total Property Tax	Table B-5	$8,575,390	$9,801,090	$11,102,790	$12,404,490	$13,706,190	$15,007,890	$16,309,590	$17,611,290
WASP Property Tax Share (1)	**18.45% of 1.0% tax**	$1,057,418	$1,190,297	$1,332,279	$1,474,072	$1,615,729	$1,757,282	$1,898,757	$2,040,169
CASP Property Tax Share (1)	**18.62% of 1.0% tax**	$529,145	$623,205	$722,227	$821,438	$920,787	$1,020,240	$1,119,774	$1,219,369
Total Property Tax to the City		**$1,586,563**	**$1,813,502**	**$2,054,505**	**$2,295,510**	**$2,536,516**	**$2,777,523**	**$3,018,530**	**$3,259,538**
PROPERTY TAX IN LIEU OF VLF									
City Assessed Value (2)	$10,422,521,577 City's AV	$11,447,779,577	$11,577,949,577	$11,708,119,577	$11,838,289,577	$11,968,459,577	$12,098,629,577	$12,228,799,577	$12,358,969,577
Property Tax in Lieu of VLF (3)	$11,552,200 GF Budget	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200
Project New AV as a Portion of the City AV									
WASP									
Cumulative AV	Table B-5	$611,711,523	$688,175,463	$764,639,404	$841,103,344	$917,567,285	$994,031,225	$1,070,495,165	$1,146,959,106
Share of City Total AV	As share of Total City AV	5.3%	5.9%	6.5%	7.1%	7.7%	8.2%	8.8%	9.3%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$617,291**	**$686,645**	**$754,457**	**$820,777**	**$885,655**	**$949,136**	**$1,011,266**	**$1,072,088**
CASP									
Cumulative AV	Table B-5	$303,312,477	$357,018,537	$410,724,596	$464,430,656	$518,136,715	$571,842,775	$625,548,835	$679,254,894
Share of City Total AV	As share of Total City AV	2.6%	3.1%	3.5%	3.9%	4.3%	4.7%	5.1%	5.5%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$306,079**	**$356,225**	**$405,255**	**$453,207**	**$500,116**	**$546,016**	**$590,938**	**$634,914**
Total Property Tax in Lieu of VLF		**$923,370**	**$1,042,869**	**$1,159,711**	**$1,273,984**	**$1,385,771**	**$1,495,152**	**$1,602,205**	**$1,707,002**
PROPERTY TRANSFER TAX REVENUE									
Residential For-Sale									
WASP									
New Value		$67,893,000	$67,893,000	$67,893,000	$67,893,000	$67,893,000	$67,893,000	$67,893,000	$67,893,000
Cumulative Value		$543,144,000	$611,037,000	$678,930,000	$746,823,000	$814,716,000	$882,609,000	$950,502,000	$1,018,395,000
Annual Turnover (4)	5.0% of property value	$27,157,200	$30,551,850	$33,946,500	$37,341,150	$40,735,800	$44,130,450	$47,525,100	$50,919,750
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$14,936**	**$16,804**	**$18,671**	**$20,538**	**$22,405**	**$24,272**	**$26,139**	**$28,006**
CASP									
New Value		$35,942,400	$51,142,400	$51,142,400	$51,142,400	$51,142,400	$51,142,400	$51,142,400	$51,142,400
Cumulative Value		$283,276,800	$334,419,200	$385,561,600	$436,704,000	$487,846,400	$538,988,800	$590,131,200	$641,273,600
Annual Turnover, millions (4)	5.0% of property value	$14,163,840	$16,720,960	$19,278,080	$21,835,200	$24,392,320	$26,949,440	$29,506,560	$32,063,680
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$7,790**	**$9,197**	**$10,603**	**$12,009**	**$13,416**	**$14,822**	**$16,229**	**$17,635**
Commercial and Rental (5)									
WASP									
New Value		$8,570,940	$8,570,940	$8,570,940	$8,570,940	$8,570,940	$8,570,940	$8,570,940	$8,570,940
Cumulative Value		$68,567,523	$77,138,463	$85,709,404	$94,280,344	$102,851,285	$111,422,225	$119,993,165	$128,564,106
Annual Turnover (4)	2.0% of property value	$1,371,350	$1,542,769	$1,714,188	$1,885,607	$2,057,026	$2,228,444	$2,399,863	$2,571,282
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$754**	**$849**	**$943**	**$1,037**	**$1,131**	**$1,226**	**$1,320**	**$1,414**
CASP									
New Value		$2,563,660	$2,563,660	$2,563,660	$2,563,660	$2,563,660	$2,563,660	$2,563,660	$2,563,660
Cumulative Value		$20,035,677	$22,599,337	$25,162,996	$27,726,656	$30,290,315	$32,853,975	$35,417,635	$37,981,294
Annual Turnover (4)	2.0% of property value	$400,714	$451,987	$503,260	$554,533	$605,806	$657,080	$708,353	$759,626
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$220**	**$249**	**$277**	**$305**	**$333**	**$361**	**$390**	**$418**
Total Transfer Tax									
WASP		$15,691	$17,652	$19,613	$21,575	$23,536	$25,497	$27,459	$29,420
CASP		$8,011	$9,445	$10,880	$12,314	$13,749	$15,184	$16,618	$18,053
Total		**$23,701**	**$27,097**	**$30,493**	**$33,889**	**$37,285**	**$40,681**	**$44,077**	**$47,473**

(1) Based on the 2008 Tax Sharing agreement between Monterey County and the City of Salinas. See Table A-8 for additional detail.
(2) Total City Assessed Value, Monterey County Assessor Tax Roll 2016 - 2017.
(3) 2016 - 2017 VLF Revenue to the General Fund, City of Salinas 2016 - 2017 Adopted Operating Budget.
(4) Rate assumption is based on EPS experience in comparable jurisdictions.
(5) Assumes 25% of High Density and M-U Residential are Rental and that all Commercial space is rental.

Sources: Monterey County Assessor's Office; City of Salinas 2016 - 2017 Adopted Operating Budget; Master Tax Transfer Agreement between City of Salinas and the County of Monterey (4/8/2008); Conversations with LAFCO & County Staff; Economic & Planning Systems, Inc.

Table B-6
Property Tax, Property Tax In Lieu of VLF, and Transfer Tax Revenues

Item	Estimating Factor	Fiscal Year 17	18	19	20	21	22	23	24
PROPERTY TAX REVENUE									
WASP		$11,827,222	$12,593,402	$13,358,311	$14,099,532	$14,684,830	$15,286,246	$15,887,325	$16,488,110
CASP		$7,085,768	$7,621,288	$8,156,037	$8,651,434	$9,268,392	$9,895,870	$10,523,685	$11,151,793
Total Property Tax	Table B-5	$18,912,990	$20,214,690	$21,514,348	$22,750,966	$23,953,222	$25,182,116	$26,411,009	$27,639,903
WASP Property Tax Share (1)	**18.45% of 1.0% tax**	$2,181,531	$2,322,853	$2,463,940	$2,600,659	$2,708,617	$2,819,548	$2,930,417	$3,041,232
CASP Property Tax Share (1)	**18.62% of 1.0% tax**	$1,319,016	$1,418,703	$1,518,246	$1,610,464	$1,725,311	$1,842,116	$1,958,984	$2,075,906
Total Property Tax to the City		**$3,500,547**	**$3,741,556**	**$3,982,187**	**$4,211,123**	**$4,433,928**	**$4,661,664**	**$4,889,401**	**$5,117,138**
PROPERTY TAX IN LIEU OF VLF									
City Assessed Value (2)	$10,422,521,577 City's AV	$12,489,139,577	$12,619,309,577	$12,749,071,145	$12,866,633,145	$12,989,522,492	$13,112,411,840	$13,235,301,187	$13,358,190,535
Property Tax in Lieu of VLF (3)	$11,552,200 GF Budget	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200
Project New AV as a Portion of the City AV									
WASP									
Cumulative AV	Table B-5	$1,223,423,046	$1,299,886,986	$1,376,115,719	$1,446,381,719	$1,506,152,483	$1,565,923,247	$1,625,694,010	$1,685,464,774
Share of City Total AV	As share of Total City AV	9.8%	10.3%	10.8%	11.2%	11.6%	11.9%	12.3%	12.6%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$1,131,641**	**$1,189,966**	**$1,246,927**	**$1,298,622**	**$1,339,493**	**$1,379,598**	**$1,418,958**	**$1,457,595**
CASP									
Cumulative AV	Table B-5	$732,960,954	$786,667,014	$840,199,849	$887,495,849	$950,614,433	$1,013,733,016	$1,076,851,600	$1,139,970,183
Share of City Total AV	As share of Total City AV	5.9%	6.2%	6.6%	6.9%	7.3%	7.7%	8.1%	8.5%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$677,974**	**$720,145**	**$761,323**	**$796,831**	**$845,427**	**$893,112**	**$939,911**	**$985,849**
Total Property Tax in Lieu of VLF		**$1,809,615**	**$1,910,112**	**$2,008,250**	**$2,095,453**	**$2,184,920**	**$2,272,710**	**$2,358,869**	**$2,443,444**
PROPERTY TRANSFER TAX REVENUE									
Residential For-Sale									
WASP									
New Value		$67,893,000	$67,893,000	$67,893,000	$64,533,000	$35,107,500	$35,107,500	$35,107,500	$35,107,500
Cumulative Value		$1,086,288,000	$1,154,181,000	$1,222,074,000	$1,286,607,000	$1,321,714,500	$1,356,822,000	$1,391,929,500	$1,427,037,000
Annual Turnover (4)	5.0% of property value	$54,314,400	$57,709,050	$61,103,700	$64,330,350	$66,085,725	$67,841,100	$69,596,475	$71,351,850
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$29,873**	**$31,740**	**$33,607**	**$35,382**	**$36,347**	**$37,313**	**$38,278**	**$39,244**
CASP									
New Value		$51,142,400	$51,142,400	$51,142,400	$46,822,400	$57,557,600	$57,557,600	$57,557,600	$57,557,600
Cumulative Value		$692,416,000	$743,558,400	$794,700,800	$841,523,200	$899,080,800	$956,638,400	$1,014,196,000	$1,071,753,600
Annual Turnover, millions (4)	5.0% of property value	$34,620,800	$37,177,920	$39,735,040	$42,076,160	$44,954,040	$47,831,920	$50,709,800	$53,587,680
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$19,041**	**$20,448**	**$21,854**	**$23,142**	**$24,725**	**$26,308**	**$27,890**	**$29,473**
Commercial and Rental (5)									
WASP									
New Value		$8,570,940	$8,570,940	$8,335,732	$5,733,000	$24,663,264	$24,663,264	$24,663,264	$24,663,264
Cumulative Value		$137,135,046	$145,705,986	$154,041,719	$159,774,719	$184,437,983	$209,101,247	$233,764,510	$258,427,774
Annual Turnover (4)	2.0% of property value	$2,742,701	$2,914,120	$3,080,834	$3,195,494	$3,688,760	$4,182,025	$4,675,290	$5,168,555
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$1,508**	**$1,603**	**$1,694**	**$1,758**	**$2,029**	**$2,300**	**$2,571**	**$2,843**
CASP									
New Value		$2,563,660	$2,563,660	$2,390,436	$473,600	$5,560,984	$5,560,984	$5,560,984	$5,560,984
Cumulative Value		$40,544,954	$43,108,614	$45,499,049	$45,972,649	$51,533,633	$57,094,616	$62,655,600	$68,216,583
Annual Turnover (4)	2.0% of property value	$810,899	$862,172	$909,981	$919,453	$1,030,673	$1,141,892	$1,253,112	$1,364,332
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$446**	**$474**	**$500**	**$506**	**$567**	**$628**	**$689**	**$750**
Total Transfer Tax									
WASP		$31,381	$33,343	$35,301	$37,139	$38,376	$39,613	$40,849	$42,086
CASP		$19,487	$20,922	$22,355	$23,648	$25,292	$26,936	$28,580	$30,224
Total		**$50,869**	**$54,265**	**$57,656**	**$60,787**	**$63,668**	**$66,548**	**$69,429**	**$72,310**

(1) Based on the 2008 Tax Sharing agreement between Monterey County and the City of Salinas. See Table A-8 for additional detail.
(2) Total City Assessed Value, Monterey County Assessor Tax Roll 2016 - 2017.
(3) 2016 - 2017 VLF Revenue to the General Fund, City of Salinas 2016 - 2017 Adopted Operating Budget.
(4) Rate assumption is based on EPS experience in comparable jurisdictions.
(5) Assumes 25% of High Density and M-U Residential are Rental and that all Commercial space is rental.

Sources: Monterey County Assessor's Office; City of Salinas 2016 - 2017 Adopted Operating Budget; Master Tax Transfer Agreement between City of Salinas and the County of Monterey (4/8/2008); Conversations with LAFCO & County Staff; Economic & Planning Systems, Inc.

Table B-6
Property Tax, Property Tax In Lieu of VLF, and Transfer Tax Revenues

Item	Estimating Factor	Fiscal Year 25	26	27	28	29	30	Stabilization 31
PROPERTY TAX REVENUE								
WASP		$17,088,639	$17,688,942	$18,297,883	$18,664,661	$18,664,661	$18,664,661	$18,664,661
CASP		$11,780,157	$12,408,748	$13,042,465	$13,303,899	$13,303,899	$13,303,899	$13,303,899
Total Property Tax	Table B-5	$28,868,796	$30,097,690	$31,340,348	$31,968,560	$31,968,560	$31,968,560	$31,968,560
WASP Property Tax Share (1)	**18.45% of 1.0% tax**	$3,151,999	$3,262,725	$3,375,044	$3,442,697	$3,442,697	$3,442,697	$3,442,697
CASP Property Tax Share (1)	**18.62% of 1.0% tax**	$2,192,876	$2,309,888	$2,427,855	$2,476,521	$2,476,521	$2,476,521	$2,476,521
Total Property Tax to the City		**$5,344,876**	**$5,572,614**	**$5,802,899**	**$5,919,218**	**$5,919,218**	**$5,919,218**	**$5,919,218**
PROPERTY TAX IN LIEU OF VLF								
City Assessed Value (2)	$10,422,521,577 City's AV	$13,481,079,882	$13,603,969,230	$13,729,611,577	$13,729,611,577	$13,729,611,577	$13,729,611,577	$13,729,611,577
Property Tax in Lieu of VLF (3)	$11,552,200 GF Budget	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200
Project New AV as a Portion of the City AV								
WASP								
Cumulative AV	Table B-5	$1,745,235,538	$1,805,006,302	$1,866,466,066	$1,866,466,066	$1,866,466,066	$1,866,466,066	$1,866,466,066
Share of City Total AV	As share of Total City AV	12.9%	13.3%	13.6%	13.6%	13.6%	13.6%	13.6%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$1,495,526**	**$1,532,773**	**$1,570,459**	**$1,570,459**	**$1,570,459**	**$1,570,459**	**$1,570,459**
CASP								
Cumulative AV	Table B-5	$1,203,088,767	$1,266,207,350	$1,330,389,934	$1,330,389,934	$1,330,389,934	$1,330,389,934	$1,330,389,934
Share of City Total AV	As share of Total City AV	8.9%	9.3%	9.7%	9.7%	9.7%	9.7%	9.7%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$1,030,950**	**$1,075,236**	**$1,119,400**	**$1,119,400**	**$1,119,400**	**$1,119,400**	**$1,119,400**
Total Property Tax in Lieu of VLF		**$2,526,477**	**$2,608,009**	**$2,689,859**	**$2,689,859**	**$2,689,859**	**$2,689,859**	**$2,689,859**
PROPERTY TRANSFER TAX REVENUE								
Residential For-Sale								
WASP								
New Value		$35,107,500	$35,107,500	$37,752,000	$0	$0	$0	$0
Cumulative Value		$1,462,144,500	$1,497,252,000	$1,535,004,000	$1,535,004,000	$1,535,004,000	$1,535,004,000	$1,535,004,000
Annual Turnover (4)	5.0% of property value	$73,107,225	$74,862,600	$76,750,200	$76,750,200	$76,750,200	$76,750,200	$76,750,200
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$40,209**	**$41,174**	**$42,213**	**$42,213**	**$42,213**	**$42,213**	**$42,213**
CASP								
New Value		$57,557,600	$57,557,600	$58,355,200	$0	$0	$0	$0
Cumulative Value		$1,129,311,200	$1,186,868,800	$1,245,224,000	$1,245,224,000	$1,245,224,000	$1,245,224,000	$1,245,224,000
Annual Turnover, millions (4)	5.0% of property value	$56,465,560	$59,343,440	$62,261,200	$62,261,200	$62,261,200	$62,261,200	$62,261,200
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$31,056**	**$32,639**	**$34,244**	**$34,244**	**$34,244**	**$34,244**	**$34,244**
Commercial and Rental (5)								
WASP								
New Value		$24,663,264	$24,663,264	$23,707,764	$0	$0	$0	$0
Cumulative Value		$283,091,038	$307,754,302	$331,462,066	$331,462,066	$331,462,066	$331,462,066	$331,462,066
Annual Turnover (4)	2.0% of property value	$5,661,821	$6,155,086	$6,629,241	$6,629,241	$6,629,241	$6,629,241	$6,629,241
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$3,114**	**$3,385**	**$3,646**	**$3,646**	**$3,646**	**$3,646**	**$3,646**
CASP								
New Value		$5,560,984	$5,560,984	$5,827,384	$0	$0	$0	$0
Cumulative Value		$73,777,567	$79,338,550	$85,165,934	$85,165,934	$85,165,934	$85,165,934	$85,165,934
Annual Turnover (4)	2.0% of property value	$1,475,551	$1,586,771	$1,703,319	$1,703,319	$1,703,319	$1,703,319	$1,703,319
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$812**	**$873**	**$937**	**$937**	**$937**	**$937**	**$937**
Total Transfer Tax								
WASP		$43,323	$44,560	$45,859	$45,859	$45,859	$45,859	$45,859
CASP		$31,868	$33,512	$35,180	$35,180	$35,180	$35,180	$35,180
Total		**$75,191**	**$78,071**	**$81,039**	**$81,039**	**$81,039**	**$81,039**	**$81,039**

(1) Based on the 2008 Tax Sharing agreement between Monterey County and the City of Salinas. See Table A-8 for additional detail.
(2) Total City Assessed Value, Monterey County Assessor Tax Roll 2016 - 2017.
(3) 2016 - 2017 VLF Revenue to the General Fund, City of Salinas 2016 - 2017 Adopted Operating Budget.
(4) Rate assumption is based on EPS experience in comparable jurisdictions.
(5) Assumes 25% of High Density and M-U Residential are Rental and that all Commercial space is rental.

Sources: Monterey County Assessor's Office; City of Salinas 2016 - 2017 Adopted Operating Budget; Master Tax Transfer Agreement between City of Salinas and the County of Monterey (4/8/2008); Conversations with LAFCO & County Staff; Economic & Planning Systems, Inc.

Table B-7
Sales Tax Generation Summary

Land Use	Total	Fiscal Year 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Development Program																	
WASP Residential Units																	
Low Density	1,361 units	0	72	144	216	288	360	432	504	576	648	720	792	864	936	1,008	1,080
Medium Density	1,803 units	0	69	138	207	276	345	414	483	552	621	690	759	828	897	966	1,035
High Density - For Sale	543 units	0	21	42	63	84	105	126	147	168	189	210	231	252	273	294	315
High Density - Rental	543 units	0	21	42	63	84	105	126	147	168	189	210	231	252	273	294	315
Mixed Use Residential - For Sale	46 units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Residential - Rental	46 units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	4,340 units	0	183	366	549	732	915	1,098	1,281	1,464	1,647	1,830	2,013	2,196	2,379	2,562	2,745
CASP Residential Units																	
Low Density	1,245 units	0	66	132	198	264	330	396	462	528	594	660	726	792	858	924	990
Medium Density	680 units	0	0	0	0	0	0	0	0	0	38	76	114	152	190	228	266
High Density - For Sale	204 units	0	0	8	16	24	32	40	48	56	64	72	80	88	96	104	112
High Density - Rental	204 units	0	0	8	16	24	32	40	48	56	64	72	80	88	96	104	112
Mixed Use Residential - For Sale	501 units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Residential - Rental	501 units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	3,335 units	0	66	148	230	312	394	476	558	640	760	880	1,000	1,120	1,240	1,360	1,480
Total Residential	7,675 units	0	249	514	779	1,044	1,309	1,574	1,839	2,104	2,407	2,710	3,013	3,316	3,619	3,922	4,225
Residential Incomes (cumulative) (1)																	
WASP Residential Units	*Unit Price*																
Low Density	$480,000 per unit	$0	$1,798,542	$3,597,084	$5,395,626	$7,194,168	$8,992,710	$10,791,252	$12,589,795	$14,388,337	$16,186,879	$17,985,421	$19,783,963	$21,582,505	$23,381,047	$25,179,589	$26,978,131
Medium Density	$400,000 per unit	$0	$1,436,336	$2,872,671	$4,309,007	$5,745,343	$7,181,678	$8,618,014	$10,054,350	$11,490,685	$12,927,021	$14,363,357	$15,799,693	$17,236,028	$18,672,364	$20,108,700	$21,545,035
High Density - For Sale	$297,000 per unit	$0	$324,581	$649,161	$973,742	$1,298,323	$1,622,903	$1,947,484	$2,272,064	$2,596,645	$2,921,226	$3,245,806	$3,570,387	$3,894,968	$4,219,548	$4,544,129	$4,868,710
High Density - Rental	$248,000 per unit	$0	$670,950	$1,341,900	$2,012,850	$2,683,800	$3,354,750	$4,025,700	$4,696,650	$5,367,600	$6,038,550	$6,709,500	$7,380,450	$8,051,400	$8,722,350	$9,393,300	$10,064,250
Mixed Use Residential - For Sale	$297,000 per unit	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Mixed Use Residential - Rental	$248,000 per unit	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal		$0	$4,230,408	$8,460,817	$12,691,225	$16,921,634	$21,152,042	$25,382,450	$29,612,859	$33,843,267	$38,073,676	$42,304,084	$46,534,492	$50,764,901	$54,995,309	$59,225,718	$63,456,126
CASP Residential Units	*Unit Price*																
Low Density	$480,000 per unit	$0	$1,648,664	$3,297,327	$4,945,991	$6,594,654	$8,243,318	$9,891,981	$11,540,645	$13,189,309	$14,837,972	$16,486,636	$18,135,299	$19,783,963	$21,432,626	$23,081,290	$24,729,954
Medium Density	$400,000 per unit	$0	$0	$0	$0	$0	$0	$0	$0	$0	$791,025	$1,582,051	$2,373,076	$3,164,102	$3,955,127	$4,746,153	$5,537,178
High Density - For Sale	$310,000 per unit	$0	$0	$129,062	$258,124	$387,186	$516,248	$645,310	$774,372	$903,434	$1,032,496	$1,161,558	$1,290,620	$1,419,683	$1,548,745	$1,677,807	$1,806,869
High Density - Rental	$170,000 per unit	$0	$0	$255,600	$511,200	$766,800	$1,022,400	$1,278,000	$1,533,600	$1,789,200	$2,044,800	$2,300,400	$2,556,000	$2,811,600	$3,067,200	$3,322,800	$3,578,400
Mixed Use Residential - For Sale	$310,000 per unit	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Mixed Use Residential - Rental	$170,000 per unit	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal		$0	$1,648,664	$3,681,989	$5,715,315	$7,748,640	$9,781,966	$11,815,292	$13,848,617	$15,881,943	$18,706,294	$21,530,645	$24,354,996	$27,179,347	$30,003,698	$32,828,049	$35,652,400
Residential Income Spent on Retail (cumulative)	**$178,557,700**	$0	$5,879,072	$12,142,806	$18,406,540	$24,670,274	$30,934,008	$37,197,742	$43,461,476	$49,725,210	$56,779,970	$63,834,729	$70,889,489	$77,944,248	$84,999,007	$92,053,767	$99,108,526
Retail Expenditures From Residential Uses																	
Net New Capture in Salinas		70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%
Taxable Expenditures in Salinas	$124,990,390	$0.0	$4,115,350	$8,499,964	$12,884,578	$17,269,192	$21,653,806	$26,038,419	$30,423,033	$34,807,647	$39,745,979	$44,684,310	$49,622,642	$54,560,974	$59,499,305	$64,437,637	$69,375,969
New Retail Sales Tax to the City		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Sales Tax Revenue	$1,249,904	$0	$41,154	$85,000	$128,846	$172,692	$216,538	$260,384	$304,230	$348,076	$397,460	$446,843	$496,226	$545,610	$594,993	$644,376	$693,760
Measure V Sales Tax to the City (2)		0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Sales Tax Revenue	$624,952	$0	$20,577	$42,500	$64,423	$86,346	$108,269	$130,192	$152,115	$174,038	$198,730	$223,422	$248,113	$272,805	$297,497	$322,188	$346,880
Measure G Sales Tax to the City (3)		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%
Sales Tax Revenue	$0	$0	$41,154	$85,000	$128,846	$172,692	$216,538	$260,384	$304,230	$348,076	$397,460	$446,843	$496,226	$0	$0	$0	$0
Total Sales Tax Revenue To Salinas	**$1,874,856**	**$0**	**$102,884**	**$212,499**	**$322,114**	**$431,730**	**$541,345**	**$650,960**	**$760,576**	**$870,191**	**$993,649**	**$1,117,108**	**$1,240,566**	**$818,415**	**$892,490**	**$966,565**	**$1,040,640**

(1) Mortgage or rent payments are assumed based on 30% of total household income (a common assumption for estimating a cost of housing) with another 30% assumed to be spent on taxable retail expenditures. Mortgage amount is based on a 20% down payment with the remaining 80% financed through a 30-year fixed loan and a 6% annual interest for for-sale units.
(2) A permanent 1/2 cent sales tax used to fund General Services.
(3) A 1 cent sales tax for General services effective as of April 1, 2015 and set to expire in 15 years.

Sources: CASP and WASP Specific Plan, 2007 FGA Financing Plan; City of Salinas 2016 -2017 Adopted Operating Budget; BLS Consumer Expenditure Survey, and Economic & Planning Systems, Inc.

Table B-7
Sales Tax Generation Summary

Land Use	Total	Fiscal Year														Stabilization
		17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Development Program																
WASP Residential Units																
Low Density	1,361 units	1,152	1,224	1,296	1,361	1,361	1,361	1,361	1,361	1,361	1,361	1,361	1,361	1,361	1,361	1,361
Medium Density	1,803 units	1,104	1,173	1,242	1,311	1,380	1,449	1,518	1,587	1,656	1,725	1,803	1,803	1,803	1,803	1,803
High Density - For Sale	543 units	336	357	378	399	420	441	462	483	504	525	543	543	543	543	543
High Density - Rental	543 units	336	357	378	399	420	441	462	483	504	525	543	543	543	543	543
Mixed Use Residential - For Sale	46 units	0	0	0	0	7	13	20	26	33	39	46	46	46	46	46
Mixed Use Residential - Rental	46 units	0	0	0	0	7	13	20	26	33	39	46	46	46	46	46
Subtotal	4,340 units	2,928	3,111	3,294	3,470	3,594	3,718	3,842	3,966	4,090	4,214	4,340	4,340	4,340	4,340	4,340
CASP Residential Units																
Low Density	1,245 units	1,056	1,122	1,188	1,245	1,245	1,245	1,245	1,245	1,245	1,245	1,245	1,245	1,245	1,245	1,245
Medium Density	680 units	304	342	380	418	456	494	532	570	608	646	680	680	680	680	680
High Density - For Sale	204 units	120	128	136	144	152	160	168	176	184	192	204	204	204	204	204
High Density - Rental	204 units	120	128	136	144	152	160	168	176	184	192	204	204	204	204	204
Mixed Use Residential - For Sale	501 units	0	0	0	0	72	143	215	286	358	429	501	501	501	501	501
Mixed Use Residential - Rental	501 units	0	0	0	0	72	143	215	286	358	429	501	501	501	501	501
Subtotal	3,335 units	1,600	1,720	1,840	1,951	2,148	2,345	2,542	2,739	2,936	3,133	3,335	3,335	3,335	3,335	3,335
Total Residential	7,675 units	4,528	4,831	5,134	5,421	5,742	6,063	6,384	6,705	7,026	7,347	7,675	7,675	7,675	7,675	7,675
Residential Incomes (cumulative) (1)																
WASP Residential Units	*Unit Price*															
Low Density	$480,000 per unit	$28,776,673	$30,575,215	$32,373,757	$33,997,441	$33,997,441	$33,997,441	$33,997,441	$33,997,441	$33,997,441	$33,997,441	$33,997,441	$33,997,441	$33,997,441	$33,997,441	$33,997,441
Medium Density	$400,000 per unit	$22,981,371	$24,417,707	$25,854,042	$27,290,378	$28,726,714	$30,163,049	$31,599,385	$33,035,721	$34,472,056	$35,908,392	$37,532,076	$37,532,076	$37,532,076	$37,532,076	$37,532,076
High Density - For Sale	$297,000 per unit	$5,193,290	$5,517,871	$5,842,452	$6,167,032	$6,491,613	$6,816,193	$7,140,774	$7,465,355	$7,789,935	$8,114,516	$8,385,000	$8,385,000	$8,385,000	$8,385,000	$8,385,000
High Density - Rental	$248,000 per unit	$10,735,200	$11,406,150	$12,077,100	$12,748,050	$13,419,000	$14,089,950	$14,760,900	$15,431,850	$16,102,800	$16,773,750	$17,332,875	$17,332,875	$17,332,875	$17,332,875	$17,332,875
Mixed Use Residential - For Sale	$297,000 per unit	$0	$0	$0	$0	$100,465	$200,931	$301,396	$401,862	$502,327	$602,793	$703,258	$703,258	$703,258	$703,258	$703,258
Mixed Use Residential - Rental	$248,000 per unit	$0	$0	$0	$0	$207,675	$415,350	$623,025	$830,700	$1,038,375	$1,246,050	$1,453,725	$1,453,725	$1,453,725	$1,453,725	$1,453,725
Subtotal		$67,686,534	$71,916,943	$76,147,351	$80,202,901	$82,942,908	$85,682,915	$88,422,922	$91,162,928	$93,902,935	$96,642,942	$99,404,375	$99,404,375	$99,404,375	$99,404,375	$99,404,375
CASP Residential Units	*Unit Price*															
Low Density	$480,000 per unit	$26,378,617	$28,027,281	$29,675,944	$31,099,790	$31,099,790	$31,099,790	$31,099,790	$31,099,790	$31,099,790	$31,099,790	$31,099,790	$31,099,790	$31,099,790	$31,099,790	$31,099,790
Medium Density	$400,000 per unit	$6,328,204	$7,119,229	$7,910,255	$8,701,280	$9,492,305	$10,283,331	$11,074,356	$11,865,382	$12,656,407	$13,447,433	$14,155,192	$14,155,192	$14,155,192	$14,155,192	$14,155,192
High Density - For Sale	$310,000 per unit	$1,935,931	$2,064,993	$2,194,055	$2,323,117	$2,452,179	$2,581,241	$2,710,303	$2,839,365	$2,968,427	$3,097,489	$3,291,082	$3,291,082	$3,291,082	$3,291,082	$3,291,082
High Density - Rental	$170,000 per unit	$3,834,000	$4,089,600	$4,345,200	$4,600,800	$4,856,400	$5,112,000	$5,367,600	$5,623,200	$5,878,800	$6,134,400	$6,517,800	$6,517,800	$6,517,800	$6,517,800	$6,517,800
Mixed Use Residential - For Sale	$310,000 per unit	$0	$0	$0	$0	$1,153,492	$2,306,984	$3,460,476	$4,613,968	$5,767,460	$6,920,952	$8,082,511	$8,082,511	$8,082,511	$8,082,511	$8,082,511
Mixed Use Residential - Rental	$170,000 per unit	$0	$0	$0	$0	$2,284,425	$4,568,850	$6,853,275	$9,137,700	$11,422,125	$13,706,550	$16,006,950	$16,006,950	$16,006,950	$16,006,950	$16,006,950
Subtotal		$38,476,751	$41,301,103	$44,125,454	$46,724,987	$51,338,591	$55,952,196	$60,565,801	$65,179,405	$69,793,010	$74,406,614	$79,153,325	$79,153,325	$79,153,325	$79,153,325	$79,153,325
Residential Income Spent on Retail (cumulative)	**$178,557,700**	$106,163,286	$113,218,045	$120,272,805	$126,927,888	$134,281,500	$141,635,111	$148,988,722	$156,342,334	$163,695,945	$171,049,556	$178,557,700	$178,557,700	$178,557,700	$178,557,700	$178,557,700
Retail Expenditures From Residential Uses																
Net New Capture in Salinas		70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%
Taxable Expenditures in Salinas	$124,990,390	$74,314,300	$79,252,632	$84,190,963	$88,849,522	$93,997,050	$99,144,578	$104,292,106	$109,439,633	$114,587,161	$119,734,689	$124,990,390	$124,990,390	$124,990,390	$124,990,390	$124,990,390
New Retail Sales Tax to the City		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Sales Tax Revenue	$1,249,904	$743,143	$792,526	$841,910	$888,495	$939,970	$991,446	$1,042,921	$1,094,396	$1,145,872	$1,197,347	$1,249,904	$1,249,904	$1,249,904	$1,249,904	$1,249,904
Measure V Sales Tax to the City (2)		0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Sales Tax Revenue	$624,952	$371,572	$396,263	$420,955	$444,248	$469,985	$495,723	$521,461	$547,198	$572,936	$598,673	$624,952	$624,952	$624,952	$624,952	$624,952
Measure G Sales Tax to the City (3)		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sales Tax Revenue	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Sales Tax Revenue To Salinas	**$1,874,856**	**$1,114,715**	**$1,188,789**	**$1,262,864**	**$1,332,743**	**$1,409,956**	**$1,487,169**	**$1,564,382**	**$1,641,595**	**$1,718,807**	**$1,796,020**	**$1,874,856**	**$1,874,856**	**$1,874,856**	**$1,874,856**	**$1,874,856**

(1) Mortgage or rent payments are assumed based on 30% of total household income (a common assumption for estimating a cost of housing) with another 30% assumed to be spent on taxable retail expenditures. Mortgage amount is based on a 20% down payment with the remaining 80% financed through a 30-year fixed loan and a 6% annual interest for for-sale units.
(2) A permanent 1/2 cent sales tax used to fund General Services.

(3) A 1 cent sales tax for General services effective as of April 1, 2015 and set to expire in 15 years.

Sources: CASP and WASP Specific Plan, 2007 FGA Financing Plan; City of Salinas 2016 -2017 Adopted Operating Budget; BLS Consumer Expenditure Survey, and Economic & Planning Systems, Inc.

Table B-8
Other Revenues

Item	Methodology	Fiscal Year											
		1	2	3	4	5	6	7	8	9	10	11	12
WASP													
License & Permits	$7.19 Daytime Population	$0	$4,878	$9,756	$14,633	$19,511	$24,389	$29,267	$34,144	$39,022	$43,900	$48,778	$53,655
Utility User Tax	$71.71 Daytime Population	$0	$48,673	$97,345	$146,018	$194,690	$243,363	$292,035	$340,708	$389,380	$438,053	$486,725	$535,398
Business License Tax	$105.85 Per Employee	$0	$1,905	$3,811	$5,716	$7,621	$9,527	$11,432	$13,337	$15,243	$17,148	$19,053	$20,958
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$0	$266	$533	$799	$1,066	$1,332	$1,599	$1,865	$2,132	$2,398	$2,665	$2,931
Franchise Fees	$49.24 Daytime Population	$0	$33,425	$66,850	$100,275	$133,699	$167,124	$200,549	$233,974	$267,399	$300,824	$334,249	$367,674
Charges for Services	$23.00 Daytime Population	$0	$15,613	$31,225	$46,838	$62,451	$78,063	$93,676	$109,289	$124,901	$140,514	$156,127	$171,740
WASP Subtotal		**$0**	**$104,760**	**$209,519**	**$314,279**	**$419,039**	**$523,798**	**$628,558**	**$733,317**	**$838,077**	**$942,837**	**$1,047,596**	**$1,152,356**
CASP													
License & Permits	$7.19 Daytime Population	$0	$1,786	$3,993	$6,200	$8,407	$10,614	$12,821	$15,028	$17,235	$20,442	$23,648	$26,854
Utility User Tax	$71.71 Daytime Population	$0	$17,823	$39,846	$61,868	$83,890	$105,912	$127,935	$149,957	$171,979	$203,975	$235,970	$267,965
Business License Tax	$105.85 Per Employee	$0	$1,482	$2,964	$4,446	$5,928	$7,410	$8,891	$10,373	$11,855	$13,337	$14,819	$16,301
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$0	$98	$218	$339	$459	$580	$700	$821	$942	$1,117	$1,292	$1,467
Franchise Fees	$49.24 Daytime Population	$0	$12,240	$27,363	$42,486	$57,610	$72,733	$87,857	$102,980	$118,103	$140,075	$162,047	$184,019
Charges for Services	$23.00 Daytime Population	$0	$5,717	$12,781	$19,845	$26,909	$33,974	$41,038	$48,102	$55,166	$65,429	$75,692	$85,955
CASP Subtotal		**$0**	**$39,146**	**$87,165**	**$135,184**	**$183,204**	**$231,223**	**$279,242**	**$327,261**	**$375,281**	**$444,374**	**$513,468**	**$582,562**
Total													
License & Permits	$7.19 Daytime Population	$0	$6,664	$13,749	$20,833	$27,918	$35,003	$42,088	$49,173	$56,257	$64,341	$72,426	$80,510
Utility User Tax	$71.71 Daytime Population	$0	$66,496	$137,191	$207,885	$278,580	$349,275	$419,970	$490,665	$561,360	$642,027	$722,695	$803,363
Business License Tax	$105.85 Per Employee	$0	$3,387	$6,774	$10,162	$13,549	$16,936	$20,323	$23,711	$27,098	$30,485	$33,872	$37,260
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$0	$364	$751	$1,138	$1,525	$1,912	$2,299	$2,686	$3,073	$3,515	$3,956	$4,398
Franchise Fees	$49.24 Daytime Population	$0	$45,665	$94,213	$142,761	$191,309	$239,858	$288,406	$336,954	$385,502	$440,899	$496,296	$551,693
Charges for Services	$23.00 Daytime Population	$0	$21,330	$44,007	$66,683	$89,360	$112,037	$134,714	$157,391	$180,067	$205,943	$231,819	$257,695
TOTAL		**$0**	**$143,905**	**$296,684**	**$449,463**	**$602,242**	**$755,021**	**$907,800**	**$1,060,579**	**$1,213,358**	**$1,387,211**	**$1,561,065**	**$1,734,918**

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table B-8
Other Revenues

Item	Methodology	Fiscal Year											
		13	14	15	16	17	18	19	20	21	22	23	24
WASP													
License & Permits	$7.19 Daytime Population	$58,533	$63,411	$68,289	$73,167	$78,044	$82,922	$87,796	$92,425	$96,085	$99,746	$103,406	$107,066
Utility User Tax	$71.71 Daytime Population	$584,070	$632,743	$681,415	$730,088	$778,760	$827,433	$876,070	$922,260	$958,782	$995,305	$1,031,828	$1,068,350
Business License Tax	$105.85 Per Employee	$22,864	$24,769	$26,674	$28,580	$30,485	$32,390	$34,190	$34,190	$45,939	$57,689	$69,438	$81,188
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$3,198	$3,464	$3,730	$3,997	$4,263	$4,530	$4,796	$5,049	$5,249	$5,449	$5,649	$5,849
Franchise Fees	$49.24 Daytime Population	$401,098	$434,523	$467,948	$501,373	$534,798	$568,223	$601,623	$633,343	$658,424	$683,506	$708,587	$733,668
Charges for Services	$23.00 Daytime Population	$187,352	$202,965	$218,578	$234,190	$249,803	$265,416	$281,017	$295,833	$307,549	$319,264	$330,979	$342,695
WASP Subtotal		**$1,257,116**	**$1,361,875**	**$1,466,635**	**$1,571,395**	**$1,676,154**	**$1,780,914**	**$1,885,492**	**$1,983,100**	**$2,072,029**	**$2,160,958**	**$2,249,887**	**$2,338,816**
CASP													
License & Permits	$7.19 Daytime Population	$30,061	$33,267	$36,474	$39,680	$42,887	$46,093	$49,292	$52,212	$57,415	$62,617	$67,820	$73,023
Utility User Tax	$71.71 Daytime Population	$299,960	$331,955	$363,950	$395,946	$427,941	$459,936	$491,859	$520,991	$572,907	$624,824	$676,740	$728,657
Business License Tax	$105.85 Per Employee	$17,783	$19,265	$20,747	$22,229	$23,711	$25,193	$26,463	$26,463	$27,098	$27,733	$28,368	$29,003
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$1,642	$1,817	$1,992	$2,168	$2,343	$2,518	$2,693	$2,852	$3,136	$3,421	$3,705	$3,989
Franchise Fees	$49.24 Daytime Population	$205,992	$227,964	$249,936	$271,908	$293,880	$315,852	$337,774	$357,780	$393,432	$429,085	$464,738	$500,390
Charges for Services	$23.00 Daytime Population	$96,218	$106,481	$116,744	$127,007	$137,271	$147,534	$157,774	$167,118	$183,771	$200,425	$217,078	$233,731
CASP Subtotal		**$651,656**	**$720,750**	**$789,843**	**$858,937**	**$928,031**	**$997,125**	**$1,065,855**	**$1,127,415**	**$1,237,760**	**$1,348,104**	**$1,458,449**	**$1,568,793**
Total													
License & Permits	$7.19 Daytime Population	$88,594	$96,678	$104,762	$112,847	$120,931	$129,015	$137,089	$144,637	$153,500	$162,363	$171,226	$180,089
Utility User Tax	$71.71 Daytime Population	$884,030	$964,698	$1,045,366	$1,126,034	$1,206,701	$1,287,369	$1,367,929	$1,443,250	$1,531,690	$1,620,129	$1,708,568	$1,797,007
Business License Tax	$105.85 Per Employee	$40,647	$44,034	$47,421	$50,808	$54,196	$57,583	$60,653	$60,653	$73,037	$85,422	$97,806	$110,191
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$4,840	$5,281	$5,723	$6,165	$6,606	$7,048	$7,489	$7,901	$8,385	$8,870	$9,354	$9,838
Franchise Fees	$49.24 Daytime Population	$607,090	$662,487	$717,884	$773,281	$828,678	$884,074	$939,397	$991,123	$1,051,857	$1,112,590	$1,173,324	$1,234,058
Charges for Services	$23.00 Daytime Population	$283,570	$309,446	$335,322	$361,198	$387,074	$412,949	$438,791	$462,951	$491,320	$519,689	$548,057	$576,426
TOTAL		**$1,908,771**	**$2,082,625**	**$2,256,478**	**$2,430,332**	**$2,604,185**	**$2,778,039**	**$2,951,347**	**$3,110,515**	**$3,309,789**	**$3,509,062**	**$3,708,336**	**$3,907,609**

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table B-8
Other Revenues

Item	Methodology	Fiscal Year						Stabilization
		25	26	27	28	29	30	31
WASP								
License & Permits	$7.19 Daytime Population	$110,726	$114,386	$118,113	$118,113	$118,113	$118,085	$118,085
Utility User Tax	$71.71 Daytime Population	$1,104,873	$1,141,396	$1,178,587	$1,178,587	$1,178,587	$1,178,300	$1,178,300
Business License Tax	$105.85 Per Employee	$92,937	$104,687	$116,436	$116,436	$116,436	$115,589	$115,589
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$6,049	$6,249	$6,452	$6,452	$6,452	$6,451	$6,451
Franchise Fees	$49.24 Daytime Population	$758,749	$783,830	$809,371	$809,371	$809,371	$809,174	$809,174
Charges for Services	$23.00 Daytime Population	$354,410	$366,126	$378,055	$378,055	$378,055	$377,963	$377,963
WASP Subtotal		**$2,427,744**	**$2,516,673**	**$2,607,014**	**$2,607,014**	**$2,607,014**	**$2,605,561**	**$2,605,561**
CASP								
License & Permits	$7.19 Daytime Population	$78,226	$83,429	$88,763	$88,763	$88,763	$88,749	$88,749
Utility User Tax	$71.71 Daytime Population	$780,573	$832,490	$885,718	$885,718	$885,718	$885,575	$885,575
Business License Tax	$105.85 Per Employee	$29,638	$30,273	$30,908	$30,908	$30,908	$30,485	$30,485
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$4,273	$4,558	$4,849	$4,849	$4,849	$4,848	$4,848
Franchise Fees	$49.24 Daytime Population	$536,043	$571,695	$608,249	$608,249	$608,249	$608,151	$608,151
Charges for Services	$23.00 Daytime Population	$250,384	$267,038	$284,112	$284,112	$284,112	$284,066	$284,066
CASP Subtotal		**$1,679,138**	**$1,789,483**	**$1,902,600**	**$1,902,600**	**$1,902,600**	**$1,901,874**	**$1,901,874**
Total								
License & Permits	$7.19 Daytime Population	$188,952	$197,815	$206,877	$206,877	$206,877	$206,834	$206,834
Utility User Tax	$71.71 Daytime Population	$1,885,446	$1,973,886	$2,064,305	$2,064,305	$2,064,305	$2,063,875	$2,063,875
Business License Tax	$105.85 Per Employee	$122,575	$134,960	$147,345	$147,345	$147,345	$146,074	$146,074
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$10,322	$10,806	$11,301	$11,301	$11,301	$11,299	$11,299
Franchise Fees	$49.24 Daytime Population	$1,294,792	$1,355,526	$1,417,620	$1,417,620	$1,417,620	$1,417,324	$1,417,324
Charges for Services	$23.00 Daytime Population	$604,795	$633,163	$662,167	$662,167	$662,167	$662,029	$662,029
TOTAL		**$4,106,882**	**$4,306,156**	**$4,509,614**	**$4,509,614**	**$4,509,614**	**$4,507,435**	**$4,507,435**

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table B-9
City of Salinas Detailed Fire Cost*

Item		Methodology	Fiscal Year 1	2	3	4	5	6	7	8	9	10	11	12
Service Standard														
WASP	0.55	firefighters per 1,000 pop	0	0.4	0.7	1.1	1.5	1.9	2.2	2.6	3.0	3.3	3.7	4.1
CASP	0.55	firefighters per 1,000 pop	0	0.1	0.3	0.5	0.6	0.8	1.0	1.1	1.3	1.5	1.8	2.0
Subtotal			**0**	**1**	**1**	**2**	**2**	**3**	**3**	**4**	**4**	**5**	**5**	**6**
Costs (1)														
Staffing														
WASP	$202,440	per firefighter	$0	$74,934	$149,868	$224,802	$299,736	$374,671	$449,605	$524,539	$599,473	$674,407	$749,341	$824,275
CASP	$202,440	per firefighter	$0	$27,025	$60,602	$94,179	$127,757	$161,334	$194,911	$228,488	$262,065	$311,202	$360,339	$409,476
Subtotal			**$0**	**$101,960**	**$210,471**	**$318,982**	**$427,493**	**$536,004**	**$644,515**	**$753,026**	**$861,538**	**$985,609**	**$1,109,680**	**$1,233,751**
Vehicle Maintenance Cost (2)														
WASP	$4,259	per firefighter	$0	$1,577	$3,153	$4,730	$6,307	$7,883	$9,460	$11,037	$12,613	$14,190	$15,767	$17,343
CASP	$4,259	per firefighter	$0	$569	$1,275	$1,982	$2,688	$3,395	$4,101	$4,808	$5,514	$6,548	$7,582	$8,616
Subtotal			**$0**	**$2,145**	**$4,428**	**$6,712**	**$8,995**	**$11,278**	**$13,561**	**$15,844**	**$18,127**	**$20,738**	**$23,348**	**$25,959**
Administration Cost (3)														
WASP	$3.02	per daytime population	$0	$2,051	$4,103	$6,154	$8,206	$10,257	$12,309	$14,360	$16,412	$18,463	$20,514	$22,566
CASP	$3.02	per daytime population	$0	$751	$1,679	$2,608	$3,536	$4,464	$5,392	$6,320	$7,249	$8,597	$9,946	$11,294
Subtotal			**$0**	**$2,803**	**$5,782**	**$8,762**	**$11,742**	**$14,721**	**$17,701**	**$20,680**	**$23,660**	**$27,060**	**$30,460**	**$33,860**
TOTAL Fire Cost														
WASP			$0	$78,562	$157,124	$235,687	$314,249	$392,811	$471,373	$549,936	$628,498	$707,060	$785,622	$864,184
CASP			$0	$28,345	$63,557	$98,769	$133,980	$169,192	$204,404	$239,616	$274,827	$326,347	$377,866	$429,386
Total Fire Cost			**$0**	**$106,907**	**$220,681**	**$334,455**	**$448,229**	**$562,003**	**$675,777**	**$789,551**	**$903,325**	**$1,033,407**	**$1,163,489**	**$1,293,570**

Note: Cost assumptions include salary and employee benefits. This analysis assumes that the total fire cost will be driven by new WASP and CASP development regardless of the Measure V and G funding source availability and applicability as a cost offset. These two measures currently fund about 10% of the total fire cost.

(1) Costs per Sworn Officer Estimated using the General Fund share of the Fire Suppression Budget.
(2) Total General Fund Vehicle Maintenance Cost is allocated among sworn officers on a per officer basis.
(3) Only the General Fund share of the administration cost is considered in this analysis.

Sources: City of Salinas FY2016-2017 Adopted Operating Budget, and Economic & Planning Systems, Inc.

Table B-9
City of Salinas Detailed Fire Cost*

Item		Methodology	Fiscal Year 13	14	15	16	17	18	19	20	21	22
Service Standard												
WASP	0.55	firefighters per 1,000 pop	4.4	4.8	5.2	5.6	5.9	6.3	6.7	7.0	7.3	7.5
CASP	0.55	firefighters per 1,000 pop	2.3	2.5	2.8	3.0	3.2	3.5	3.7	3.9	4.3	4.7
Subtotal			**7**	**7**	**8**	**9**	**9**	**10**	**10**	**11**	**12**	**12**
Costs (1)												
Staffing												
WASP	$202,440	per firefighter	$899,209	$974,144	$1,049,078	$1,124,012	$1,198,946	$1,273,880	$1,348,814	$1,420,882	$1,471,657	$1,522,432
CASP	$202,440	per firefighter	$458,613	$507,750	$556,887	$606,025	$655,162	$704,299	$753,436	$798,888	$879,555	$960,221
Subtotal			**$1,357,823**	**$1,481,894**	**$1,605,965**	**$1,730,036**	**$1,854,108**	**$1,978,179**	**$2,102,250**	**$2,219,770**	**$2,351,211**	**$2,482,653**
Vehicle Maintenance Cost (2)												
WASP	$4,259	per firefighter	$18,920	$20,497	$22,073	$23,650	$25,227	$26,803	$28,380	$29,896	$30,965	$32,033
CASP	$4,259	per firefighter	$9,650	$10,683	$11,717	$12,751	$13,785	$14,819	$15,853	$16,809	$18,506	$20,204
Subtotal			**$28,570**	**$31,180**	**$33,791**	**$36,401**	**$39,012**	**$41,622**	**$44,233**	**$46,706**	**$49,471**	**$52,237**
Administration Cost (3)												
WASP	$3.02	per daytime population	$24,617	$26,669	$28,720	$30,772	$32,823	$34,874	$36,924	$38,871	$40,411	$41,950
CASP	$3.02	per daytime population	$12,643	$13,991	$15,340	$16,688	$18,037	$19,385	$20,731	$21,959	$24,147	$26,335
Subtotal			**$37,260**	**$40,660**	**$44,060**	**$47,460**	**$50,860**	**$54,260**	**$57,655**	**$60,830**	**$64,557**	**$68,285**
TOTAL Fire Cost												
WASP			$942,747	$1,021,309	$1,099,871	$1,178,433	$1,256,996	$1,335,558	$1,414,118	$1,489,649	$1,543,032	$1,596,415
CASP			$480,905	$532,425	$583,944	$635,464	$686,983	$738,503	$790,020	$837,656	$922,208	$1,006,760
Total Fire Cost			**$1,423,652**	**$1,553,734**	**$1,683,816**	**$1,813,897**	**$1,943,979**	**$2,074,061**	**$2,204,138**	**$2,327,305**	**$2,465,240**	**$2,603,175**

Note: Cost assumptions include salary and employee benefits. This analysis assumes that the total fire cost will be driven by new WASP and CASP development regardless of the Measure V and G funding source availability and applicability as a cost offset. These two measures currently fund about 10% of the total fire cost.

(1) Costs per Sworn Officer Estimated using the General Fund share of the Fire Suppression Budget.
(2) Total General Fund Vehicle Maintenance Cost is allocated among sworn officers on a per officer basis.
(3) Only the General Fund share of the administration cost is considered in this analysis.

Sources: City of Salinas FY2016-2017 Adopted Operating Budget, and Economic & Planning Systems, Inc.

Table B-9
City of Salinas Detailed Fire Cost*

Item		Methodology	Fiscal Year 23	24	25	26	27	28	29	30	Stabilization 31
Service Standard											
WASP	0.55	firefighters per 1,000 pop	7.8	8.0	8.3	8.5	8.8	8.8	8.8	8.8	8.8
CASP	0.55	firefighters per 1,000 pop	5.1	5.5	5.9	6.3	6.7	6.7	6.7	6.7	6.7
Subtotal			**13**	**14**	**14**	**15**	**16**	**16**	**16**	**16**	**16**
Costs (1)											
Staffing											
WASP	$202,440	per firefighter	$1,573,207	$1,623,982	$1,674,757	$1,725,532	$1,777,350	$1,777,350	$1,777,350	$1,777,350	$1,777,350
CASP	$202,440	per firefighter	$1,040,888	$1,121,555	$1,202,222	$1,282,888	$1,365,603	$1,365,603	$1,365,603	$1,365,603	$1,365,603
Subtotal			**$2,614,095**	**$2,745,537**	**$2,876,979**	**$3,008,421**	**$3,142,952**	**$3,142,952**	**$3,142,952**	**$3,142,952**	**$3,142,952**
Vehicle Maintenance Cost (2)											
WASP	$4,259	per firefighter	$33,101	$34,170	$35,238	$36,306	$37,397	$37,397	$37,397	$37,397	$37,397
CASP	$4,259	per firefighter	$21,901	$23,598	$25,296	$26,993	$28,733	$28,733	$28,733	$28,733	$28,733
Subtotal			**$55,002**	**$57,768**	**$60,534**	**$63,299**	**$66,130**	**$66,130**	**$66,130**	**$66,130**	**$66,130**
Administration Cost (3)											
WASP	$3.02	per daytime population	$43,489	$45,029	$46,568	$48,107	$49,675	$49,675	$49,675	$49,663	$49,663
CASP	$3.02	per daytime population	$28,523	$30,711	$32,899	$35,088	$37,331	$37,331	$37,331	$37,325	$37,325
Subtotal			**$72,012**	**$75,740**	**$79,467**	**$83,195**	**$87,006**	**$87,006**	**$87,006**	**$86,988**	**$86,988**
TOTAL Fire Cost											
WASP			$1,649,798	$1,703,180	$1,756,563	$1,809,946	$1,864,421	$1,864,421	$1,864,421	$1,864,409	$1,864,409
CASP			$1,091,312	$1,175,864	$1,260,417	$1,344,969	$1,431,667	$1,431,667	$1,431,667	$1,431,661	$1,431,661
Total Fire Cost			**$2,741,110**	**$2,879,045**	**$3,016,980**	**$3,154,915**	**$3,296,088**	**$3,296,088**	**$3,296,088**	**$3,296,070**	**$3,296,070**

Note: Cost assumptions include salary and employee benefits. This analysis assumes that the total fire cost will be driven by new WASP and CASP development regardless of the Measure V and G funding source availability and applicability as a cost offset. These two measures currently fund about 10% of the total fire cost.

(1) Costs per Sworn Officer Estimated using the General Fund share of the Fire Suppression Budget.
(2) Total General Fund Vehicle Maintenance Cost is allocated among sworn officers on a per officer basis.
(3) Only the General Fund share of the administration cost is considered in this analysis.

Sources: City of Salinas FY2016-2017 Adopted Operating Budget, and Economic & Planning Systems, Inc.

Table B-10
City of Salinas Detailed Police Cost*

Item	Methodology	Fiscal Year 1	2	3	4	5	6	7	8	9	10	11	12
Service Level per 1,000 Pop (1)													
WASP	1.00 Sworn Officers	0	0.7	1.3	2.0	2.7	3.3	4.0	4.7	5.4	6.0	6.7	7.4
CASP	1.00 Sworn Officers	0.0	0.2	0.5	0.8	1.1	1.4	1.7	2.0	2.3	2.8	3.2	3.7
Subtotal		**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**
Costs													
Staffing (2)													
WASP	$205,860 per Sworn Officer	$0	$137,881	$275,762	$413,643	$551,524	$689,405	$827,285	$965,166	$1,103,047	$1,240,928	$1,378,809	$1,516,690
CASP	$205,860 per Sworn Officer	$0	$49,728	$111,510	$173,293	$235,076	$296,858	$358,641	$420,424	$482,206	$572,620	$663,034	$753,448
Subtotal		**$0**	**$187,608**	**$387,272**	**$586,936**	**$786,599**	**$986,263**	**$1,185,927**	**$1,385,590**	**$1,585,254**	**$1,813,548**	**$2,041,843**	**$2,270,138**
Technical Services Cost (3)													
WASP	$6,374 per Sworn Officer	$0	$4,269	$8,539	$12,808	$17,077	$21,347	$25,616	$29,885	$34,155	$38,424	$42,693	$46,963
CASP	$6,374 per Sworn Officer	$0	$1,540	$3,453	$5,366	$7,279	$9,192	$11,105	$13,018	$14,931	$17,731	$20,530	$23,330
Subtotal		**$0**	**$5,809**	**$11,991**	**$18,174**	**$24,356**	**$30,539**	**$36,721**	**$42,903**	**$49,086**	**$56,155**	**$63,223**	**$70,292**
Supplies & Materials (4)													
WASP	$3,193 per Sworn Officer	$0	$2,139	$4,278	$6,417	$8,556	$10,695	$12,834	$14,972	$17,111	$19,250	$21,389	$23,528
CASP	$3,193 per Sworn Officer	$0	$771	$1,730	$2,688	$3,647	$4,605	$5,564	$6,522	$7,480	$8,883	$10,286	$11,688
Subtotal		**$0**	**$2,910**	**$6,008**	**$9,105**	**$12,202**	**$15,300**	**$18,397**	**$21,494**	**$24,592**	**$28,133**	**$31,675**	**$35,216**
Administration Cost (5)													
WASP	$5.37 per Daytime Population	$0	$3,646	$7,291	$10,937	$14,583	$18,229	$21,874	$25,520	$29,166	$32,811	$36,457	$40,103
CASP	$5.37 per Daytime Population	$0	$1,335	$2,985	$4,634	$6,284	$7,933	$9,583	$11,232	$12,882	$15,278	$17,675	$20,071
Subtotal		**$0**	**$4,981**	**$10,276**	**$15,571**	**$20,867**	**$26,162**	**$31,457**	**$36,752**	**$42,048**	**$48,090**	**$54,132**	**$60,174**
Records Unit (6)													
WASP	$6.17 per Daytime Population	$0	$4,189	$8,379	$12,568	$16,757	$20,946	$25,136	$29,325	$33,514	$37,704	$41,893	$46,082
CASP	$6.17 per Daytime Population	$0	$1,534	$3,430	$5,325	$7,220	$9,116	$11,011	$12,907	$14,802	$17,556	$20,310	$23,064
Subtotal		**$0**	**$5,723**	**$11,808**	**$17,893**	**$23,978**	**$30,062**	**$36,147**	**$42,232**	**$48,317**	**$55,260**	**$62,203**	**$69,146**
TOTAL Police Cost													
WASP		$0	$152,124	$304,248	$456,373	$608,497	$760,621	$912,745	$1,064,869	$1,216,993	$1,369,118	$1,521,242	$1,673,366
CASP		$0	$54,908	$123,107	$191,306	$259,505	$327,704	$395,904	$464,103	$532,302	$632,068	$731,834	$831,601
Total Police Cost		**$0**	**$207,032**	**$427,355**	**$647,679**	**$868,002**	**$1,088,325**	**$1,308,649**	**$1,528,972**	**$1,749,295**	**$2,001,186**	**$2,253,076**	**$2,504,967**

*Note: about 18% of police cost is currently covered through Measures V and G. This analysis assumes that the total police cost will be driven by new WASP and CASP development regardless of the funding sources and their availability and applicability as a cost offset.

(1) Assumes that personnel in the following departments are sworn: Special Operations, Field Operations, Investigations, Violence Suppression, Joint Gang Task Force.
(2) Cost estimated based on the General Fund, Measure G, and Measure V share of the Field Operations, Special operations, Investigations, Violence Suppression and Joint Gang Task Force Budgets; rounded.
(3) Cost estimated by dividing the General Fund share of the Technical Services Department by sworn officers.
(4) Includes Supplies & Materials cost from the Field Operations Department, estimated per sworn officer.
(5) Cost estimated by dividing the General Fund share of the Administration Department by daytime population.
(6) Cost estimated by dividing the General Fund share of the Records Department by daytime population.

Sources: Salinas Police Department, City of Salinas Adopted Operating Budget FY 2016 - 2017, Economic & Planning Systems, Inc.

Table B-10
City of Salinas Detailed Police Cost*

Item	Methodology	Fiscal Year 13	14	15	16	17	18	19	20	21	22	23	24
Service Level per 1,000 Pop (1)													
WASP	1.00 Sworn Officers	8.0	8.7	9.4	10.0	10.7	11.4	12.1	12.7	13.2	13.6	14.1	14.5
CASP	1.00 Sworn Officers	4.1	4.5	5.0	5.4	5.9	6.3	6.7	7.1	7.9	8.6	9.3	10.0
Subtotal		**12**	**13**	**14**	**15**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**25**
Costs													
Staffing (2)													
WASP	$205,860 per Sworn Officer	$1,654,571	$1,792,452	$1,930,333	$2,068,214	$2,206,095	$2,343,975	$2,481,856	$2,614,463	$2,707,891	$2,801,318	$2,894,746	$2,988,173
CASP	$205,860 per Sworn Officer	$843,861	$934,275	$1,024,689	$1,115,102	$1,205,516	$1,295,930	$1,386,344	$1,469,976	$1,618,405	$1,766,835	$1,915,264	$2,063,693
Subtotal		**$2,498,432**	**$2,726,727**	**$2,955,021**	**$3,183,316**	**$3,411,611**	**$3,639,905**	**$3,868,200**	**$4,084,439**	**$4,326,296**	**$4,568,153**	**$4,810,009**	**$5,051,866**
Technical Services Cost (3)													
WASP	$6,374 per Sworn Officer	$51,232	$55,501	$59,771	$64,040	$68,309	$72,579	$76,848	$80,954	$83,847	$86,740	$89,633	$92,525
CASP	$6,374 per Sworn Officer	$26,129	$28,929	$31,728	$34,528	$37,327	$40,127	$42,927	$45,516	$50,112	$54,708	$59,304	$63,900
Subtotal		**$77,361**	**$84,430**	**$91,499**	**$98,568**	**$105,637**	**$112,706**	**$119,775**	**$126,470**	**$133,959**	**$141,448**	**$148,937**	**$156,425**
Supplies & Materials (4)													
WASP	$3,193 per Sworn Officer	$25,667	$27,806	$29,945	$32,084	$34,223	$36,362	$38,501	$40,558	$42,007	$43,456	$44,906	$46,355
CASP	$3,193 per Sworn Officer	$13,091	$14,493	$15,896	$17,298	$18,701	$20,104	$21,506	$22,803	$25,106	$27,409	$29,711	$32,014
Subtotal		**$38,758**	**$42,299**	**$45,841**	**$49,382**	**$52,924**	**$56,465**	**$60,007**	**$63,361**	**$67,113**	**$70,865**	**$74,617**	**$78,369**
Administration Cost (5)													
WASP	$5.37 per Daytime Population	$43,749	$47,394	$51,040	$54,686	$58,332	$61,977	$65,620	$69,080	$71,816	$74,551	$77,287	$80,023
CASP	$5.37 per Daytime Population	$22,468	$24,864	$27,261	$29,658	$32,054	$34,451	$36,842	$39,024	$42,913	$46,801	$50,690	$54,579
Subtotal		**$66,217**	**$72,259**	**$78,301**	**$84,343**	**$90,386**	**$96,428**	**$102,462**	**$108,104**	**$114,728**	**$121,353**	**$127,977**	**$134,601**
Records Unit (6)													
WASP	$6.17 per Daytime Population	$50,271	$54,461	$58,650	$62,839	$67,029	$71,218	$75,404	$79,380	$82,523	$85,667	$88,810	$91,954
CASP	$6.17 per Daytime Population	$25,818	$28,572	$31,325	$34,079	$36,833	$39,587	$42,335	$44,842	$49,311	$53,779	$58,248	$62,716
Subtotal		**$76,089**	**$83,032**	**$89,975**	**$96,919**	**$103,862**	**$110,805**	**$117,739**	**$124,222**	**$131,834**	**$139,446**	**$147,058**	**$154,670**
TOTAL Police Cost													
WASP		$1,825,490	$1,977,614	$2,129,738	$2,281,863	$2,433,987	$2,586,111	$2,738,229	$2,884,435	$2,988,083	$3,091,732	$3,195,381	$3,299,030
CASP		$931,367	$1,031,133	$1,130,899	$1,230,666	$1,330,432	$1,430,198	$1,529,953	$1,622,162	$1,785,847	$1,949,532	$2,113,216	$2,276,901
Total Police Cost		**$2,756,857**	**$3,008,747**	**$3,260,638**	**$3,512,528**	**$3,764,419**	**$4,016,309**	**$4,268,182**	**$4,506,596**	**$4,773,930**	**$5,041,264**	**$5,308,598**	**$5,575,931**

*Note: about 18% of police cost is currently covered through Measures V and G. This analysis assumes that the total police cost will be driven by new WASP and CASP development regardless of the funding sources and their availability and applicability as a cost offset.

(1) Assumes that personnel in the following departments are sworn: Special Operations, Field Operations, Investigations, Violence Suppression, Joint Gang Task Force.
(2) Cost estimated based on the General Fund, Measure G, and Measure V share of the Field Operations, Special operations, Investigations, Violence Suppression and Joint Gang Task Force Budgets; rounded.
(3) Cost estimated by dividing the General Fund share of the Technical Services Department by sworn officers.
(4) Includes Supplies & Materials cost from the Field Operations Department, estimated per sworn officer.
(5) Cost estimated by dividing the General Fund share of the Administration Department by daytime population.
(6) Cost estimated by dividing the General Fund share of the Records Department by daytime population.

Sources: Salinas Police Department, City of Salinas Adopted Operating Budget FY 2016 - 2017, Economic & Planning Systems, Inc.

Table B-10
City of Salinas Detailed Police Cost*

Item	Methodology	Fiscal Year						Stabilized
		25	26	27	28	29	30	31
Service Level per 1,000 Pop (1)								
WASP	1.00 Sworn Officers	15.0	15.4	15.9	15.9	15.9	15.9	15.9
CASP	1.00 Sworn Officers	10.7	11.5	12.2	12.2	12.2	12.2	12.2
Subtotal		**26**	**27**	**28**	**28**	**28**	**28**	**28**
Costs								
Staffing (2)								
WASP	$205,860 per Sworn Officer	$3,081,601	$3,175,028	$3,270,374	$3,270,374	$3,270,374	$3,270,374	$3,270,374
CASP	$205,860 per Sworn Officer	$2,212,122	$2,360,551	$2,512,748	$2,512,748	$2,512,748	$2,512,748	$2,512,748
Subtotal		**$5,293,723**	**$5,535,580**	**$5,783,122**	**$5,783,122**	**$5,783,122**	**$5,783,122**	**$5,783,122**
Technical Services Cost (3)								
WASP	$6,374 per Sworn Officer	$95,418	$98,311	$101,264	$101,264	$101,264	$101,264	$101,264
CASP	$6,374 per Sworn Officer	$68,496	$73,092	$77,804	$77,804	$77,804	$77,804	$77,804
Subtotal		**$163,914**	**$171,403**	**$179,068**	**$179,068**	**$179,068**	**$179,068**	**$179,068**
Supplies & Materials (4)								
WASP	$3,193 per Sworn Officer	$47,804	$49,254	$50,733	$50,733	$50,733	$50,733	$50,733
CASP	$3,193 per Sworn Officer	$34,316	$36,619	$38,980	$38,980	$38,980	$38,980	$38,980
Subtotal		**$82,121**	**$85,873**	**$89,713**	**$89,713**	**$89,713**	**$89,713**	**$89,713**
Administration Cost (5)								
WASP	$5.37 per Daytime Population	$82,758	$85,494	$88,280	$88,280	$88,280	$88,258	$88,258
CASP	$5.37 per Daytime Population	$58,467	$62,356	$66,343	$66,343	$66,343	$66,332	$66,332
Subtotal		**$141,226**	**$147,850**	**$154,623**	**$154,623**	**$154,623**	**$154,591**	**$154,591**
Records Unit (6)								
WASP	$6.17 per Daytime Population	$95,097	$98,241	$101,442	$101,442	$101,442	$101,417	$101,417
CASP	$6.17 per Daytime Population	$67,185	$71,653	$76,234	$76,234	$76,234	$76,222	$76,222
Subtotal		**$162,282**	**$169,894**	**$177,676**	**$177,676**	**$177,676**	**$177,639**	**$177,639**
TOTAL Police Cost								
WASP		$3,402,679	$3,506,328	$3,612,092	$3,612,092	$3,612,092	$3,612,046	$3,612,046
CASP		$2,440,586	$2,604,271	$2,772,110	$2,772,110	$2,772,110	$2,772,086	$2,772,086
Total Police Cost		**$5,843,265**	**$6,110,599**	**$6,384,202**	**$6,384,202**	**$6,384,202**	**$6,384,132**	**$6,384,132**

*Note: about 18% of police cost is currently covered through Measures V and G. This analysis assumes that the total police cost will be driven by new WASP and CASP development regardless of the funding sources and their availability and applicability as a cost offset.

(1) Assumes that personnel in the following departments are sworn: Special Operations, Field Operations, Investigations, Violence Suppression, Joint Gang Task Force.
(2) Cost estimated based on the General Fund, Measure G, and Measure V share of the Field Operations, Special operations, Investigations, Violence Suppression and Joint Gang Task Force Budgets; rounded.
(3) Cost estimated by dividing the General Fund share of the Technical Services Department by sworn officers.
(4) Includes Supplies & Materials cost from the Field Operations Department, estimated per sworn officer.
(5) Cost estimated by dividing the General Fund share of the Administration Department by daytime population.
(6) Cost estimated by dividing the General Fund share of the Records Department by daytime population.

Sources: Salinas Police Department, City of Salinas Adopted Operating Budget FY 2016 - 2017, Economic & Planning Systems, Inc.

Table B-11
Expenditure Summary*

Item		Fiscal Year									
		1	2	3	4	5	6	7	8	9	10
WASP											
General Government (1)	$5.27 per daytime pop	$0	$3,580	$7,161	$10,741	$14,322	$17,902	$21,483	$25,063	$28,644	$32,224
City Attorney	$1.44 per daytime pop	$0	$978	$1,956	$2,934	$3,912	$4,890	$5,868	$6,846	$7,824	$8,802
City Council	$0.34 per daytime pop	$0	$232	$464	$696	$928	$1,160	$1,393	$1,625	$1,857	$2,089
Housing and Community Dev't	$7.82 per daytime pop	$0	$5,308	$10,616	$15,925	$21,233	$26,541	$31,849	$37,158	$42,466	$47,774
Finance	$6.90 per daytime pop	$0	$4,682	$9,364	$14,046	$18,728	$23,410	$28,092	$32,774	$37,456	$42,138
Parks & Community Services	$33.30 per resident	$0	$22,307	$44,613	$66,920	$89,227	$111,533	$133,840	$156,147	$178,453	$200,760
Library	$21.40 per daytime pop	$0	$14,529	$29,057	$43,586	$58,115	$72,644	$87,172	$101,701	$116,230	$130,759
Non-Departmental	$9.52 per daytime pop	$0	$6,462	$12,924	$19,385	$25,847	$32,309	$38,771	$45,233	$51,694	$58,156
Public Works	$17.96 per daytime pop	$0	$12,193	$24,386	$36,579	$48,772	$60,965	$73,159	$85,352	$97,545	$109,738
WASP Subtotal		**$0**	**$70,271**	**$140,542**	**$210,813**	**$281,085**	**$351,356**	**$421,627**	**$491,898**	**$562,169**	**$632,440**
CASP											
General Government (1)	$5.27 per daytime pop	$0	$1,311	$2,931	$4,551	$6,171	$7,791	$9,411	$11,031	$12,651	$15,005
City Attorney	$1.44 per daytime pop	$0	$358	$801	$1,243	$1,686	$2,128	$2,571	$3,013	$3,456	$4,099
City Council	$0.34 per daytime pop	$0	$85	$190	$295	$400	$505	$610	$715	$820	$973
Housing and Community Dev't	$7.82 per daytime pop	$0	$1,944	$4,346	$6,747	$9,149	$11,551	$13,953	$16,354	$18,756	$22,246
Finance	$6.90 per daytime pop	$0	$1,714	$3,833	$5,951	$8,070	$10,188	$12,307	$14,425	$16,543	$19,621
Parks & Community Services	$33.30 per resident	$0	$8,045	$18,040	$28,036	$38,031	$48,026	$58,022	$68,017	$78,012	$92,640
Library	$21.40 per daytime pop	$0	$5,320	$11,894	$18,468	$25,041	$31,615	$38,189	$44,762	$51,336	$60,886
Non-Departmental	$9.52 per daytime pop	$0	$2,366	$5,290	$8,214	$11,137	$14,061	$16,985	$19,908	$22,832	$27,080
Public Works	$17.96 per daytime pop	$0	$4,465	$9,982	$15,499	$21,016	$26,532	$32,049	$37,566	$43,083	$51,098
CASP Subtotal		**$0**	**$25,609**	**$57,306**	**$89,004**	**$120,701**	**$152,398**	**$184,095**	**$215,793**	**$247,490**	**$293,647**
Total											
General Government (1)	$5.27 per daytime pop	$0	$4,892	$10,092	$15,293	$20,493	$25,694	$30,894	$36,094	$41,295	$47,229
City Attorney	$1.44 per daytime pop	$0	$1,336	$2,757	$4,177	$5,598	$7,018	$8,439	$9,859	$11,280	$12,901
City Council	$0.34 per daytime pop	$0	$317	$654	$991	$1,328	$1,666	$2,003	$2,340	$2,677	$3,062
Community Development	$7.82 per daytime pop	$0	$7,252	$14,962	$22,672	$30,382	$38,092	$45,802	$53,512	$61,222	$70,020
Finance	$6.90 per daytime pop	$0	$6,397	$13,197	$19,997	$26,798	$33,598	$40,399	$47,199	$54,000	$61,759
Parks & Community Services	$33.30 per resident	$0	$30,352	$62,654	$94,956	$127,258	$159,560	$191,862	$224,164	$256,466	$293,400
Library	$21.40 per daytime pop	$0	$19,849	$40,951	$62,054	$83,156	$104,259	$125,361	$146,463	$167,566	$191,645
Non-Departmental	$9.52 per daytime pop	$0	$8,828	$18,214	$27,599	$36,985	$46,370	$55,756	$65,141	$74,527	$85,236
Public Works	$17.96 per daytime pop	$0	$16,658	$34,368	$52,078	$69,788	$87,498	$105,208	$122,918	$140,628	$160,836
TOTAL		**$0**	**$95,880**	**$197,849**	**$299,817**	**$401,785**	**$503,754**	**$605,722**	**$707,691**	**$809,659**	**$926,087**

*Note: include Measure G and Measure V-funded service enhancements assumed to be needed to reach a baseline service level for provision of services.

(1) Includes City Manager, Community Safety, City Clerk, Human Resources, and Economic Development

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table B-11
Expenditure Summary*

Item		Fiscal Year								
		11	12	13	14	15	16	17	18	19
WASP										
General Government (1)	$5.27 per daytime pop	$35,805	$39,385	$42,966	$46,546	$50,127	$53,707	$57,288	$60,868	$64,446
City Attorney	$1.44 per daytime pop	$9,780	$10,758	$11,736	$12,714	$13,692	$14,670	$15,648	$16,626	$17,603
City Council	$0.34 per daytime pop	$2,321	$2,553	$2,785	$3,017	$3,249	$3,481	$3,714	$3,946	$4,178
Housing and Community Dev't	$7.82 per daytime pop	$53,082	$58,391	$63,699	$69,007	$74,315	$79,624	$84,932	$90,240	$95,544
Finance	$6.90 per daytime pop	$46,820	$51,502	$56,184	$60,866	$65,548	$70,230	$74,912	$79,594	$84,273
Parks & Community Services	$33.30 per resident	$223,067	$245,373	$267,680	$289,987	$312,294	$334,600	$356,907	$379,214	$401,520
Library	$21.40 per daytime pop	$145,287	$159,816	$174,345	$188,874	$203,402	$217,931	$232,460	$246,989	$261,507
Non-Departmental	$9.52 per daytime pop	$64,618	$71,080	$77,542	$84,004	$90,465	$96,927	$103,389	$109,851	$116,308
Public Works	$17.96 per daytime pop	$121,931	$134,124	$146,317	$158,510	$170,703	$182,896	$195,090	$207,283	$219,467
WASP Subtotal		**$702,711**	**$772,983**	**$843,254**	**$913,525**	**$983,796**	**$1,054,067**	**$1,124,338**	**$1,194,610**	**$1,264,845**
CASP										
General Government (1)	$5.27 per daytime pop	$17,359	$19,712	$22,066	$24,419	$26,773	$29,127	$31,480	$33,834	$36,182
City Attorney	$1.44 per daytime pop	$4,741	$5,384	$6,027	$6,670	$7,313	$7,956	$8,599	$9,242	$9,883
City Council	$0.34 per daytime pop	$1,125	$1,278	$1,430	$1,583	$1,735	$1,888	$2,041	$2,193	$2,345
Housing and Community Dev't	$7.82 per daytime pop	$25,735	$29,224	$32,714	$36,203	$39,692	$43,182	$46,671	$50,161	$53,642
Finance	$6.90 per daytime pop	$22,699	$25,777	$28,854	$31,932	$35,010	$38,088	$41,165	$44,243	$47,314
Parks & Community Services	$33.30 per resident	$107,267	$121,894	$136,522	$151,149	$165,776	$180,404	$195,031	$209,658	$224,286
Library	$21.40 per daytime pop	$70,437	$79,988	$89,538	$99,089	$108,639	$118,190	$127,740	$137,291	$146,820
Non-Departmental	$9.52 per daytime pop	$31,328	$35,575	$39,823	$44,071	$48,318	$52,566	$56,814	$61,062	$65,300
Public Works	$17.96 per daytime pop	$59,113	$67,129	$75,144	$83,159	$91,174	$99,189	$107,205	$115,220	$123,217
CASP Subtotal		**$339,804**	**$385,961**	**$432,118**	**$478,275**	**$524,432**	**$570,589**	**$616,746**	**$662,903**	**$708,990**
Total										
General Government (1)	$5.27 per daytime pop	$53,163	$59,097	$65,031	$70,966	$76,900	$82,834	$88,768	$94,702	$100,628
City Attorney	$1.44 per daytime pop	$14,521	$16,142	$17,763	$19,384	$21,005	$22,626	$24,247	$25,868	$27,486
City Council	$0.34 per daytime pop	$3,446	$3,831	$4,215	$4,600	$4,985	$5,369	$5,754	$6,139	$6,523
Community Development	$7.82 per daytime pop	$78,817	$87,615	$96,413	$105,210	$114,008	$122,805	$131,603	$140,401	$149,187
Finance	$6.90 per daytime pop	$69,519	$77,279	$85,039	$92,798	$100,558	$108,318	$116,078	$123,837	$131,587
Parks & Community Services	$33.30 per resident	$330,334	$367,268	$404,202	$441,136	$478,070	$515,004	$551,938	$588,872	$625,806
Library	$21.40 per daytime pop	$215,724	$239,804	$263,883	$287,962	$312,042	$336,121	$360,200	$384,280	$408,327
Non-Departmental	$9.52 per daytime pop	$95,946	$106,655	$117,365	$128,074	$138,784	$149,493	$160,203	$170,912	$181,608
Public Works	$17.96 per daytime pop	$181,044	$201,253	$221,461	$241,669	$261,878	$282,086	$302,294	$322,503	$342,684
TOTAL		**$1,042,516**	**$1,158,944**	**$1,275,372**	**$1,391,800**	**$1,508,228**	**$1,624,657**	**$1,741,085**	**$1,857,513**	**$1,973,835**

*Note: include Measure G and Measure V-funded service enhancements assumed to be needed to reach a baseline service level for provision of services.

(1) Includes City Manager, Community Safety, City Clerk, Human Resources, and Economic Development

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table B-11
Expenditure Summary*

Item		Fiscal Year								
		20	21	22	23	24	25	26	27	28
WASP										
General Government (1)	$5.27 per daytime pop	$67,844	$70,530	$73,217	$75,904	$78,590	$81,277	$83,964	$86,700	$86,700
City Attorney	$1.44 per daytime pop	$18,531	$19,265	$19,999	$20,733	$21,467	$22,201	$22,935	$23,682	$23,682
City Council	$0.34 per daytime pop	$4,398	$4,572	$4,746	$4,920	$5,094	$5,269	$5,443	$5,620	$5,620
Housing and Community Dev't	$7.82 per daytime pop	$100,582	$104,565	$108,548	$112,531	$116,514	$120,498	$124,481	$128,537	$128,537
Finance	$6.90 per daytime pop	$88,716	$92,229	$95,743	$99,256	$102,769	$106,282	$109,796	$113,373	$113,373
Parks & Community Services	$33.30 per resident	$422,974	$438,089	$453,203	$468,318	$483,433	$498,548	$513,663	$529,088	$529,088
Library	$21.40 per daytime pop	$275,294	$286,197	$297,099	$308,001	$318,903	$329,805	$340,707	$351,808	$351,808
Non-Departmental	$9.52 per daytime pop	$122,440	$127,289	$132,138	$136,986	$141,835	$146,684	$151,533	$156,470	$156,470
Public Works	$17.96 per daytime pop	$231,038	$240,187	$249,337	$258,486	$267,636	$276,785	$285,934	$295,251	$295,251
WASP Subtotal		**$1,331,817**	**$1,382,923**	**$1,434,029**	**$1,485,136**	**$1,536,242**	**$1,587,348**	**$1,638,455**	**$1,690,530**	**$1,690,530**
CASP										
General Government (1)	$5.27 per daytime pop	$38,325	$42,144	$45,964	$49,783	$53,602	$57,421	$61,240	$65,156	$65,156
City Attorney	$1.44 per daytime pop	$10,469	$11,512	$12,555	$13,598	$14,641	$15,684	$16,728	$17,797	$17,797
City Council	$0.34 per daytime pop	$2,484	$2,732	$2,979	$3,227	$3,475	$3,722	$3,970	$4,224	$4,224
Housing and Community Dev't	$7.82 per daytime pop	$56,819	$62,481	$68,143	$73,805	$79,467	$85,129	$90,791	$96,597	$96,597
Finance	$6.90 per daytime pop	$50,116	$55,110	$60,104	$65,098	$70,093	$75,087	$80,081	$85,201	$85,201
Parks & Community Services	$33.30 per resident	$237,816	$261,829	$285,842	$309,856	$333,869	$357,882	$381,895	$406,518	$406,518
Library	$21.40 per daytime pop	$155,516	$171,013	$186,510	$202,007	$217,504	$233,001	$248,498	$264,387	$264,387
Non-Departmental	$9.52 per daytime pop	$69,167	$76,060	$82,952	$89,845	$96,737	$103,630	$110,522	$117,589	$117,589
Public Works	$17.96 per daytime pop	$130,515	$143,521	$156,526	$169,532	$182,538	$195,544	$208,549	$221,884	$221,884
CASP Subtotal		**$751,228**	**$826,402**	**$901,577**	**$976,751**	**$1,051,925**	**$1,127,100**	**$1,202,274**	**$1,279,351**	**$1,279,351**
Total										
General Government (1)	$5.27 per daytime pop	$106,169	$112,675	$119,181	$125,686	$132,192	$138,698	$145,204	$151,855	$151,855
City Attorney	$1.44 per daytime pop	$29,000	$30,777	$32,554	$34,331	$36,108	$37,885	$39,662	$41,479	$41,479
City Council	$0.34 per daytime pop	$6,882	$7,304	$7,726	$8,147	$8,569	$8,991	$9,412	$9,844	$9,844
Community Development	$7.82 per daytime pop	$157,401	$167,046	$176,692	$186,337	$195,982	$205,627	$215,272	$225,133	$225,133
Finance	$6.90 per daytime pop	$138,832	$147,340	$155,847	$164,354	$172,862	$181,369	$189,876	$198,574	$198,574
Parks & Community Services	$33.30 per resident	$660,790	$699,918	$739,046	$778,174	$817,302	$856,430	$895,558	$935,606	$935,606
Library	$21.40 per daytime pop	$430,810	$457,209	$483,608	$510,007	$536,407	$562,806	$589,205	$616,195	$616,195
Non-Departmental	$9.52 per daytime pop	$191,607	$203,349	$215,090	$226,831	$238,572	$250,314	$262,055	$274,059	$274,059
Public Works	$17.96 per daytime pop	$361,553	$383,708	$405,863	$428,018	$450,174	$472,329	$494,484	$517,135	$517,135
TOTAL		**$2,083,045**	**$2,209,325**	**$2,335,606**	**$2,461,887**	**$2,588,167**	**$2,714,448**	**$2,840,729**	**$2,969,881**	**$2,969,881**

*Note: include Measure G and Measure V-funded service enhancements assumed to be needed to reach a baseline service level for provision of services.

(1) Includes City Manager, Community Safety, City Clerk, Human Resources, and Economic Development

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table B-11
Expenditure Summary*

Item		Stabilization		
		29	30	31
WASP				
General Government (1)	$5.27 per daytime pop	$86,700	$86,679	$86,679
City Attorney	$1.44 per daytime pop	$23,682	$23,676	$23,676
City Council	$0.34 per daytime pop	$5,620	$5,619	$5,619
Housing and Community Dev't	$7.82 per daytime pop	$128,537	$128,506	$128,506
Finance	$6.90 per daytime pop	$113,373	$113,346	$113,346
Parks & Community Services	$33.30 per resident	$529,088	$529,088	$529,088
Library	$21.40 per daytime pop	$351,808	$351,722	$351,722
Non-Departmental	$9.52 per daytime pop	$156,470	$156,432	$156,432
Public Works	$17.96 per daytime pop	$295,251	$295,179	$295,179
WASP Subtotal		**$1,690,530**	**$1,690,247**	**$1,690,247**
CASP				
General Government (1)	$5.27 per daytime pop	$65,156	$65,145	$65,145
City Attorney	$1.44 per daytime pop	$17,797	$17,794	$17,794
City Council	$0.34 per daytime pop	$4,224	$4,223	$4,223
Housing and Community Dev't	$7.82 per daytime pop	$96,597	$96,581	$96,581
Finance	$6.90 per daytime pop	$85,201	$85,187	$85,187
Parks & Community Services	$33.30 per resident	$406,518	$406,518	$406,518
Library	$21.40 per daytime pop	$264,387	$264,344	$264,344
Non-Departmental	$9.52 per daytime pop	$117,589	$117,570	$117,570
Public Works	$17.96 per daytime pop	$221,884	$221,848	$221,848
CASP Subtotal		**$1,279,351**	**$1,279,210**	**$1,279,210**
Total				
General Government (1)	$5.27 per daytime pop	$151,855	$151,824	$151,824
City Attorney	$1.44 per daytime pop	$41,479	$41,470	$41,470
City Council	$0.34 per daytime pop	$9,844	$9,842	$9,842
Community Development	$7.82 per daytime pop	$225,133	$225,087	$225,087
Finance	$6.90 per daytime pop	$198,574	$198,533	$198,533
Parks & Community Services	$33.30 per resident	$935,606	$935,606	$935,606
Library	$21.40 per daytime pop	$616,195	$616,067	$616,067
Non-Departmental	$9.52 per daytime pop	$274,059	$274,002	$274,002
Public Works	$17.96 per daytime pop	$517,135	$517,027	$517,027
TOTAL		**$2,969,881**	**$2,969,457**	**$2,969,457**

*Note: include Measure G and Measure V-funded service enhancements assumed to be needed to reach a baseline service level for provision of services.

(1) Includes City Manager, Community Safety, City Clerk, Hu Resources, and Economic Development

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

APPENDIX C:

Optimistic Scenario

Table C-1
General Fund Annual Fiscal Impact Summary (rounded)
Optimistic

Item	Annual Total at Stabilization (1)
General Fund Revenues	
Property Taxes	$9,761,000
Property Tax in Lieu of VLF	$3,835,000
Property Transfer Tax	$133,000
Sales & Use Tax (2)	$2,799,000
License & Permits	$222,000
Utility User Tax	$2,217,000
Business License Tax	$170,000
Fines, Forfeitures, and Penalties	$12,000
Franchise Fees	$1,522,000
Charges for Service	$711,000
Total Revenues	**$21,382,000**
General Fund Expenditures	
General Government	$163,000
City Attorney	$45,000
City Council	$11,000
Housing and Community Development	$242,000
Finance	$213,000
Fire	$3,533,000
Parks and Community Services	$1,003,000
Library	$662,000
Non-Departmental	$294,000
Police	$8,789,000
Public Works	$555,000
Total Expenditures	**$15,510,000**
Net Fiscal Impact	**$5,872,000**

(1) Stabilization is assumed one year after buildout. A period of 31 years is assumed for stabilization based on absorption assumptions by land use.
(2) Includes Measure G and V revenue.

Table C-2
Annual General Fund Annual Fiscal Impacts

Item	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
General Fund Revenues - WASP																
Property Taxes	$0	$112,435	$334,570	$560,366	$785,694	$1,010,837	$1,235,888	$1,460,887	$1,685,854	$1,897,514	$2,116,239	$2,326,491	$2,536,556	$2,746,479	$2,956,290	$3,166,014
Property Tax in Lieu of VLF	$0	$130,546	$256,526	$378,175	$495,714	$609,346	$719,264	$825,646	$928,661	$1,026,089	$1,113,910	$1,198,944	$1,281,321	$1,361,162	$1,438,585	$1,513,696
Property Transfer Tax	$0	$3,046	$6,092	$9,137	$12,183	$15,229	$18,275	$21,321	$24,367	$27,409	$30,361	$33,313	$36,265	$39,217	$42,170	$45,122
Sales & Use Tax	$0	$105,837	$211,674	$317,512	$423,349	$529,186	$635,023	$740,861	$846,698	$952,535	$1,058,372	$1,164,209	$762,028	$825,530	$889,033	$952,535
License & Permits	$0	$4,946	$9,892	$14,838	$19,784	$24,730	$29,676	$34,622	$39,568	$44,507	$49,320	$54,133	$58,946	$63,760	$68,573	$73,386
Utility User Tax	$0	$49,354	$98,707	$148,061	$197,415	$246,769	$296,122	$345,476	$394,830	$444,112	$492,139	$540,166	$588,193	$636,221	$684,248	$732,275
Business License Tax	$0	$3,916	$7,833	$11,749	$15,666	$19,582	$23,499	$27,415	$31,332	$35,037	$35,037	$35,037	$35,037	$35,037	$35,037	$35,037
Fines, Forfeitures, and Penalties	$0	$270	$540	$811	$1,081	$1,351	$1,621	$1,891	$2,162	$2,431	$2,694	$2,957	$3,220	$3,483	$3,746	$4,009
Franchise Fees	$0	$33,893	$67,785	$101,678	$135,571	$169,463	$203,356	$237,249	$271,141	$304,985	$337,967	$370,948	$403,930	$436,912	$469,893	$502,875
Charges for Service	$0	$15,831	$31,662	$47,494	$63,325	$79,156	$94,987	$110,818	$126,650	$142,458	$157,863	$173,269	$188,675	$204,080	$219,486	$234,892
Total Revenues	**$0**	**$460,074**	**$1,025,283**	**$1,589,822**	**$2,149,781**	**$2,705,650**	**$3,257,712**	**$3,806,187**	**$4,351,262**	**$4,877,075**	**$5,393,903**	**$5,899,469**	**$5,894,171**	**$6,351,881**	**$6,807,060**	**$7,259,840**
General Fund Expenditures - WASP																
General Government	$0	$3,631	$7,261	$10,892	$14,522	$18,153	$21,783	$25,414	$29,045	$32,670	$36,203	$39,736	$43,269	$46,802	$50,335	$53,868
City Attorney	$0	$992	$1,983	$2,975	$3,967	$4,958	$5,950	$6,942	$7,934	$8,924	$9,889	$10,854	$11,819	$12,784	$13,749	$14,714
City Council	$0	$235	$471	$706	$941	$1,177	$1,412	$1,647	$1,883	$2,118	$2,347	$2,576	$2,805	$3,034	$3,263	$3,492
Housing and Community Development	$0	$5,383	$10,765	$16,148	$21,530	$26,913	$32,295	$37,678	$43,060	$48,435	$53,673	$58,911	$64,148	$69,386	$74,624	$79,862
Finance	$0	$4,748	$9,495	$14,243	$18,990	$23,738	$28,485	$33,233	$37,980	$42,721	$47,341	$51,961	$56,581	$61,201	$65,821	$70,441
Fire	$0	$78,591	$157,182	$235,773	$314,364	$392,955	$471,546	$550,137	$628,727	$707,315	$785,850	$864,385	$942,920	$1,021,455	$1,099,990	$1,178,526
Parks and Community Services	$0	$22,307	$44,613	$66,920	$89,227	$111,533	$133,840	$156,147	$178,453	$200,760	$223,067	$245,373	$267,680	$289,987	$312,294	$334,600
Library	$0	$14,732	$29,464	$44,196	$58,928	$73,660	$88,393	$103,125	$117,857	$132,567	$146,903	$161,240	$175,576	$189,912	$204,248	$218,584
Non-Departmental	$0	$6,552	$13,104	$19,657	$26,209	$32,761	$39,313	$45,866	$52,418	$58,961	$65,337	$71,713	$78,089	$84,465	$90,841	$97,218
Police	$0	$195,521	$391,041	$586,562	$782,082	$977,603	$1,173,123	$1,368,644	$1,564,165	$1,759,674	$1,954,981	$2,150,288	$2,345,595	$2,540,902	$2,736,209	$2,931,516
Public Works	$0	$12,364	$24,727	$37,091	$49,455	$61,819	$74,182	$86,546	$98,910	$111,256	$123,287	$135,319	$147,350	$159,381	$171,413	$183,444
Total Expenditures	**$0**	**$345,054**	**$690,108**	**$1,035,162**	**$1,380,216**	**$1,725,270**	**$2,070,324**	**$2,415,378**	**$2,760,432**	**$3,105,400**	**$3,448,878**	**$3,792,355**	**$4,135,832**	**$4,479,309**	**$4,822,787**	**$5,166,264**
Net Fiscal Impact - WASP	**0**	**115,020**	**335,175**	**554,660**	**769,566**	**980,380**	**1,187,389**	**1,390,810**	**1,590,831**	**1,771,675**	**1,945,025**	**2,107,114**	**1,758,339**	**1,872,572**	**1,984,273**	**2,093,576**
General Fund Revenues - CASP																
Property Taxes	$0	$56,767	$181,548	$311,124	$441,172	$571,407	$701,734	$832,114	$962,527	$1,129,253	$1,298,544	$1,463,196	$1,628,037	$1,793,022	$1,958,119	$2,123,305
Property Tax in Lieu of VLF	$0	$65,309	$137,928	$208,051	$275,804	$341,306	$404,667	$465,989	$525,371	$605,072	$677,264	$747,163	$814,879	$880,511	$944,154	$1,005,898
Property Transfer Tax	$0	$1,574	$3,383	$5,193	$7,002	$8,812	$10,621	$12,431	$14,240	$16,740	$19,174	$21,607	$24,041	$26,474	$28,908	$31,341
Sales & Use Tax	$0	$49,835	$109,134	$168,433	$227,732	$287,031	$346,330	$405,630	$464,929	$547,178	$629,427	$711,677	$476,356	$525,705	$575,055	$624,404
License & Permits	$0	$2,096	$4,692	$7,287	$9,883	$12,478	$15,074	$17,670	$20,265	$23,962	$27,565	$31,168	$34,772	$38,375	$41,978	$45,581
Utility User Tax	$0	$20,914	$46,814	$72,714	$98,614	$124,514	$150,415	$176,315	$202,215	$239,102	$275,057	$311,011	$346,966	$382,921	$418,876	$454,831
Business License Tax	$0	$2,858	$5,716	$8,574	$11,432	$14,290	$17,148	$20,006	$22,864	$25,616	$25,616	$25,616	$25,616	$25,616	$25,616	$25,616
Fines, Forfeitures, and Penalties	$0	$114	$256	$398	$540	$682	$823	$965	$1,107	$1,309	$1,506	$1,703	$1,900	$2,096	$2,293	$2,490
Franchise Fees	$0	$14,362	$32,149	$49,935	$67,721	$85,508	$103,294	$121,081	$138,867	$164,198	$188,890	$213,581	$238,272	$262,963	$287,654	$312,346
Charges for Service	$0	$6,709	$15,016	$23,324	$31,632	$39,940	$48,248	$56,556	$64,864	$76,697	$88,230	$99,763	$111,296	$122,830	$134,363	$145,896
Total Revenues	**$0**	**$220,536**	**$536,636**	**$855,033**	**$1,171,533**	**$1,485,969**	**$1,798,355**	**$2,108,756**	**$2,417,249**	**$2,829,127**	**$3,231,272**	**$3,626,486**	**$3,702,134**	**$4,060,513**	**$4,417,016**	**$4,771,708**
General Fund Expenditures - CASP																
General Government	$0	$1,538	$3,444	$5,349	$7,254	$9,160	$11,065	$12,970	$14,875	$17,589	$20,234	$22,879	$25,524	$28,169	$30,814	$33,458
City Attorney	$0	$420	$941	$1,461	$1,982	$2,502	$3,022	$3,543	$4,063	$4,804	$5,527	$6,249	$6,972	$7,694	$8,417	$9,139
City Council	$0	$100	$223	$347	$470	$594	$717	$841	$964	$1,140	$1,312	$1,483	$1,655	$1,826	$1,997	$2,169
Housing and Community Development	$0	$2,281	$5,106	$7,930	$10,755	$13,580	$16,404	$19,229	$22,054	$26,076	$29,998	$33,919	$37,840	$41,761	$45,683	$49,604
Finance	$0	$2,012	$4,503	$6,995	$9,486	$11,978	$14,469	$16,960	$19,452	$23,000	$26,459	$29,917	$33,376	$36,835	$40,293	$43,752
Fire	$0	$32,656	$73,467	$114,277	$155,087	$195,898	$236,708	$277,519	$318,329	$377,162	$435,956	$494,750	$553,544	$612,338	$671,132	$729,926
Parks and Community Services	$0	$9,264	$20,844	$32,424	$44,004	$55,584	$67,164	$78,744	$90,324	$107,023	$123,723	$140,422	$157,122	$173,821	$190,521	$207,221
Library	$0	$6,243	$13,974	$21,705	$29,436	$37,168	$44,899	$52,630	$60,361	$71,372	$82,104	$92,837	$103,569	$114,302	$125,034	$135,767
Non-Departmental	$0	$2,777	$6,215	$9,654	$13,092	$16,531	$19,969	$23,408	$26,846	$31,743	$36,517	$41,290	$46,064	$50,837	$55,610	$60,384
Police	$0	$81,267	$182,812	$284,356	$385,901	$487,446	$588,991	$690,535	$792,080	$938,444	$1,084,657	$1,230,870	$1,377,084	$1,523,297	$1,669,511	$1,815,724
Public Works	$0	$5,239	$11,727	$18,216	$24,704	$31,192	$37,681	$44,169	$50,657	$59,898	$68,905	$77,912	$86,920	$95,927	$104,934	$113,941
Total Expenditures	**$0**	**$143,797**	**$323,255**	**$502,714**	**$682,172**	**$861,631**	**$1,041,089**	**$1,220,547**	**$1,400,006**	**$1,658,253**	**$1,915,391**	**$2,172,530**	**$2,429,669**	**$2,686,807**	**$2,943,946**	**$3,201,085**
Net Fiscal Impact - CASP	**$0**	**$76,739**	**$213,381**	**$352,319**	**$489,361**	**$624,338**	**$757,266**	**$888,209**	**$1,017,243**	**$1,170,875**	**$1,315,880**	**$1,453,956**	**$1,272,465**	**$1,373,706**	**$1,473,070**	**$1,570,623**
Total Revenue (WASP + CASP)	**$0**	**$680,611**	**$1,561,919**	**$2,444,855**	**$3,321,315**	**$4,191,619**	**$5,056,067**	**$5,914,943**	**$6,768,511**	**$7,706,203**	**$8,625,174**	**$9,525,954**	**$9,596,305**	**$10,412,394**	**$11,224,076**	**$12,031,547**
Total Cost (WASP + CASP)	**$0**	**$488,851**	**$1,013,363**	**$1,537,876**	**$2,062,388**	**$2,586,900**	**$3,111,413**	**$3,635,925**	**$4,160,437**	**$4,763,653**	**$5,364,269**	**$5,964,885**	**$6,565,501**	**$7,166,117**	**$7,766,733**	**$8,367,348**
Total Net Fiscal Impact (WASP + CASP)	**$0**	**$191,760**	**$548,556**	**$906,980**	**$1,258,927**	**$1,604,718**	**$1,944,655**	**$2,279,018**	**$2,608,074**	**$2,942,550**	**$3,260,906**	**$3,561,070**	**$3,030,805**	**$3,246,278**	**$3,457,343**	**$3,664,199**

Table C-2
Annual General Fund Annual Fiscal Impacts

Item	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
General Fund Revenues - WASP															**Stabilization**
Property Taxes	$3,375,665	$3,585,259	$3,794,804	$3,994,519	$4,164,329	$4,338,239	$4,512,016	$4,685,678	$4,859,240	$5,032,714	$5,209,042	$5,314,104	$5,314,107	$5,314,110	$5,316,969
Property Tax in Lieu of VLF	$1,586,599	$1,657,388	$1,726,155	$1,788,754	$1,836,870	$1,883,609	$1,929,030	$1,973,187	$2,016,134	$2,057,917	$2,099,865	$2,099,115	$2,098,365	$2,097,616	$2,097,616
Property Transfer Tax	$48,074	$51,026	$53,978	$56,792	$58,722	$60,651	$62,581	$64,511	$66,441	$68,370	$70,384	$70,384	$70,384	$70,384	$70,384
Sales & Use Tax	$1,016,037	$1,079,540	$1,143,042	$1,203,790	$1,242,851	$1,281,912	$1,320,973	$1,360,033	$1,399,094	$1,438,155	$1,478,074	$1,478,074	$1,478,074	$1,478,074	$1,478,074
License & Permits	$78,199	$83,012	$87,825	$92,454	$96,114	$99,774	$103,435	$107,095	$110,755	$114,415	$118,142	$118,142	$118,142	$118,113	$118,113
Utility User Tax	$780,302	$828,329	$876,357	$922,547	$959,069	$995,592	$1,032,115	$1,068,637	$1,105,160	$1,141,683	$1,178,874	$1,178,874	$1,178,874	$1,178,587	$1,178,587
Business License Tax	$35,037	$35,037	$35,037	$35,037	$46,786	$58,536	$70,285	$82,034	$93,784	$105,533	$117,283	$117,283	$117,283	$116,436	$116,436
Fines, Forfeitures, and Penalties	$4,272	$4,535	$4,798	$5,051	$5,251	$5,450	$5,650	$5,850	$6,050	$6,250	$6,454	$6,454	$6,454	$6,452	$6,452
Franchise Fees	$535,857	$568,838	$601,820	$633,540	$658,621	$683,702	$708,784	$733,865	$758,946	$784,027	$809,567	$809,567	$809,567	$809,371	$809,371
Charges for Service	$250,297	$265,703	$281,109	$295,925	$307,641	$319,356	$331,071	$342,787	$354,502	$366,218	$378,147	$378,147	$378,147	$378,055	$378,055
Total Revenues	**$7,710,339**	**$8,158,667**	**$8,604,923**	**$9,028,409**	**$9,376,254**	**$9,726,823**	**$10,075,940**	**$10,423,678**	**$10,770,105**	**$11,115,283**	**$11,465,832**	**$11,570,144**	**$11,569,398**	**$11,567,199**	**$11,570,058**
General Fund Expenditures - WASP															
General Government	$57,401	$60,934	$64,467	$67,865	$70,551	$73,238	$75,925	$78,612	$81,298	$83,985	$86,721	$86,721	$86,721	$86,700	$86,700
City Attorney	$15,679	$16,644	$17,609	$18,537	$19,271	$20,005	$20,739	$21,473	$22,207	$22,940	$23,688	$23,688	$23,688	$23,682	$23,682
City Council	$3,721	$3,950	$4,179	$4,399	$4,573	$4,747	$4,922	$5,096	$5,270	$5,444	$5,621	$5,621	$5,621	$5,620	$5,620
Housing and Community Development	$85,100	$90,338	$95,576	$100,613	$104,596	$108,579	$112,563	$116,546	$120,529	$124,512	$128,568	$128,568	$128,568	$128,537	$128,537
Finance	$75,061	$79,680	$84,300	$88,744	$92,257	$95,770	$99,283	$102,797	$106,310	$109,823	$113,401	$113,401	$113,401	$113,373	$113,373
Fire	$1,257,061	$1,335,596	$1,414,131	$1,489,662	$1,543,044	$1,596,427	$1,649,810	$1,703,192	$1,756,575	$1,809,958	$1,864,433	$1,864,433	$1,864,433	$1,864,421	$1,864,421
Parks and Community Services	$356,907	$379,214	$401,520	$422,974	$438,089	$453,203	$468,318	$483,433	$498,548	$513,663	$529,088	$529,088	$529,088	$529,088	$529,088
Library	$232,920	$247,256	$261,592	$275,380	$286,282	$297,184	$308,086	$318,988	$329,890	$340,792	$351,894	$351,894	$351,894	$351,808	$351,808
Non-Departmental	$103,594	$109,970	$116,346	$122,478	$127,327	$132,176	$137,024	$141,873	$146,722	$151,571	$156,508	$156,508	$156,508	$156,470	$156,470
Police	$3,126,823	$3,322,130	$3,517,437	$3,705,273	$3,838,253	$3,971,233	$4,104,213	$4,237,192	$4,370,172	$4,503,152	$4,638,850	$4,638,850	$4,638,850	$4,638,803	$4,638,803
Public Works	$195,476	$207,507	$219,539	$231,110	$240,259	$249,409	$258,558	$267,707	$276,857	$286,006	$295,323	$295,323	$295,323	$295,251	$295,251
Total Expenditures	**$5,509,741**	**$5,853,218**	**$6,196,695**	**$6,527,034**	**$6,764,503**	**$7,001,972**	**$7,239,441**	**$7,476,909**	**$7,714,378**	**$7,951,847**	**$8,194,095**	**$8,194,095**	**$8,194,095**	**$8,193,755**	**$8,193,755**
Net Fiscal Impact - WASP	**2,200,598**	**2,305,448**	**2,408,228**	**2,501,375**	**2,611,751**	**2,724,851**	**2,836,499**	**2,946,769**	**3,055,727**	**3,163,436**	**3,271,737**	**3,376,049**	**3,375,302**	**3,373,444**	**3,376,303**
General Fund Revenues - CASP															
Property Taxes	$2,288,562	$2,453,879	$2,619,245	$2,795,871	$3,011,293	$3,229,851	$3,448,544	$3,667,353	$3,886,263	$4,105,260	$4,322,831	$4,420,563	$4,431,110	$4,441,656	$4,444,046
Property Tax in Lieu of VLF	$1,065,825	$1,124,016	$1,180,544	$1,240,563	$1,316,140	$1,389,554	$1,460,898	$1,530,257	$1,597,713	$1,663,344	$1,726,702	$1,730,212	$1,733,720	$1,737,225	$1,737,225
Property Transfer Tax	$33,775	$36,209	$38,642	$41,254	$44,331	$47,408	$50,485	$53,562	$56,639	$59,716	$62,785	$62,847	$62,909	$62,972	$62,972
Sales & Use Tax	$673,754	$723,104	$772,453	$825,344	$896,200	$967,056	$1,037,913	$1,108,769	$1,179,626	$1,250,482	$1,320,857	$1,320,857	$1,320,857	$1,320,857	$1,320,857
License & Permits	$49,185	$52,788	$56,391	$60,231	$66,381	$72,530	$78,680	$84,830	$90,980	$97,129	$103,226	$103,496	$103,765	$104,020	$104,020
Utility User Tax	$490,785	$526,740	$562,695	$601,012	$662,376	$723,741	$785,105	$846,469	$907,834	$969,198	$1,030,038	$1,032,727	$1,035,416	$1,037,962	$1,037,962
Business License Tax	$25,616	$25,616	$25,616	$25,616	$26,251	$26,886	$27,521	$28,156	$28,791	$29,427	$30,062	$38,000	$45,939	$53,455	$53,455
Fines, Forfeitures, and Penalties	$2,687	$2,884	$3,081	$3,290	$3,626	$3,962	$4,298	$4,634	$4,970	$5,306	$5,639	$5,654	$5,669	$5,682	$5,682
Franchise Fees	$337,037	$361,728	$386,419	$412,732	$454,873	$497,014	$539,155	$581,296	$623,436	$665,577	$707,358	$709,204	$711,051	$712,799	$712,799
Charges for Service	$157,429	$168,962	$180,496	$192,786	$212,470	$232,154	$251,838	$271,522	$291,206	$310,890	$330,405	$331,268	$332,130	$332,947	$332,947
Total Revenues	**$5,124,656**	**$5,475,925**	**$5,825,582**	**$6,198,700**	**$6,693,942**	**$7,190,158**	**$7,684,437**	**$8,176,848**	**$8,667,458**	**$9,156,330**	**$9,639,903**	**$9,754,828**	**$9,782,566**	**$9,809,574**	**$9,811,964**
General Fund Expenditures - CASP															
General Government	$36,103	$38,748	$41,393	$44,212	$48,726	$53,240	$57,754	$62,268	$66,782	$71,297	$75,772	$75,970	$76,168	$76,355	$76,355
City Attorney	$9,862	$10,584	$11,307	$12,076	$13,309	$14,542	$15,776	$17,009	$18,242	$19,475	$20,697	$20,751	$20,805	$20,856	$20,856
City Council	$2,340	$2,512	$2,683	$2,866	$3,159	$3,451	$3,744	$4,036	$4,329	$4,622	$4,912	$4,925	$4,937	$4,950	$4,950
Housing and Community Development	$53,525	$57,446	$61,368	$65,546	$72,239	$78,931	$85,624	$92,316	$99,009	$105,701	$112,336	$112,629	$112,923	$113,200	$113,200
Finance	$47,211	$50,669	$54,128	$57,814	$63,717	$69,620	$75,523	$81,425	$87,328	$93,231	$99,084	$99,342	$99,601	$99,846	$99,846
Fire	$788,720	$847,514	$906,308	$968,964	$1,068,966	$1,168,968	$1,268,970	$1,368,971	$1,468,973	$1,568,975	$1,668,118	$1,668,232	$1,668,345	$1,668,452	$1,668,452
Parks and Community Services	$223,920	$240,620	$257,319	$275,116	$303,517	$331,919	$360,320	$388,721	$417,123	$445,524	$473,682	$473,682	$473,682	$473,682	$473,682
Library	$146,499	$157,232	$167,964	$179,402	$197,719	$216,037	$234,354	$252,671	$270,988	$289,306	$307,466	$308,269	$309,072	$309,831	$309,831
Non-Departmental	$65,157	$69,930	$74,704	$79,791	$87,938	$96,084	$104,231	$112,378	$120,525	$128,672	$136,749	$137,106	$137,463	$137,801	$137,801
Police	$1,961,938	$2,108,151	$2,254,365	$2,410,183	$2,658,888	$2,907,592	$3,156,296	$3,405,000	$3,653,705	$3,902,409	$4,148,979	$4,149,411	$4,149,844	$4,150,254	$4,150,254
Public Works	$122,948	$131,955	$140,962	$150,561	$165,934	$181,306	$196,679	$212,052	$227,424	$242,797	$258,038	$258,711	$259,385	$260,023	$260,023
Total Expenditures	**$3,458,223**	**$3,715,362**	**$3,972,501**	**$4,246,532**	**$4,684,111**	**$5,121,690**	**$5,559,269**	**$5,996,848**	**$6,434,428**	**$6,872,007**	**$7,305,832**	**$7,309,028**	**$7,312,224**	**$7,315,250**	**$7,315,250**
Net Fiscal Impact - CASP	**$1,666,432**	**$1,760,563**	**$1,853,081**	**$1,952,168**	**$2,009,831**	**$2,068,468**	**$2,125,168**	**$2,180,000**	**$2,233,030**	**$2,284,323**	**$2,334,071**	**$2,445,800**	**$2,470,342**	**$2,494,324**	**$2,496,714**
Total Revenue (WASP + CASP)	**$12,834,994**	**$13,634,592**	**$14,430,505**	**$15,227,109**	**$16,070,196**	**$16,916,980**	**$17,760,377**	**$18,600,527**	**$19,437,563**	**$20,271,613**	**$21,105,735**	**$21,324,973**	**$21,351,963**	**$21,376,773**	**$21,382,021**
Total Cost (WASP + CASP)	**$8,967,964**	**$9,568,580**	**$10,169,196**	**$10,773,566**	**$11,448,614**	**$12,123,662**	**$12,798,710**	**$13,473,758**	**$14,148,806**	**$14,823,854**	**$15,499,928**	**$15,503,124**	**$15,506,320**	**$15,509,004**	**$15,509,004**
Total Net Fiscal Impact (WASP + CASP)	**$3,867,030**	**$4,066,012**	**$4,261,309**	**$4,453,543**	**$4,621,582**	**$4,793,318**	**$4,961,667**	**$5,126,769**	**$5,288,757**	**$5,447,759**	**$5,605,808**	**$5,821,849**	**$5,845,644**	**$5,867,769**	**$5,873,017**

Table C-3
WASP & CASP Value Assumptions*

Item	WASP Value Assumptions (rounded)		CASP Value Assumptions (rounded)	
	Market Rate (1)	Weighted Average (2)	Market Rate (1)	Weighted Average (2)
Residential	*Per Unit*		*Per Unit*	
Low Density	$720,000	$720,000	$720,000	$720,000
Medium Density	$600,000	$600,000	$600,000	$600,000
High Density - For Sale	$480,000	$480,000	$480,000	$480,000
High Density - Rental	$480,000	$480,000	$480,000	$480,000
Mixed Use Residential - For Sale	$480,000	$480,000	$480,000	$480,000
Mixed Use Residential - Rental	$480,000	$480,000	$480,000	$480,000
Commercial	*Per Sq.Ft.*		*Per Sq.Ft.*	
Retail	$462	na	$462	na
Mixed Use Retail	$462	na	$462	na
Mixed Use Office	$253	na	$253	na

*Note: values are assumed to be comparable between CASP and WASP; however; inclusionary values vary due to various for-sale versus rent distribution assumptions. Values for commercial and rental uses are based on capitalized net operating income.

(1) All units in this alternative are assumed as market rate with developers paying an in lieu fee.

(2) The blend reflects various affordability requirements to meet the overall 20% inclusionary total for each Specific Plan with detailed assumptions shown in the Appendix.

Source: City of Salinas Public Services and Public Facilities Financing Plan, Economic & Planning Systems, Inc.

Table C-4
Development Phasing Summary

Item	Total	Fiscal Year 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
WASP Residential																	
Low Density	**1,361**	0	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72
Medium Density	**1,803**	0	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
High Density	**1,085**	0	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
Mixed Use Residential	**91**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	**4,340**	0	183	183	183	183	183	183	183	183	183	183	183	183	183	183	183
CASP Residential																	
Low Density	**1,453**	0	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
Medium Density	**760**	0	0	0	0	0	0	0	0	0	42	42	42	42	42	42	42
High Density	**466**	0	0	19	19	19	19	19	19	19	19	19	19	19	19	19	19
Mixed Use Residential	**1,207**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	**3,886**	0	76	95	95	95	95	95	95	95	137	137	137	137	137	137	137
Total Residential	**8,226**	0	259	278	278	278	278	278	278	278	320	320	320	320	320	320	320
WASP Commercial																	
Retail	**165,090**	0	18,428	18,428	18,428	18,428	18,428	18,428	18,428	18,428	17,665	0	0	0	0	0	0
Mixed Use Retail	**389,904**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Office	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	**554,994**	0	18,428	18,428	18,428	18,428	18,428	18,428	18,428	18,428	17,665	0	0	0	0	0	0
CASP Commercial																	
Retail	**121,584**	0	13,572	13,572	13,572	13,572	13,572	13,572	13,572	13,572	13,009	0	0	0	0	0	0
Mixed Use Retail (1)	**19,422**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Office	**67,200**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	**208,206**	0	13,572	13,572	13,572	13,572	13,572	13,572	13,572	13,572	13,009	0	0	0	0	0	0
Total Commercial	**763,200**	0	32,000	32,000	32,000	32,000	32,000	32,000	32,000	32,000	30,674	0	0	0	0	0	0
Population (2)																	
WASP	**15,886**	0	670	670	670	670	670	670	670	670	670	670	670	670	670	670	670
CASP	**14,223**	0	278	348	348	348	348	348	348	348	501	501	501	501	501	501	501
Total	**30,109**	0	948	1,017	1,017	1,017	1,017	1,017	1,017	1,017	1,171	1,171	1,171	1,171	1,171	1,171	1,171
Employment (3)																	
WASP	**1,100**	0	37	37	37	37	37	37	37	37	35	0	0	0	0	0	0
CASP	**505**	0	27	27	27	27	27	27	27	27	26	0	0	0	0	0	0
Total	**1,605**	0	64	64	64	64	64	64	64	64	61	0	0	0	0	0	0
Daytime Population (4)																	
WASP	**16,436**	0	688	688	688	688	688	688	688	688	687	670	670	670	670	670	670
CASP	**14,475**	0	292	361	361	361	361	361	361	361	514	501	501	501	501	501	501
Total	**30,912**	0	980	1,049	1,049	1,049	1,049	1,049	1,049	1,049	1,202	1,171	1,171	1,171	1,171	1,171	1,171

(1) Assumed to be phased in proportion to mixed-use residential growth.
(2) Based on typical household size assumptions shown in Table A-4.
(3) Based on typical employment density assumptions shown in Table A-5.
(4) A service standard that reflects population and 1/2 of employment.

Sources: City of Salinas Public Services and Public Facilities Financing Plan, Economic & Planning Systems, Inc.

Table C-4
Development Phasing Summary

Item	Total	Fiscal Year 17	18	19	20	21	22	23	24	25	26	27	28	29	30
WASP Residential															
Low Density	**1,361**	72	72	72	65	0	0	0	0	0	0	0	0	0	0
Medium Density	**1,803**	69	69	69	69	69	69	69	69	69	69	78	0	0	0
High Density	**1,085**	42	42	42	42	42	42	42	42	42	42	35	0	0	0
Mixed Use Residential	**91**	0	0	0	0	13	13	13	13	13	13	13	0	0	0
Subtotal	**4,340**	183	183	183	176	124	124	124	124	124	124	126	0	0	0
CASP Residential															
Low Density	**1,453**	76	76	76	85	0	0	0	0	0	0	0	0	0	0
Medium Density	**760**	42	42	42	42	42	42	42	42	42	42	46	0	0	0
High Density	**466**	19	19	19	19	19	19	19	19	19	19	10	0	0	0
Mixed Use Residential	**1,207**	0	0	0	0	172	172	172	172	172	172	175	0	0	0
Subtotal	**3,886**	137	137	137	146	233	233	233	233	233	233	231	0	0	0
Total Residential	**8,226**	320	320	320	322	357	357	357	357	357	357	357	0	0	0
WASP Commercial															
Retail	**165,090**	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Retail	**389,904**	0	0	0	0	55,701	55,701	55,701	55,701	55,701	55,701	55,701	0	0	0
Mixed Use Office	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	**554,994**	0	0	0	0	55,701	55,701	55,701	55,701	55,701	55,701	55,701	0	0	0
CASP Commercial															
Retail	**121,584**	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Retail (1)	**19,422**	0	0	0	0	2,775	2,775	2,775	2,775	2,775	2,775	2,775	0	0	0
Mixed Use Office	**67,200**	0	0	0	0	0	0	0	0	0	0	0	22,400	22,400	22,400
Subtotal	**208,206**	0	0	0	0	2,775	2,775	2,775	2,775	2,775	2,775	2,775	22,400	22,400	22,400
Total Commercial	**763,200**	0	0	0	0	58,475	58,475	58,475	58,475	58,475	58,475	58,475	22,400	22,400	22,400
Population (2)															
WASP	**15,886**	670	670	670	644	454	454	454	454	454	454	463	0	0	0
CASP	**14,223**	501	501	501	534	853	853	853	853	853	853	845	0	0	0
Total	**30,109**	1,171	1,171	1,171	1,179	1,307	1,307	1,307	1,307	1,307	1,307	1,309	0	0	0
Employment (3)															
WASP	**1,100**	0	0	0	0	111	111	111	111	111	111	111	0	0	-8
CASP	**505**	0	0	0	0	6	6	6	6	6	6	6	75	75	71
Total	**1,605**	0	0	0	0	117	117	117	117	117	117	117	75	75	63
Daytime Population (4)															
WASP	**16,436**	670	670	670	644	509	509	509	509	509	509	519	0	0	(4)
CASP	**14,475**	501	501	501	534	856	856	856	856	856	856	848	38	38	36
Total	**30,912**	1,171	1,171	1,171	1,179	1,365	1,365	1,365	1,365	1,365	1,365	1,367	38	38	32

(1) Assumed to be phased in proportion to mixed-use residential growth.
(2) Based on typical household size assumptions shown in Table A-4.
(3) Based on typical employment density assumptions shown in Table A-5.
(4) A service standard that reflects population and 1/2 of employment.

Sources: City of Salinas Public Services and Public Facilities Financing Plan, Economic & Planning Systems, Inc.

Table C-5
Assessed Value Projections*

Item	Estimating Factor	Total	Fiscal Year 1	2	3	4	5	6	7	8	9	10	11
New Assessed Value (millions)													
WASP Residential Units													
Low Density	$720,000 per unit	$979.9	$0	$51.8	$51.8	$51.8	$51.8	$51.8	$51.8	$51.8	$51.8	$51.8	$51.8
Medium Density	$600,000 per unit	$1,081.8	$0	$41.4	$41.4	$41.4	$41.4	$41.4	$41.4	$41.4	$41.4	$41.4	$41.4
High Density	$480,000 per unit	$520.8	$0	$20.2	$20.2	$20.2	$20.2	$20.2	$20.2	$20.2	$20.2	$20.2	$20.2
Mixed Use	$480,000 per unit	$43.7	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$2,626.2	$0	$113.4	$113.4	$113.4	$113.4	$113.4	$113.4	$113.4	$113.4	$113.4	$113.4
WASP Commercial													
Retail	$462 per sq.ft.	$76.3	$0	$8.5	$8.5	$8.5	$8.5	$8.5	$8.5	$8.5	$8.5	$8.2	$0.0
Mixed Use Retail	$462 per sq.ft.	$180.1	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Mixed Use Office	$253 per sq.ft.	$0.0	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$256.4	$0	$8.5	$8.5	$8.5	$8.5	$8.5	$8.5	$8.5	$8.5	$8.2	$0.0
WASP Total		$2,882.6	$0	$121.9	$121.9	$121.9	$121.9	$121.9	$121.9	$121.9	$121.9	$121.6	$113.4
CASP Residential Units													
Low Density	$720,000 per unit	$1,046.2	$0	$54.7	$54.7	$54.7	$54.7	$54.7	$54.7	$54.7	$54.7	$54.7	$54.7
Medium Density	$600,000 per unit	$456.0	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$25.2	$25.2
High Density	$480,000 per unit	$223.7	$0	$0.0	$9.1	$9.1	$9.1	$9.1	$9.1	$9.1	$9.1	$9.1	$9.1
Mixed Use	$480,000 per unit	$579.4	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$2,305.2	$0	$54.7	$63.8	$63.8	$63.8	$63.8	$63.8	$63.8	$63.8	$89.0	$89.0
CASP Commercial													
Retail	$462 per sq.ft.	$56.2	$0	$6.3	$6.3	$6.3	$6.3	$6.3	$6.3	$6.3	$6.3	$6.0	$0.0
Mixed Use Retail	$462 per sq.ft.	$9.0	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Mixed Use Office	$253 per sq.ft.	$17.0	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$82.1	$0	$6.3	$6.3	$6.3	$6.3	$6.3	$6.3	$6.3	$6.3	$6.0	$0.0
CASP Total		$2,387.3	$0	$61.0	$70.1	$70.1	$70.1	$70.1	$70.1	$70.1	$70.1	$95.1	$89.0
Total Assessed Value (millions)													
Base, start of year		$5,264.3	$0	$0.0	$182.9	$374.9	$567.0	$759.0	$951.0	$1,143.0	$1,335.0	$1,527.1	$1,743.7
Net New Assessed Value		$5.7	$0.0	$182.9	$192.0	$192.0	$192.0	$192.0	$192.0	$192.0	$192.0	$216.6	$202.4
Real Appreciation	0.0% annually	$0.0	$0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Base, end of year		$5,270.0	$0	$182.9	$374.9	$567.0	$759.0	$951.0	$1,143.0	$1,335.0	$1,527.1	$1,743.7	$1,946.1
Property Tax (1)	1.0%	$52,642,864	$0	$0	$1,829,040	$3,749,280	$5,669,520	$7,589,760	$9,510,000	$11,430,240	$13,350,480	$15,270,720	$17,436,834
Supplemental Roll (2)	50% of new a.v.	$28,336	$0	$914,520	$960,120	$960,120	$960,120	$960,120	$960,120	$960,120	$960,120	$1,083,057	$1,012,200
TOTAL Property Tax		$52,671,200	$0	$914,520	$2,789,160	$4,709,400	$6,629,640	$8,549,880	$10,470,120	$12,390,360	$14,310,600	$16,353,777	$18,449,034

*Note: while per unit values are assumed to be comparable between CASP and WASP; high density and mixed use values vary due to different distribution assumptions between for-sale and rental products.

(1) 1% of base (start of year) assessed value.
(2) Supplemental Role is included in property tax calculation, which assumes that revenues are received in year in which assessed value is created.

Table C-5
Assessed Value Projections*

Item	Estimating Factor	Total	Fiscal Year 12	13	14	15	16	17	18	19	20	21
New Assessed Value (millions)												
WASP Residential Units												
Low Density	$720,000 per unit	$979.9	$51.8	$51.8	$51.8	$51.8	$51.8	$51.8	$51.8	$51.8	$46.8	$0.0
Medium Density	$600,000 per unit	$1,081.8	$41.4	$41.4	$41.4	$41.4	$41.4	$41.4	$41.4	$41.4	$41.4	$41.4
High Density	$480,000 per unit	$520.8	$20.2	$20.2	$20.2	$20.2	$20.2	$20.2	$20.2	$20.2	$20.2	$20.2
Mixed Use	$480,000 per unit	$43.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$6.2
Subtotal		$2,626.2	$113.4	$113.4	$113.4	$113.4	$113.4	$113.4	$113.4	$113.4	$108.4	$67.8
WASP Commercial												
Retail	$462 per sq.ft.	$76.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Mixed Use Retail	$462 per sq.ft.	$180.1	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$25.7
Mixed Use Office	$253 per sq.ft.	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$256.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$25.7
WASP Total		$2,882.6	$113.4	$113.4	$113.4	$113.4	$113.4	$113.4	$113.4	$113.4	$108.4	$93.5
CASP Residential Units												
Low Density	$720,000 per unit	$1,046.2	$54.7	$54.7	$54.7	$54.7	$54.7	$54.7	$54.7	$54.7	$61.2	$0.0
Medium Density	$600,000 per unit	$456.0	$25.2	$25.2	$25.2	$25.2	$25.2	$25.2	$25.2	$25.2	$25.2	$25.2
High Density	$480,000 per unit	$223.7	$9.1	$9.1	$9.1	$9.1	$9.1	$9.1	$9.1	$9.1	$9.1	$9.1
Mixed Use	$480,000 per unit	$579.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$82.6
Subtotal		$2,305.2	$89.0	$89.0	$89.0	$89.0	$89.0	$89.0	$89.0	$89.0	$95.5	$116.9
CASP Commercial												
Retail	$462 per sq.ft.	$56.2	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Mixed Use Retail	$462 per sq.ft.	$9.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$1.3
Mixed Use Office	$253 per sq.ft.	$17.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$82.1	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$1.3
CASP Total		$2,387.3	$89.0	$89.0	$89.0	$89.0	$89.0	$89.0	$89.0	$89.0	$95.5	$118.2
Total Assessed Value (millions)												
Base, start of year		$5,264.3	$1,946.1	$2,148.6	$2,351.0	$2,553.4	$2,755.9	$2,958.3	$3,160.8	$3,363.2	$3,565.6	$3,769.5
Net New Assessed Value		$5.7	$202.4	$202.4	$202.4	$202.4	$202.4	$202.4	$202.4	$202.4	$203.9	$211.7
Real Appreciation	0.0% annually	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Base, end of year		$5,270.0	$2,148.6	$2,351.0	$2,553.4	$2,755.9	$2,958.3	$3,160.8	$3,363.2	$3,565.6	$3,769.5	$3,981.2
Property Tax (1)	1.0%	$52,642,864	$19,461,234	$21,485,634	$23,510,034	$25,534,434	$27,558,834	$29,583,234	$31,607,634	$33,632,034	$35,656,434	$37,695,234
Supplemental Roll (2)	50% of new a.v.	$28,336	$1,012,200	$1,012,200	$1,012,200	$1,012,200	$1,012,200	$1,012,200	$1,012,200	$1,012,200	$1,019,400	$1,058,478
TOTAL Property Tax		$52,671,200	$20,473,434	$22,497,834	$24,522,234	$26,546,634	$28,571,034	$30,595,434	$32,619,834	$34,644,234	$36,675,834	$38,753,711

*Note: while per unit values are assumed to be comparable between CASP and WASP; high density and mixed use values vary due to different distribution assumptions between for-sale and rental products.

(1) 1% of base (start of year) assessed value.

(2) Supplemental Role is included in property tax calculation, which assumes that revenues are received in year in which assessed value is created.

Table C-5
Assessed Value Projections*

Item	Estimating Factor	Total	Fiscal Year 22	23	24	25	26	27	28	29	30	Stabilization 31
New Assessed Value (millions)												
WASP Residential Units												
Low Density	$720,000 per unit	$979.9	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Medium Density	$600,000 per unit	$1,081.8	$41.4	$41.4	$41.4	$41.4	$41.4	$46.8	$0.0	$0.0	$0.0	$0.0
High Density	$480,000 per unit	$520.8	$20.2	$20.2	$20.2	$20.2	$20.2	$16.8	$0.0	$0.0	$0.0	$0.0
Mixed Use	$480,000 per unit	$43.7	$6.2	$6.2	$6.2	$6.2	$6.2	$6.2	$0.0	$0.0	$0.0	$0.0
Subtotal		$2,626.2	$67.8	$67.8	$67.8	$67.8	$67.8	$69.8	$0.0	$0.0	$0.0	$0.0
WASP Commercial												
Retail	$462 per sq.ft.	$76.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Mixed Use Retail	$462 per sq.ft.	$180.1	$25.7	$25.7	$25.7	$25.7	$25.7	$25.7	$0.0	$0.0	$0.0	$0.0
Mixed Use Office	$253 per sq.ft.	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$256.4	$25.7	$25.7	$25.7	$25.7	$25.7	$25.7	$0.0	$0.0	$0.0	$0.0
WASP Total		$2,882.6	$93.5	$93.5	$93.5	$93.5	$93.5	$95.6	$0.0	$0.0	$0.0	$0.0
CASP Residential Units												
Low Density	$720,000 per unit	$1,046.2	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Medium Density	$600,000 per unit	$456.0	$25.2	$25.2	$25.2	$25.2	$25.2	$27.6	$0.0	$0.0	$0.0	$0.0
High Density	$480,000 per unit	$223.7	$9.1	$9.1	$9.1	$9.1	$9.1	$4.8	$0.0	$0.0	$0.0	$0.0
Mixed Use	$480,000 per unit	$579.4	$82.6	$82.6	$82.6	$82.6	$82.6	$84.0	$0.0	$0.0	$0.0	$0.0
Subtotal		$2,305.2	$116.9	$116.9	$116.9	$116.9	$116.9	$116.4	$0.0	$0.0	$0.0	$0.0
CASP Commercial												
Retail	$462 per sq.ft.	$56.2	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Mixed Use Retail	$462 per sq.ft.	$9.0	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$0.0	$0.0	$0.0	$0.0
Mixed Use Office	$253 per sq.ft.	$17.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$5.7	$5.7	$5.7	$0.0
Subtotal		$82.1	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$5.7	$5.7	$5.7	$0.0
CASP Total		$2,387.3	$118.2	$118.2	$118.2	$118.2	$118.2	$117.7	$5.7	$5.7	$5.7	$0.0
Total Assessed Value (millions)												
Base, start of year		$5,264.3	$3,981.2	$4,192.9	$4,404.6	$4,616.3	$4,828.0	$5,039.7	$5,253.0	$5,258.6	$5,264.3	$5,270.0
Net New Assessed Value		$5.7	$211.7	$211.7	$211.7	$211.7	$211.7	$213.3	$5.7	$5.7	$5.7	$0.0
Real Appreciation	0.0% annually	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Base, end of year		$5,270.0	$4,192.9	$4,404.6	$4,616.3	$4,828.0	$5,039.7	$5,253.0	$5,258.6	$5,264.3	$5,270.0	$5,270.0
Property Tax (1)	1.0%	$52,642,864	$39,812,189	$41,929,144	$44,046,099	$46,163,054	$48,280,010	$50,396,965	$52,529,520	$52,586,192	$52,642,864	$52,699,536
Supplemental Roll (2)	50% of new a.v.	$28,336	$1,058,478	$1,058,478	$1,058,478	$1,058,478	$1,058,478	$1,066,278	$28,336	$28,336	$28,336	$0
TOTAL Property Tax		$52,671,200	$40,870,666	$42,987,622	$45,104,577	$47,221,532	$49,338,487	$51,463,242	$52,557,856	$52,614,528	$52,671,200	$52,699,536

*Note: while per unit values are assumed to be comparable between CASP and WASP; high density and mixed use values vary due to different distribution assumptions between for-sale and rental products.

(1) 1% of base (start of year) assessed value.

(2) Supplemental Role is included in property tax calculation, which assumes that revenues are received in year in which assessed value is created.

Table C-6
Property Tax, Property Tax In Lieu of VLF, and Transfer Tax Revenues

Item	Estimating Factor	Fiscal Year 1	2	3	4	5	6	7	8
PROPERTY TAX REVENUE									
WASP		$0	$609,569	$1,813,880	$3,038,040	$4,259,659	$5,480,276	$6,700,397	$7,920,234
CASP		$0	$304,951	$975,280	$1,671,360	$2,369,981	$3,069,604	$3,769,723	$4,470,126
Total Property Tax	Table C-5	$0	$914,520	$2,789,160	$4,709,400	$6,629,640	$8,549,880	$10,470,120	$12,390,360
WASP Property Tax Share (1)	**18.45% of 1.0% tax**	$0	$112,435	$334,570	$560,366	$785,694	$1,010,837	$1,235,888	$1,460,887
CASP Property Tax Share (1)	**18.62% of 1.0% tax**	$0	$56,767	$181,548	$311,124	$441,172	$571,407	$701,734	$832,114
Total Property Tax to the City		**$0**	**$169,202**	**$516,119**	**$871,490**	**$1,226,866**	**$1,582,244**	**$1,937,622**	**$2,293,001**
PROPERTY TAX IN LIEU OF VLF									
City Assessed Value (2)	$10,422,521,577 City's AV	$10,605,425,577	$10,788,329,577	$10,980,353,577	$11,172,377,577	$11,364,401,577	$11,556,425,577	$11,748,449,577	$11,940,473,577
Property Tax in Lieu of VLF (3)	$11,552,200 GF Budget	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200
Project New AV as a Portion of the City AV									
WASP									
Cumulative AV	Table C-5	$0	$121,913,821	$243,827,642	$365,741,463	$487,655,285	$609,569,106	$731,482,927	$853,396,748
Share of City Total AV	As share of Total City AV	0.0%	1.1%	2.2%	3.3%	4.3%	5.3%	6.2%	7.1%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$0**	**$130,546**	**$256,526**	**$378,175**	**$495,714**	**$609,346**	**$719,264**	**$825,646**
CASP									
Cumulative AV	Table C-5	$0	$60,990,179	$131,100,358	$201,210,537	$271,320,715	$341,430,894	$411,541,073	$481,651,252
Share of City Total AV	As share of Total City AV	0.0%	0.6%	1.2%	1.8%	2.4%	3.0%	3.5%	4.0%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$0**	**$65,309**	**$137,928**	**$208,051**	**$275,804**	**$341,306**	**$404,667**	**$465,989**
Total Property Tax in Lieu of VLF		**$0**	**$195,855**	**$394,454**	**$586,226**	**$771,518**	**$950,652**	**$1,123,931**	**$1,291,636**
PROPERTY TRANSFER TAX REVENUE									
Residential For-Sale									
WASP									
New Value		$0	$103,320,000	$103,320,000	$103,320,000	$103,320,000	$103,320,000	$103,320,000	$103,320,000
Cumulative Value		$0	$103,320,000	$206,640,000	$309,960,000	$413,280,000	$516,600,000	$619,920,000	$723,240,000
Annual Turnover (4)	5.0% of property value	$0	$5,166,000	$10,332,000	$15,498,000	$20,664,000	$25,830,000	$30,996,000	$36,162,000
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$0**	**$2,841**	**$5,683**	**$8,524**	**$11,365**	**$14,207**	**$17,048**	**$19,889**
CASP									
New Value		$0	$54,720,000	$62,928,000	$62,928,000	$62,928,000	$62,928,000	$62,928,000	$62,928,000
Cumulative Value		$0	$54,720,000	$117,648,000	$180,576,000	$243,504,000	$306,432,000	$369,360,000	$432,288,000
Annual Turnover, millions (4)	5.0% of property value	$0	$2,736,000	$5,882,400	$9,028,800	$12,175,200	$15,321,600	$18,468,000	$21,614,400
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$0**	**$1,505**	**$3,235**	**$4,966**	**$6,696**	**$8,427**	**$10,157**	**$11,888**
Commercial and Rental (5)									
WASP									
New Value		$0	$18,593,821	$18,593,821	$18,593,821	$18,593,821	$18,593,821	$18,593,821	$18,593,821
Cumulative Value		$0	$18,593,821	$37,187,642	$55,781,463	$74,375,285	$92,969,106	$111,562,927	$130,156,748
Annual Turnover (4)	2.0% of property value	$0	$371,876	$743,753	$1,115,629	$1,487,506	$1,859,382	$2,231,259	$2,603,135
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$0**	**$205**	**$409**	**$614**	**$818**	**$1,023**	**$1,227**	**$1,432**
CASP									
New Value		$0	$6,270,179	$7,182,179	$7,182,179	$7,182,179	$7,182,179	$7,182,179	$7,182,179
Cumulative Value		$0	$6,270,179	$13,452,358	$20,634,537	$27,816,715	$34,998,894	$42,181,073	$49,363,252
Annual Turnover (4)	2.0% of property value	$0	$125,404	$269,047	$412,691	$556,334	$699,978	$843,621	$987,265
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$0**	**$69**	**$148**	**$227**	**$306**	**$385**	**$464**	**$543**
Total Transfer Tax									
WASP		$0	$3,046	$6,092	$9,137	$12,183	$15,229	$18,275	$21,321
CASP		$0	$1,574	$3,383	$5,193	$7,002	$8,812	$10,621	$12,431
Total		**$0**	**$4,620**	**$9,475**	**$14,330**	**$19,186**	**$24,041**	**$28,896**	**$33,752**

(1) Based on the 2008 Tax Sharing agreement between Monterey County and the City of Salinas. See Table A-8 for additional detail.
(2) Total City Assessed Value, Monterey County Assessor Tax Roll 2016 - 2017.
(3) 2016 - 2017 VLF Revenue to the General Fund, City of Salinas 2016 - 2017 Adopted Operating Budget.
(4) Rate assumption is based on EPS experience in comparable jurisdictions.
(5) Assumes 25% of High Density and M-U Residential are Rental and that all Commercial space is rental.

Sources: Monterey County Assessor's Office; City of Salinas 2016 - 2017 Adopted Operating Budget; Master Tax Transfer Agreement between City of Salinas and the County of Monterey (4/8/2008); Conversations with LAFCO & County Staff; Economic & Planning Systems, Inc.

Table C-6
Property Tax, Property Tax In Lieu of VLF, and Transfer Tax Revenues

Item	Estimating Factor	Fiscal Year 9	10	11	12	13	14	15	16
PROPERTY TAX REVENUE									
WASP		$9,139,896	$10,287,414	$11,473,240	$12,613,127	$13,752,000	$14,890,100	$16,027,597	$17,164,617
CASP		$5,170,704	$6,066,363	$6,975,793	$7,860,307	$8,745,834	$9,632,134	$10,519,036	$11,406,417
Total Property Tax	Table C-5	$14,310,600	$16,353,777	$18,449,034	$20,473,434	$22,497,834	$24,522,234	$26,546,634	$28,571,034
WASP Property Tax Share (1)	**18.45% of 1.0% tax**	$1,685,854	$1,897,514	$2,116,239	$2,326,491	$2,536,556	$2,746,479	$2,956,290	$3,166,014
CASP Property Tax Share (1)	**18.62% of 1.0% tax**	$962,527	$1,129,253	$1,298,544	$1,463,196	$1,628,037	$1,793,022	$1,958,119	$2,123,305
Total Property Tax to the City		**$2,648,380**	**$3,026,767**	**$3,414,783**	**$3,789,687**	**$4,164,593**	**$4,539,501**	**$4,914,409**	**$5,289,318**
PROPERTY TAX IN LIEU OF VLF									
City Assessed Value (2)	$10,422,521,577 City's AV	$12,132,497,577	$12,349,108,929	$12,551,548,929	$12,753,988,929	$12,956,428,929	$13,158,868,929	$13,361,308,929	$13,563,748,929
Property Tax in Lieu of VLF (3)	$11,552,200 GF Budget	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200
Project New AV as a Portion of the City AV									
WASP									
Cumulative AV	Table C-5	$975,310,569	$1,096,871,578	$1,210,271,578	$1,323,671,578	$1,437,071,578	$1,550,471,578	$1,663,871,578	$1,777,271,578
Share of City Total AV	As share of Total City AV	8.0%	8.9%	9.6%	10.4%	11.1%	11.8%	12.5%	13.1%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$928,661**	**$1,026,089**	**$1,113,910**	**$1,198,944**	**$1,281,321**	**$1,361,162**	**$1,438,585**	**$1,513,696**
CASP									
Cumulative AV	Table C-5	$551,761,431	$646,811,774	$735,851,774	$824,891,774	$913,931,774	$1,002,971,774	$1,092,011,774	$1,181,051,774
Share of City Total AV	As share of Total City AV	4.5%	5.2%	5.9%	6.5%	7.1%	7.6%	8.2%	8.7%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$525,371**	**$605,072**	**$677,264**	**$747,163**	**$814,879**	**$880,511**	**$944,154**	**$1,005,898**
Total Property Tax in Lieu of VLF		**$1,454,032**	**$1,631,161**	**$1,791,174**	**$1,946,108**	**$2,096,200**	**$2,241,674**	**$2,382,739**	**$2,519,594**
PROPERTY TRANSFER TAX REVENUE									
Residential For-Sale									
WASP									
New Value		$103,320,000	$103,320,000	$103,320,000	$103,320,000	$103,320,000	$103,320,000	$103,320,000	$103,320,000
Cumulative Value		$826,560,000	$929,880,000	$1,033,200,000	$1,136,520,000	$1,239,840,000	$1,343,160,000	$1,446,480,000	$1,549,800,000
Annual Turnover (4)	5.0% of property value	$41,328,000	$46,494,000	$51,660,000	$56,826,000	$61,992,000	$67,158,000	$72,324,000	$77,490,000
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$22,730**	**$25,572**	**$28,413**	**$31,254**	**$34,096**	**$36,937**	**$39,778**	**$42,620**
CASP									
New Value		$62,928,000	$88,128,000	$88,128,000	$88,128,000	$88,128,000	$88,128,000	$88,128,000	$88,128,000
Cumulative Value		$495,216,000	$583,344,000	$671,472,000	$759,600,000	$847,728,000	$935,856,000	$1,023,984,000	$1,112,112,000
Annual Turnover, millions (4)	5.0% of property value	$24,760,800	$29,167,200	$33,573,600	$37,980,000	$42,386,400	$46,792,800	$51,199,200	$55,605,600
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$13,618**	**$16,042**	**$18,465**	**$20,889**	**$23,313**	**$25,736**	**$28,160**	**$30,583**
Commercial and Rental (5)									
WASP									
New Value		$18,593,821	$18,241,009	$10,080,000	$10,080,000	$10,080,000	$10,080,000	$10,080,000	$10,080,000
Cumulative Value		$148,750,569	$166,991,578	$177,071,578	$187,151,578	$197,231,578	$207,311,578	$217,391,578	$227,471,578
Annual Turnover (4)	2.0% of property value	$2,975,011	$3,339,832	$3,541,432	$3,743,032	$3,944,632	$4,146,232	$4,347,832	$4,549,432
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$1,636**	**$1,837**	**$1,948**	**$2,059**	**$2,170**	**$2,280**	**$2,391**	**$2,502**
CASP									
New Value		$7,182,179	$6,922,343	$912,000	$912,000	$912,000	$912,000	$912,000	$912,000
Cumulative Value		$56,545,431	$63,467,774	$64,379,774	$65,291,774	$66,203,774	$67,115,774	$68,027,774	$68,939,774
Annual Turnover (4)	2.0% of property value	$1,130,909	$1,269,355	$1,287,595	$1,305,835	$1,324,075	$1,342,315	$1,360,555	$1,378,795
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$622**	**$698**	**$708**	**$718**	**$728**	**$738**	**$748**	**$758**
Total Transfer Tax									
WASP		$24,367	$27,409	$30,361	$33,313	$36,265	$39,217	$42,170	$45,122
CASP		$14,240	$16,740	$19,174	$21,607	$24,041	$26,474	$28,908	$31,341
Total		**$38,607**	**$44,149**	**$49,534**	**$54,920**	**$60,306**	**$65,692**	**$71,077**	**$76,463**

(1) Based on the 2008 Tax Sharing agreement between Monterey County and the City of Salinas. See Table A-8 for additional detail.
(2) Total City Assessed Value, Monterey County Assessor Tax Roll 2016 - 2017.
(3) 2016 - 2017 VLF Revenue to the General Fund, City of Salinas 2016 - 2017 Adopted Operating Budget.
(4) Rate assumption is based on EPS experience in comparable jurisdictions.
(5) Assumes 25% of High Density and M-U Residential are Rental and that all Commercial space is rental.

Sources: Monterey County Assessor's Office; City of Salinas 2016 - 2017 Adopted Operating Budget; Master Tax Transfer Agreement between City of Salinas and the County of Monterey (4/8/2008); Conversations with LAFCO & County Staff; Economic & Planning Systems, Inc.

Table C-6
Property Tax, Property Tax In Lieu of VLF, and Transfer Tax Revenues

Item	Estimating Factor	Fiscal Year 17	18	19	20	21	22	23	24
PROPERTY TAX REVENUE									
WASP		$18,301,249	$19,437,564	$20,573,617	$21,656,380	$22,577,008	$23,519,866	$24,462,001	$25,403,513
CASP		$12,294,185	$13,182,269	$14,070,617	$15,019,454	$16,176,703	$17,350,800	$18,525,620	$19,701,064
Total Property Tax	Table C-5	$30,595,434	$32,619,834	$34,644,234	$36,675,834	$38,753,711	$40,870,666	$42,987,622	$45,104,577
WASP Property Tax Share (1)	**18.45% of 1.0% tax**	$3,375,665	$3,585,259	$3,794,804	$3,994,519	$4,164,329	$4,338,239	$4,512,016	$4,685,678
CASP Property Tax Share (1)	**18.62% of 1.0% tax**	$2,288,562	$2,453,879	$2,619,245	$2,795,871	$3,011,293	$3,229,851	$3,448,544	$3,667,353
Total Property Tax to the City		**$5,664,228**	**$6,039,138**	**$6,414,049**	**$6,790,391**	**$7,175,622**	**$7,568,091**	**$7,960,560**	**$8,353,031**
PROPERTY TAX IN LIEU OF VLF									
City Assessed Value (2)	$10,422,521,577 City's AV	$13,766,188,929	$13,968,628,929	$14,171,068,929	$14,374,948,929	$14,586,644,450	$14,798,339,971	$15,010,035,492	$15,221,731,014
Property Tax in Lieu of VLF (3)	$11,552,200 GF Budget	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200
Project New AV as a Portion of the City AV									
WASP									
Cumulative AV	Table C-5	$1,890,671,578	$2,004,071,578	$2,117,471,578	$2,225,831,578	$2,319,365,224	$2,412,898,870	$2,506,432,516	$2,599,966,162
Share of City Total AV	As share of Total City AV	13.7%	14.3%	14.9%	15.5%	15.9%	16.3%	16.7%	17.1%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$1,586,599**	**$1,657,388**	**$1,726,155**	**$1,788,754**	**$1,836,870**	**$1,883,609**	**$1,929,030**	**$1,973,187**
CASP									
Cumulative AV	Table C-5	$1,270,091,774	$1,359,131,774	$1,448,171,774	$1,543,691,774	$1,661,853,649	$1,780,015,524	$1,898,177,400	$2,016,339,275
Share of City Total AV	As share of Total City AV	9.2%	9.7%	10.2%	10.7%	11.4%	12.0%	12.6%	13.2%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$1,065,825**	**$1,124,016**	**$1,180,544**	**$1,240,563**	**$1,316,140**	**$1,389,554**	**$1,460,898**	**$1,530,257**
Total Property Tax in Lieu of VLF		**$2,652,424**	**$2,781,404**	**$2,906,699**	**$3,029,318**	**$3,153,010**	**$3,273,163**	**$3,389,928**	**$3,503,444**
PROPERTY TRANSFER TAX REVENUE									
Residential For-Sale									
WASP									
New Value		$103,320,000	$103,320,000	$103,320,000	$98,280,000	$54,600,000	$54,600,000	$54,600,000	$54,600,000
Cumulative Value		$1,653,120,000	$1,756,440,000	$1,859,760,000	$1,958,040,000	$2,012,640,000	$2,067,240,000	$2,121,840,000	$2,176,440,000
Annual Turnover (4)	5.0% of property value	$82,656,000	$87,822,000	$92,988,000	$97,902,000	$100,632,000	$103,362,000	$106,092,000	$108,822,000
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$45,461**	**$48,302**	**$51,143**	**$53,846**	**$55,348**	**$56,849**	**$58,351**	**$59,852**
CASP									
New Value		$88,128,000	$88,128,000	$88,128,000	$94,608,000	$107,712,000	$107,712,000	$107,712,000	$107,712,000
Cumulative Value		$1,200,240,000	$1,288,368,000	$1,376,496,000	$1,471,104,000	$1,578,816,000	$1,686,528,000	$1,794,240,000	$1,901,952,000
Annual Turnover, millions (4)	5.0% of property value	$60,012,000	$64,418,400	$68,824,800	$73,555,200	$78,940,800	$84,326,400	$89,712,000	$95,097,600
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$33,007**	**$35,430**	**$37,854**	**$40,455**	**$43,417**	**$46,380**	**$49,342**	**$52,304**
Commercial and Rental (5)									
WASP									
New Value		$10,080,000	$10,080,000	$10,080,000	$10,080,000	$38,933,646	$38,933,646	$38,933,646	$38,933,646
Cumulative Value		$237,551,578	$247,631,578	$257,711,578	$267,791,578	$306,725,224	$345,658,870	$384,592,516	$423,526,162
Annual Turnover (4)	2.0% of property value	$4,751,032	$4,952,632	$5,154,232	$5,355,832	$6,134,504	$6,913,177	$7,691,850	$8,470,523
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$2,613**	**$2,724**	**$2,835**	**$2,946**	**$3,374**	**$3,802**	**$4,231**	**$4,659**
CASP									
New Value		$912,000	$912,000	$912,000	$912,000	$10,449,875	$10,449,875	$10,449,875	$10,449,875
Cumulative Value		$69,851,774	$70,763,774	$71,675,774	$72,587,774	$83,037,649	$93,487,524	$103,937,400	$114,387,275
Annual Turnover (4)	2.0% of property value	$1,397,035	$1,415,275	$1,433,515	$1,451,755	$1,660,753	$1,869,750	$2,078,748	$2,287,746
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$768**	**$778**	**$788**	**$798**	**$913**	**$1,028**	**$1,143**	**$1,258**
Total Transfer Tax									
WASP		$48,074	$51,026	$53,978	$56,792	$58,722	$60,651	$62,581	$64,511
CASP		$33,775	$36,209	$38,642	$41,254	$44,331	$47,408	$50,485	$53,562
Total		**$81,849**	**$87,235**	**$92,620**	**$98,046**	**$103,052**	**$108,059**	**$113,066**	**$118,073**

(1) Based on the 2008 Tax Sharing agreement between Monterey County and the City of Salinas. See Table A-8 for additional detail.
(2) Total City Assessed Value, Monterey County Assessor Tax Roll 2016 - 2017.
(3) 2016 - 2017 VLF Revenue to the General Fund, City of Salinas 2016 - 2017 Adopted Operating Budget.
(4) Rate assumption is based on EPS experience in comparable jurisdictions.
(5) Assumes 25% of High Density and M-U Residential are Rental and that all Commercial space is rental.

Sources: Monterey County Assessor's Office; City of Salinas 2016 - 2017 Adopted Operating Budget; Master Tax Transfer Agreement between City of Salinas and the County of Monterey (4/8/2008); Conversations with LAFCO & County Staff; Economic & Planning Systems, Inc.

Table C-6
Property Tax, Property Tax In Lieu of VLF, and Transfer Tax Revenues

Item	Estimating Factor	Fiscal Year 25	26	27	28	29	30	Stabilization 31
PROPERTY TAX REVENUE								
WASP		$26,344,483	$27,284,979	$28,240,941	$28,810,538	$28,810,555	$28,810,572	$28,826,071
CASP		$20,877,049	$22,053,508	$23,222,301	$23,747,318	$23,803,973	$23,860,628	$23,873,465
Total Property Tax	Table C-5	$47,221,532	$49,338,487	$51,463,242	$52,557,856	$52,614,528	$52,671,200	$52,699,536
WASP Property Tax Share (1)	**18.45% of 1.0% tax**	$4,859,240	$5,032,714	$5,209,042	$5,314,104	$5,314,107	$5,314,110	$5,316,969
CASP Property Tax Share (1)	**18.62% of 1.0% tax**	$3,886,263	$4,105,260	$4,322,831	$4,420,563	$4,431,110	$4,441,656	$4,444,046
Total Property Tax to the City		**$8,745,503**	**$9,137,975**	**$9,531,873**	**$9,734,667**	**$9,745,216**	**$9,755,766**	**$9,761,014**
PROPERTY TAX IN LIEU OF VLF								
City Assessed Value (2)	$10,422,521,577 City's AV	$15,433,426,535	$15,645,122,056	$15,858,377,577	$15,864,044,777	$15,869,711,977	$15,875,379,177	$15,875,379,177
Property Tax in Lieu of VLF (3)	$11,552,200 GF Budget	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200	$11,552,200
Project New AV as a Portion of the City AV								
WASP								
Cumulative AV	Table C-5	$2,693,499,807	$2,787,033,453	$2,882,607,099	$2,882,607,099	$2,882,607,099	$2,882,607,099	$2,882,607,099
Share of City Total AV	As share of Total City AV	17.5%	17.8%	18.2%	18.2%	18.2%	18.2%	18.2%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$2,016,134**	**$2,057,917**	**$2,099,865**	**$2,099,115**	**$2,098,365**	**$2,097,616**	**$2,097,616**
CASP								
Cumulative AV	Table C-5	$2,134,501,150	$2,252,663,026	$2,370,344,901	$2,376,012,101	$2,381,679,301	$2,387,346,501	$2,387,346,501
Share of City Total AV	As share of Total City AV	13.8%	14.4%	14.9%	15.0%	15.0%	15.0%	15.0%
Subtotal Property Tax in Lieu of VLF	Share applied to Current VLF	**$1,597,713**	**$1,663,344**	**$1,726,702**	**$1,730,212**	**$1,733,720**	**$1,737,225**	**$1,737,225**
Total Property Tax in Lieu of VLF		**$3,613,846**	**$3,721,261**	**$3,826,567**	**$3,829,327**	**$3,832,085**	**$3,834,841**	**$3,834,841**
PROPERTY TRANSFER TAX REVENUE								
Residential For-Sale								
WASP								
New Value		$54,600,000	$54,600,000	$58,320,000	$0	$0	$0	$0
Cumulative Value		$2,231,040,000	$2,285,640,000	$2,343,960,000	$2,343,960,000	$2,343,960,000	$2,343,960,000	$2,343,960,000
Annual Turnover (4)	5.0% of property value	$111,552,000	$114,282,000	$117,198,000	$117,198,000	$117,198,000	$117,198,000	$117,198,000
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$61,354**	**$62,855**	**$64,459**	**$64,459**	**$64,459**	**$64,459**	**$64,459**
CASP								
New Value		$107,712,000	$107,712,000	$107,520,000	$0	$0	$0	$0
Cumulative Value		$2,009,664,000	$2,117,376,000	$2,224,896,000	$2,224,896,000	$2,224,896,000	$2,224,896,000	$2,224,896,000
Annual Turnover, millions (4)	5.0% of property value	$100,483,200	$105,868,800	$111,244,800	$111,244,800	$111,244,800	$111,244,800	$111,244,800
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$55,266**	**$58,228**	**$61,185**	**$61,185**	**$61,185**	**$61,185**	**$61,185**
Commercial and Rental (5)								
WASP								
New Value		$38,933,646	$38,933,646	$37,253,646	$0	$0	$0	$0
Cumulative Value		$462,459,807	$501,393,453	$538,647,099	$538,647,099	$538,647,099	$538,647,099	$538,647,099
Annual Turnover (4)	2.0% of property value	$9,249,196	$10,027,869	$10,772,942	$10,772,942	$10,772,942	$10,772,942	$10,772,942
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$5,087**	**$5,515**	**$5,925**	**$5,925**	**$5,925**	**$5,925**	**$5,925**
CASP								
New Value		$10,449,875	$10,449,875	$10,161,875	$5,667,200	$5,667,200	$5,667,200	$0
Cumulative Value		$124,837,150	$135,287,026	$145,448,901	$151,116,101	$156,783,301	$162,450,501	$162,450,501
Annual Turnover (4)	2.0% of property value	$2,496,743	$2,705,741	$2,908,978	$3,022,322	$3,135,666	$3,249,010	$3,249,010
Subtotal Transfer Tax	$0.55 per $1,000 sold	**$1,373**	**$1,488**	**$1,600**	**$1,662**	**$1,725**	**$1,787**	**$1,787**
Total Transfer Tax								
WASP		$66,441	$68,370	$70,384	$70,384	$70,384	$70,384	$70,384
CASP		$56,639	$59,716	$62,785	$62,847	$62,909	$62,972	$62,972
Total		**$123,080**	**$128,086**	**$133,169**	**$133,231**	**$133,293**	**$133,356**	**$133,356**

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(3) 2016 - 2017 VLF Revenue to the General Fund, City of Salinas 2016 - 2017 Adopted Operating Budget.
(4) Rate assumption is based on EPS experience in comparable jurisdictions.
(5) Assumes 25% of High Density and M-U Residential are Rental and that all Commercial space is rental.

Sources: Monterey County Assessor's Office; City of Salinas 2016 - 2017 Adopted Operating Budget; Master Tax Transfer Agreement between City of Salinas and the County of Monterey (4/8/2008); Conversations with LAFCO & County Staff; Economic & Planning Systems, Inc.

Table C-7
Sales Tax Generation Summary

Land Use	Total	Fiscal Year 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Development Program																	
WASP Residential Units																	
Low Density	1,361 units	0	72	144	216	288	360	432	504	576	648	720	792	864	936	1,008	1,080
Medium Density	1,803 units	0	69	138	207	276	345	414	483	552	621	690	759	828	897	966	1,035
High Density - For Sale	543 units	0	21	42	63	84	105	126	147	168	189	210	231	252	273	294	315
High Density - Rental	543 units	0	21	42	63	84	105	126	147	168	189	210	231	252	273	294	315
Mixed Use Residential - For Sale	46 units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Residential - Rental	46 units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	4,340 units	0	183	366	549	732	915	1,098	1,281	1,464	1,647	1,830	2,013	2,196	2,379	2,562	2,745
CASP Residential Units																	
Low Density	1,453 units	0	76	152	228	304	380	456	532	608	684	760	836	912	988	1,064	1,140
Medium Density	760 units	0	0	0	0	0	0	0	0	0	42	84	126	168	210	252	294
High Density - For Sale	233 units	0	0	10	19	29	38	48	57	67	76	86	95	105	114	124	133
High Density - Rental	233 units	0	0	10	19	29	38	48	57	67	76	86	95	105	114	124	133
Mixed Use Residential - For Sale	604 units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mixed Use Residential - Rental	604 units	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	3,886 units	0	76	171	266	361	456	551	646	741	878	1,015	1,152	1,289	1,426	1,563	1,700
Total Residential	8,226 units	0	259	537	815	1,093	1,371	1,649	1,927	2,205	2,525	2,845	3,165	3,485	3,805	4,125	4,445
Residential Incomes (cumulative) (1)																	
WASP Residential Units	*Unit Price*																
Low Density	$720,000 per unit	$0	$2,697,813	$5,395,626	$8,093,439	$10,791,252	$13,489,066	$16,186,879	$18,884,692	$21,582,505	$24,280,318	$26,978,131	$29,675,944	$32,373,757	$35,071,571	$37,769,384	$40,467,197
Medium Density	$600,000 per unit	$0	$2,154,504	$4,309,007	$6,463,511	$8,618,014	$10,772,518	$12,927,021	$15,081,525	$17,236,028	$19,390,532	$21,545,035	$23,699,539	$25,854,042	$28,008,546	$30,163,049	$32,317,553
High Density - For Sale	$480,000 per unit	$0	$524,575	$1,049,150	$1,573,724	$2,098,299	$2,622,874	$3,147,449	$3,672,023	$4,196,598	$4,721,173	$5,245,748	$5,770,322	$6,294,897	$6,819,472	$7,344,047	$7,868,622
High Density - Rental	$480,000 per unit	$0	$670,950	$1,341,900	$2,012,850	$2,683,800	$3,354,750	$4,025,700	$4,696,650	$5,367,600	$6,038,550	$6,709,500	$7,380,450	$8,051,400	$8,722,350	$9,393,300	$10,064,250
Mixed Use Residential - For Sale	$480,000 per unit	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Mixed Use Residential - Rental	$480,000 per unit	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal		$0	$6,047,841	$12,095,683	$18,143,524	$24,191,366	$30,239,207	$36,287,049	$42,334,890	$48,382,731	$54,430,573	$60,478,414	$66,526,256	$72,574,097	$78,621,938	$84,669,780	$90,717,621
CASP Residential Units	*Unit Price*																
Low Density	$720,000 per unit	$0	$2,847,692	$5,695,383	$8,543,075	$11,390,766	$14,238,458	$17,086,150	$19,933,841	$22,781,533	$25,629,225	$28,476,916	$31,324,608	$34,172,299	$37,019,991	$39,867,683	$42,715,374
Medium Density	$600,000 per unit	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,311,437	$2,622,874	$3,934,311	$5,245,748	$6,557,185	$7,868,622	$9,180,059
High Density - For Sale	$480,000 per unit	$0	$0	$237,308	$474,615	$711,923	$949,231	$1,186,538	$1,423,846	$1,661,153	$1,898,461	$2,135,769	$2,373,076	$2,610,384	$2,847,692	$3,084,999	$3,322,307
High Density - Rental	$480,000 per unit	$0	$0	$303,525	$607,050	$910,575	$1,214,100	$1,517,625	$1,821,150	$2,124,675	$2,428,200	$2,731,725	$3,035,250	$3,338,775	$3,642,300	$3,945,825	$4,249,350
Mixed Use Residential - For Sale	$480,000 per unit	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Mixed Use Residential - Rental	$480,000 per unit	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal		$0	$2,847,692	$6,236,216	$9,624,740	$13,013,264	$16,401,789	$19,790,313	$23,178,837	$26,567,361	$31,267,323	$35,967,284	$40,667,245	$45,367,206	$50,067,167	$54,767,129	$59,467,090
Residential Income Spent on Retail (cumulative	**$266,564,837**	$0	$8,895,533	$18,331,899	$27,768,264	$37,204,630	$46,640,996	$56,077,361	$65,513,727	$74,950,093	$85,697,895	$96,445,698	$107,193,501	$117,941,303	$128,689,106	$139,436,908	$150,184,711
Retail Expenditures From Residential Uses																	
Net New Capture in Salinas		70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%
Taxable Expenditures in Salinas	$186,595,386	$0.0	$6,226,873	$12,832,329	$19,437,785	$26,043,241	$32,648,697	$39,254,153	$45,859,609	$52,465,065	$59,988,527	$67,511,989	$75,035,450	$82,558,912	$90,082,374	$97,605,836	$105,129,298
New Retail Sales Tax to the City		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Sales Tax Revenue	$1,865,954	$0	$62,269	$128,323	$194,378	$260,432	$326,487	$392,542	$458,596	$524,651	$599,885	$675,120	$750,355	$825,589	$900,824	$976,058	$1,051,293
Measure V Sales Tax to the City (2)		0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Sales Tax Revenue	$932,977	$0	$31,134	$64,162	$97,189	$130,216	$163,243	$196,271	$229,298	$262,325	$299,943	$337,560	$375,177	$412,795	$450,412	$488,029	$525,646
Measure G Sales Tax to the City (3)		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%
Sales Tax Revenue	$0	$0	$62,269	$128,323	$194,378	$260,432	$326,487	$392,542	$458,596	$524,651	$599,885	$675,120	$750,355	$0	$0	$0	$0
Total Sales Tax Revenue To Salinas	**$2,798,931**	**$0**	**$155,672**	**$320,808**	**$485,945**	**$651,081**	**$816,217**	**$981,354**	**$1,146,490**	**$1,311,627**	**$1,499,713**	**$1,687,800**	**$1,875,886**	**$1,238,384**	**$1,351,236**	**$1,464,088**	**$1,576,939**

(1) Mortgage or rent payments are assumed based on 30% of total household income (a common assumption for estimating a cost of housing) with another 30% assumed to be spent on taxable retail expenditures. Mortgage amount is based on a 20% down payment with the remaining 80% financed through a 30-year fixed loan and a 6% annual interest for for-sale units.
(2) A permanent 1/2 cent sales tax used to fund General Services.
(3) A 1 cent sales tax for General services effective as of April 1, 2015 and set to expire in 15 years.

Sources: CASP and WASP Specific Plan, 2007 FGA Financing Plan; City of Salinas 2016 -2017 Adopted Operating Budget; BLS Consumer Expenditure Survey, and Economic & Planning Systems, Inc.

Table C-7
Sales Tax Generation Summary

Land Use	Total	Fiscal Year 17	18	19	20	21	22	23	24	25	26	27	28	29	30	Stabilization 31
Development Program																
WASP Residential Units																
Low Density	1,361 units	1,152	1,224	1,296	1,361	1,361	1,361	1,361	1,361	1,361	1,361	1,361	1,361	1,361	1,361	1,361
Medium Density	1,803 units	1,104	1,173	1,242	1,311	1,380	1,449	1,518	1,587	1,656	1,725	1,803	1,803	1,803	1,803	1,803
High Density - For Sale	543 units	336	357	378	399	420	441	462	483	504	525	543	543	543	543	543
High Density - Rental	543 units	336	357	378	399	420	441	462	483	504	525	543	543	543	543	543
Mixed Use Residential - For Sale	46 units	0	0	0	0	7	13	20	26	33	39	46	46	46	46	46
Mixed Use Residential - Rental	46 units	0	0	0	0	7	13	20	26	33	39	46	46	46	46	46
Subtotal	4,340 units	2,928	3,111	3,294	3,470	3,594	3,718	3,842	3,966	4,090	4,214	4,340	4,340	4,340	4,340	4,340
CASP Residential Units																
Low Density	1,453 units	1,216	1,292	1,368	1,453	1,453	1,453	1,453	1,453	1,453	1,453	1,453	1,453	1,453	1,453	1,453
Medium Density	760 units	336	378	420	462	504	546	588	630	672	714	760	760	760	760	760
High Density - For Sale	233 units	143	152	162	171	181	190	200	209	219	228	233	233	233	233	233
High Density - Rental	233 units	143	152	162	171	181	190	200	209	219	228	233	233	233	233	233
Mixed Use Residential - For Sale	604 units	0	0	0	0	86	172	258	344	430	516	604	604	604	604	604
Mixed Use Residential - Rental	604 units	0	0	0	0	86	172	258	344	430	516	604	604	604	604	604
Subtotal	3,886 units	1,837	1,974	2,111	2,257	2,490	2,723	2,956	3,189	3,422	3,655	3,886	3,886	3,886	3,886	3,886
Total Residential	8,226 units	4,765	5,085	5,405	5,727	6,084	6,441	6,798	7,155	7,512	7,869	8,226	8,226	8,226	8,226	8,226
Residential Incomes (cumulative) (1)																
WASP Residential Units	*Unit Price*															
Low Density	$720,000 per unit	$43,165,010	$45,862,823	$48,560,636	$50,996,162	$50,996,162	$50,996,162	$50,996,162	$50,996,162	$50,996,162	$50,996,162	$50,996,162	$50,996,162	$50,996,162	$50,996,162	$50,996,162
Medium Density	$600,000 per unit	$34,472,056	$36,626,560	$38,781,064	$40,935,567	$43,090,071	$45,244,574	$47,399,078	$49,553,581	$51,708,085	$53,862,588	$56,298,114	$56,298,114	$56,298,114	$56,298,114	$56,298,114
High Density - For Sale	$480,000 per unit	$8,393,196	$8,917,771	$9,442,346	$9,966,921	$10,491,495	$11,016,070	$11,540,645	$12,065,220	$12,589,795	$13,114,369	$13,551,515	$13,551,515	$13,551,515	$13,551,515	$13,551,515
High Density - Rental	$480,000 per unit	$10,735,200	$11,406,150	$12,077,100	$12,748,050	$13,419,000	$14,089,950	$14,760,900	$15,431,850	$16,102,800	$16,773,750	$17,332,875	$17,332,875	$17,332,875	$17,332,875	$17,332,875
Mixed Use Residential - For Sale	$480,000 per unit	$0	$0	$0	$0	$162,368	$324,737	$487,105	$649,474	$811,842	$974,210	$1,136,579	$1,136,579	$1,136,579	$1,136,579	$1,136,579
Mixed Use Residential - Rental	$480,000 per unit	$0	$0	$0	$0	$207,675	$415,350	$623,025	$830,700	$1,038,375	$1,246,050	$1,453,725	$1,453,725	$1,453,725	$1,453,725	$1,453,725
Subtotal		$96,765,463	$102,813,304	$108,861,146	$114,646,700	$118,366,771	$122,086,843	$125,806,915	$129,526,986	$133,247,058	$136,967,130	$140,768,969	$140,768,969	$140,768,969	$140,768,969	$140,768,969
CASP Residential Units	*Unit Price*															
Low Density	$720,000 per unit	$45,563,066	$48,410,758	$51,258,449	$54,443,367	$54,443,367	$54,443,367	$54,443,367	$54,443,367	$54,443,367	$54,443,367	$54,443,367	$54,443,367	$54,443,367	$54,443,367	$54,443,367
Medium Density	$600,000 per unit	$10,491,495	$11,802,932	$13,114,369	$14,425,806	$15,737,243	$17,048,680	$18,360,117	$19,671,554	$20,982,991	$22,294,428	$23,730,764	$23,730,764	$23,730,764	$23,730,764	$23,730,764
High Density - For Sale	$480,000 per unit	$3,559,615	$3,796,922	$4,034,230	$4,271,537	$4,508,845	$4,746,153	$4,983,460	$5,220,768	$5,458,076	$5,695,383	$5,820,282	$5,820,282	$5,820,282	$5,820,282	$5,820,282
High Density - Rental	$480,000 per unit	$4,552,875	$4,856,400	$5,159,925	$5,463,450	$5,766,975	$6,070,500	$6,374,025	$6,677,550	$6,981,075	$7,284,600	$7,444,350	$7,444,350	$7,444,350	$7,444,350	$7,444,350
Mixed Use Residential - For Sale	$480,000 per unit	$0	$0	$0	$0	$2,148,259	$4,296,517	$6,444,776	$8,593,034	$10,741,293	$12,889,552	$15,075,280	$15,075,280	$15,075,280	$15,075,280	$15,075,280
Mixed Use Residential - Rental	$480,000 per unit	$0	$0	$0	$0	$2,747,700	$5,495,400	$8,243,100	$10,990,800	$13,738,500	$16,486,200	$19,281,825	$19,281,825	$19,281,825	$19,281,825	$19,281,825
Subtotal		$64,167,051	$68,867,012	$73,566,973	$78,604,161	$85,352,389	$92,100,617	$98,848,846	$105,597,074	$112,345,302	$119,093,530	$125,795,868	$125,795,868	$125,795,868	$125,795,868	$125,795,868
Residential Income Spent on Retail (cumulative	**$266,564,837**	$160,932,514	$171,680,316	$182,428,119	$193,250,861	$203,719,161	$214,187,460	$224,655,760	$235,124,060	$245,592,360	$256,060,660	$266,564,837	$266,564,837	$266,564,837	$266,564,837	$266,564,837
Retail Expenditures From Residential Uses																
Net New Capture in Salinas		70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%	70%
Taxable Expenditures in Salinas	$186,595,386	$112,652,760	$120,176,221	$127,699,683	$135,275,602	$142,603,412	$149,931,222	$157,259,032	$164,586,842	$171,914,652	$179,242,462	$186,595,386	$186,595,386	$186,595,386	$186,595,386	$186,595,386
New Retail Sales Tax to the City		1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Sales Tax Revenue	$1,865,954	$1,126,528	$1,201,762	$1,276,997	$1,352,756	$1,426,034	$1,499,312	$1,572,590	$1,645,868	$1,719,147	$1,792,425	$1,865,954	$1,865,954	$1,865,954	$1,865,954	$1,865,954
Measure V Sales Tax to the City (2)		0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Sales Tax Revenue	$932,977	$563,264	$600,881	$638,498	$676,378	$713,017	$749,656	$786,295	$822,934	$859,573	$896,212	$932,977	$932,977	$932,977	$932,977	$932,977
Measure G Sales Tax to the City (3)		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sales Tax Revenue	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Sales Tax Revenue To Salinas	**$2,798,931**	**$1,689,791**	**$1,802,643**	**$1,915,495**	**$2,029,134**	**$2,139,051**	**$2,248,968**	**$2,358,885**	**$2,468,803**	**$2,578,720**	**$2,688,637**	**$2,798,931**	**$2,798,931**	**$2,798,931**	**$2,798,931**	**$2,798,931**

(1) Mortgage or rent payments are assumed based on 30% of total household income (a common assumption for estimating a cost of housing) with another 30% assumed to be spent on taxable retail expenditures. Mortgage amount is based on a 20% down payment with the remaining 80% financed through a 30-year fixed loan and a 6% annual interest for for-sale units.
(2) A permanent 1/2 cent sales tax used to fund General Services.

(3) A 1 cent sales tax for General services effective as of April 1, 2015 and set to expire in 15 years.

Sources: CASP and WASP Specific Plan, 2007 FGA Financing Plan; City of Salinas 2016 -2017 Adopted Operating Budget; BLS Consumer Expenditure Survey, and Economic & Planning Systems, Inc.

Table C-8
Other Revenues

Item	Methodology	Fiscal Year											
		1	2	3	4	5	6	7	8	9	10	11	12
WASP													
License & Permits	$7.19 Daytime Population	$0	$4,946	$9,892	$14,838	$19,784	$24,730	$29,676	$34,622	$39,568	$44,507	$49,320	$54,133
Utility User Tax	$71.71 Daytime Population	$0	$49,354	$98,707	$148,061	$197,415	$246,769	$296,122	$345,476	$394,830	$444,112	$492,139	$540,166
Business License Tax	$105.85 Per Employee	$0	$3,916	$7,833	$11,749	$15,666	$19,582	$23,499	$27,415	$31,332	$35,037	$35,037	$35,037
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$0	$270	$540	$811	$1,081	$1,351	$1,621	$1,891	$2,162	$2,431	$2,694	$2,957
Franchise Fees	$49.24 Daytime Population	$0	$33,893	$67,785	$101,678	$135,571	$169,463	$203,356	$237,249	$271,141	$304,985	$337,967	$370,948
Charges for Services	$23.00 Daytime Population	$0	$15,831	$31,662	$47,494	$63,325	$79,156	$94,987	$110,818	$126,650	$142,458	$157,863	$173,269
WASP Subtotal		**$0**	**$108,210**	**$216,421**	**$324,631**	**$432,841**	**$541,052**	**$649,262**	**$757,472**	**$865,683**	**$973,530**	**$1,075,020**	**$1,176,511**
CASP													
License & Permits	$7.19 Daytime Population	$0	$2,096	$4,692	$7,287	$9,883	$12,478	$15,074	$17,670	$20,265	$23,962	$27,565	$31,168
Utility User Tax	$71.71 Daytime Population	$0	$20,914	$46,814	$72,714	$98,614	$124,514	$150,415	$176,315	$202,215	$239,102	$275,057	$311,011
Business License Tax	$105.85 Per Employee	$0	$2,858	$5,716	$8,574	$11,432	$14,290	$17,148	$20,006	$22,864	$25,616	$25,616	$25,616
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$0	$114	$256	$398	$540	$682	$823	$965	$1,107	$1,309	$1,506	$1,703
Franchise Fees	$49.24 Daytime Population	$0	$14,362	$32,149	$49,935	$67,721	$85,508	$103,294	$121,081	$138,867	$164,198	$188,890	$213,581
Charges for Services	$23.00 Daytime Population	$0	$6,709	$15,016	$23,324	$31,632	$39,940	$48,248	$56,556	$64,864	$76,697	$88,230	$99,763
CASP Subtotal		**$0**	**$47,053**	**$104,643**	**$162,233**	**$219,823**	**$277,413**	**$335,003**	**$392,592**	**$450,182**	**$530,884**	**$606,863**	**$682,842**
Total													
License & Permits	$7.19 Daytime Population	$0	$7,042	$14,584	$22,125	$29,667	$37,209	$44,750	$52,292	$59,834	$68,469	$76,885	$85,302
Utility User Tax	$71.71 Daytime Population	$0	$70,267	$145,521	$220,775	$296,029	$371,283	$446,537	$521,791	$597,045	$683,214	$767,196	$851,178
Business License Tax	$105.85 Per Employee	$0	$6,774	$13,549	$20,323	$27,098	$33,872	$40,647	$47,421	$54,196	$60,653	$60,653	$60,653
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$0	$385	$797	$1,209	$1,621	$2,033	$2,445	$2,857	$3,269	$3,740	$4,200	$4,660
Franchise Fees	$49.24 Daytime Population	$0	$48,255	$99,934	$151,613	$203,292	$254,971	$306,650	$358,329	$410,008	$469,183	$526,856	$584,529
Charges for Services	$23.00 Daytime Population	$0	$22,540	$46,679	$70,818	$94,957	$119,096	$143,236	$167,375	$191,514	$219,154	$246,093	$273,032
TOTAL		**$0**	**$155,263**	**$321,063**	**$486,864**	**$652,664**	**$818,464**	**$984,264**	**$1,150,065**	**$1,315,865**	**$1,504,413**	**$1,681,883**	**$1,859,353**

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table C-8
Other Revenues

Item	Methodology	Fiscal Year											
		13	14	15	16	17	18	19	20	21	22	23	24
WASP													
License & Permits	$7.19 Daytime Population	$58,946	$63,760	$68,573	$73,386	$78,199	$83,012	$87,825	$92,454	$96,114	$99,774	$103,435	$107,095
Utility User Tax	$71.71 Daytime Population	$588,193	$636,221	$684,248	$732,275	$780,302	$828,329	$876,357	$922,547	$959,069	$995,592	$1,032,115	$1,068,637
Business License Tax	$105.85 Per Employee	$35,037	$35,037	$35,037	$35,037	$35,037	$35,037	$35,037	$35,037	$46,786	$58,536	$70,285	$82,034
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$3,220	$3,483	$3,746	$4,009	$4,272	$4,535	$4,798	$5,051	$5,251	$5,450	$5,650	$5,850
Franchise Fees	$49.24 Daytime Population	$403,930	$436,912	$469,893	$502,875	$535,857	$568,838	$601,820	$633,540	$658,621	$683,702	$708,784	$733,865
Charges for Services	$23.00 Daytime Population	$188,675	$204,080	$219,486	$234,892	$250,297	$265,703	$281,109	$295,925	$307,641	$319,356	$331,071	$342,787
WASP Subtotal		**$1,278,001**	**$1,379,492**	**$1,480,983**	**$1,582,473**	**$1,683,964**	**$1,785,454**	**$1,886,945**	**$1,984,553**	**$2,073,482**	**$2,162,411**	**$2,251,340**	**$2,340,269**
CASP													
License & Permits	$7.19 Daytime Population	$34,772	$38,375	$41,978	$45,581	$49,185	$52,788	$56,391	$60,231	$66,381	$72,530	$78,680	$84,830
Utility User Tax	$71.71 Daytime Population	$346,966	$382,921	$418,876	$454,831	$490,785	$526,740	$562,695	$601,012	$662,376	$723,741	$785,105	$846,469
Business License Tax	$105.85 Per Employee	$25,616	$25,616	$25,616	$25,616	$25,616	$25,616	$25,616	$25,616	$26,251	$26,886	$27,521	$28,156
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$1,900	$2,096	$2,293	$2,490	$2,687	$2,884	$3,081	$3,290	$3,626	$3,962	$4,298	$4,634
Franchise Fees	$49.24 Daytime Population	$238,272	$262,963	$287,654	$312,346	$337,037	$361,728	$386,419	$412,732	$454,873	$497,014	$539,155	$581,296
Charges for Services	$23.00 Daytime Population	$111,296	$122,830	$134,363	$145,896	$157,429	$168,962	$180,496	$192,786	$212,470	$232,154	$251,838	$271,522
CASP Subtotal		**$758,822**	**$834,801**	**$910,780**	**$986,759**	**$1,062,739**	**$1,138,718**	**$1,214,697**	**$1,295,668**	**$1,425,978**	**$1,556,288**	**$1,686,598**	**$1,816,908**
Total													
License & Permits	$7.19 Daytime Population	$93,718	$102,134	$110,551	$118,967	$127,383	$135,800	$144,216	$152,685	$162,495	$172,305	$182,115	$191,925
Utility User Tax	$71.71 Daytime Population	$935,160	$1,019,142	$1,103,124	$1,187,106	$1,271,087	$1,355,069	$1,439,051	$1,523,558	$1,621,445	$1,719,332	$1,817,220	$1,915,107
Business License Tax	$105.85 Per Employee	$60,653	$60,653	$60,653	$60,653	$60,653	$60,653	$60,653	$60,653	$73,037	$85,422	$97,806	$110,191
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$5,120	$5,579	$6,039	$6,499	$6,959	$7,419	$7,878	$8,341	$8,877	$9,413	$9,949	$10,484
Franchise Fees	$49.24 Daytime Population	$642,202	$699,875	$757,548	$815,221	$872,893	$930,566	$988,239	$1,046,273	$1,113,495	$1,180,717	$1,247,939	$1,315,161
Charges for Services	$23.00 Daytime Population	$299,971	$326,910	$353,849	$380,788	$407,727	$434,666	$461,604	$488,712	$520,111	$551,510	$582,909	$614,309
TOTAL		**$2,036,823**	**$2,214,293**	**$2,391,763**	**$2,569,232**	**$2,746,702**	**$2,924,172**	**$3,101,642**	**$3,280,221**	**$3,499,460**	**$3,718,699**	**$3,937,937**	**$4,157,176**

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table C-8
Other Revenues

Item	Methodology	Fiscal Year						Stabilization
		25	26	27	28	29	30	31
WASP								
License & Permits	$7.19 Daytime Population	$110,755	$114,415	$118,142	$118,142	$118,142	$118,113	$118,113
Utility User Tax	$71.71 Daytime Population	$1,105,160	$1,141,683	$1,178,874	$1,178,874	$1,178,874	$1,178,587	$1,178,587
Business License Tax	$105.85 Per Employee	$93,784	$105,533	$117,283	$117,283	$117,283	$116,436	$116,436
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$6,050	$6,250	$6,454	$6,454	$6,454	$6,452	$6,452
Franchise Fees	$49.24 Daytime Population	$758,946	$784,027	$809,567	$809,567	$809,567	$809,371	$809,371
Charges for Services	$23.00 Daytime Population	$354,502	$366,218	$378,147	$378,147	$378,147	$378,055	$378,055
WASP Subtotal		**$2,429,197**	**$2,518,126**	**$2,608,467**	**$2,608,467**	**$2,608,467**	**$2,607,014**	**$2,607,014**
CASP								
License & Permits	$7.19 Daytime Population	$90,980	$97,129	$103,226	$103,496	$103,765	$104,020	$104,020
Utility User Tax	$71.71 Daytime Population	$907,834	$969,198	$1,030,038	$1,032,727	$1,035,416	$1,037,962	$1,037,962
Business License Tax	$105.85 Per Employee	$28,791	$29,427	$30,062	$38,000	$45,939	$53,455	$53,455
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$4,970	$5,306	$5,639	$5,654	$5,669	$5,682	$5,682
Franchise Fees	$49.24 Daytime Population	$623,436	$665,577	$707,358	$709,204	$711,051	$712,799	$712,799
Charges for Services	$23.00 Daytime Population	$291,206	$310,890	$330,405	$331,268	$332,130	$332,947	$332,947
CASP Subtotal		**$1,947,217**	**$2,077,527**	**$2,206,728**	**$2,220,349**	**$2,233,970**	**$2,246,865**	**$2,246,865**
Total								
License & Permits	$7.19 Daytime Population	$201,734	$211,544	$221,369	$221,638	$221,907	$222,134	$222,134
Utility User Tax	$71.71 Daytime Population	$2,012,994	$2,110,881	$2,208,912	$2,211,601	$2,214,290	$2,216,548	$2,216,548
Business License Tax	$105.85 Per Employee	$122,575	$134,960	$147,345	$155,283	$163,222	$169,891	$169,891
Fines, Forfeitures, and Penalties	$0.39 Daytime Population	$11,020	$11,556	$12,093	$12,108	$12,122	$12,135	$12,135
Franchise Fees	$49.24 Daytime Population	$1,382,383	$1,449,605	$1,516,925	$1,518,772	$1,520,618	$1,522,169	$1,522,169
Charges for Services	$23.00 Daytime Population	$645,708	$677,107	$708,553	$709,415	$710,278	$711,002	$711,002
TOTAL		**$4,376,415**	**$4,595,654**	**$4,815,195**	**$4,828,816**	**$4,842,438**	**$4,853,879**	**$4,853,879**

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table C-9
City of Salinas Detailed Fire Cost*

Item		Methodology	Fiscal Year 1	2	3	4	5	6	7	8	9	10	11	12
Service Standard														
WASP	0.55	firefighters per 1,000 pop	0	0.4	0.7	1.1	1.5	1.9	2.2	2.6	3.0	3.3	3.7	4.1
CASP	0.55	firefighters per 1,000 pop	0	0.2	0.3	0.5	0.7	0.9	1.1	1.3	1.5	1.8	2.1	2.3
Subtotal			**0**	**1**	**1**	**2**	**2**	**3**	**3**	**4**	**4**	**5**	**6**	**6**
Costs (1)														
Staffing														
WASP	$202,440	per firefighter	$0	$74,934	$149,868	$224,802	$299,736	$374,671	$449,605	$524,539	$599,473	$674,407	$749,341	$824,275
CASP	$202,440	per firefighter	$0	$31,120	$70,020	$108,921	$147,821	$186,721	$225,621	$264,522	$303,422	$359,520	$415,618	$471,716
Subtotal			**$0**	**$106,054**	**$219,889**	**$333,723**	**$447,557**	**$561,392**	**$675,226**	**$789,060**	**$902,895**	**$1,033,927**	**$1,164,959**	**$1,295,992**
Vehicle Maintenance Cost (2)														
WASP	$4,259	per firefighter	$0	$1,577	$3,153	$4,730	$6,307	$7,883	$9,460	$11,037	$12,613	$14,190	$15,767	$17,343
CASP	$4,259	per firefighter	$0	$655	$1,473	$2,292	$3,110	$3,929	$4,747	$5,566	$6,384	$7,565	$8,745	$9,925
Subtotal			**$0**	**$2,231**	**$4,627**	**$7,022**	**$9,417**	**$11,812**	**$14,207**	**$16,602**	**$18,998**	**$21,755**	**$24,512**	**$27,269**
Administration Cost (3)														
WASP	$3.02	per daytime population	$0	$2,080	$4,160	$6,240	$8,321	$10,401	$12,481	$14,561	$16,641	$18,718	$20,743	$22,767
CASP	$3.02	per daytime population	$0	$881	$1,973	$3,065	$4,156	$5,248	$6,340	$7,431	$8,523	$10,078	$11,593	$13,108
Subtotal			**$0**	**$2,962**	**$6,133**	**$9,305**	**$12,477**	**$15,649**	**$18,821**	**$21,992**	**$25,164**	**$28,796**	**$32,336**	**$35,875**
TOTAL Fire Cost														
WASP			$0	$78,591	$157,182	$235,773	$314,364	$392,955	$471,546	$550,137	$628,727	$707,315	$785,850	$864,385
CASP			$0	$32,656	$73,467	$114,277	$155,087	$195,898	$236,708	$277,519	$318,329	$377,162	$435,956	$494,750
Total Fire Cost			**$0**	**$111,247**	**$230,649**	**$350,050**	**$469,451**	**$588,852**	**$708,254**	**$827,655**	**$947,056**	**$1,084,478**	**$1,221,807**	**$1,359,136**

*Note: Cost assumptions include salary and employee benefits. This analysis assumes that the total fire cost will be driven by new WASP and CASP development regardless of the Measure V and G funding source availability and applicability as a cost offset. These two measures currently fund about 10% of the total fire cost.

(1) Costs per Sworn Officer Estimated using the General Fund share of the Fire Suppression Budget.
(2) Total General Fund Vehicle Maintenance Cost is allocated among sworn officers on a per officer basis.
(3) Only the General Fund share of the administration cost is considered in this analysis.

Sources: City of Salinas FY2016-2017 Adopted Operating Budget, and Economic & Planning Systems, Inc.

Table C-9
City of Salinas Detailed Fire Cost*

Item		Methodology	Fiscal Year 13	14	15	16	17	18	19	20	21	22
Service Standard												
WASP	0.55	firefighters per 1,000 pop	4.4	4.8	5.2	5.6	5.9	6.3	6.7	7.0	7.3	7.5
CASP	0.55	firefighters per 1,000 pop	2.6	2.9	3.2	3.4	3.7	4.0	4.3	4.6	5.0	5.5
Subtotal			**7**	**8**	**8**	**9**	**10**	**10**	**11**	**12**	**12**	**13**
Costs (1)												
Staffing												
WASP	$202,440	per firefighter	$899,209	$974,144	$1,049,078	$1,124,012	$1,198,946	$1,273,880	$1,348,814	$1,420,882	$1,471,657	$1,522,432
CASP	$202,440	per firefighter	$527,815	$583,913	$640,011	$696,109	$752,208	$808,306	$864,404	$924,187	$1,019,595	$1,115,003
Subtotal			**$1,427,024**	**$1,558,056**	**$1,689,089**	**$1,820,121**	**$1,951,153**	**$2,082,186**	**$2,213,218**	**$2,345,069**	**$2,491,252**	**$2,637,435**
Vehicle Maintenance Cost (2)												
WASP	$4,259	per firefighter	$18,920	$20,497	$22,073	$23,650	$25,227	$26,803	$28,380	$29,896	$30,965	$32,033
CASP	$4,259	per firefighter	$11,106	$12,286	$13,466	$14,647	$15,827	$17,007	$18,188	$19,446	$21,453	$23,460
Subtotal			**$30,026**	**$32,783**	**$35,540**	**$38,297**	**$41,054**	**$43,811**	**$46,568**	**$49,342**	**$52,418**	**$55,494**
Administration Cost (3)												
WASP	$3.02	per daytime population	$24,791	$26,815	$28,840	$30,864	$32,888	$34,912	$36,936	$38,883	$40,423	$41,962
CASP	$3.02	per daytime population	$14,624	$16,139	$17,655	$19,170	$20,685	$22,201	$23,716	$25,331	$27,918	$30,504
Subtotal			**$39,415**	**$42,955**	**$46,494**	**$50,034**	**$53,573**	**$57,113**	**$60,653**	**$64,215**	**$68,340**	**$72,466**
TOTAL Fire Cost												
WASP			$942,920	$1,021,455	$1,099,990	$1,178,526	$1,257,061	$1,335,596	$1,414,131	$1,489,662	$1,543,044	$1,596,427
CASP			$553,544	$612,338	$671,132	$729,926	$788,720	$847,514	$906,308	$968,964	$1,068,966	$1,168,968
Total Fire Cost			**$1,496,465**	**$1,633,794**	**$1,771,123**	**$1,908,452**	**$2,045,781**	**$2,183,110**	**$2,320,439**	**$2,458,626**	**$2,612,010**	**$2,765,395**

*Note: Cost assumptions include salary and employee benefits. This analysis assumes that the total fire cost will be driven by new WASP and CASP development regardless of the Measure V and G funding source availability and applicability as a cost offset. These two measures currently fund about 10% of the total fire cost.

(1) Costs per Sworn Officer Estimated using the General Fund share of the Fire Suppression Budget.
(2) Total General Fund Vehicle Maintenance Cost is allocated among sworn officers on a per officer basis.
(3) Only the General Fund share of the administration cost is considered in this analysis.

Sources: City of Salinas FY2016-2017 Adopted Operating Budget, and Economic & Planning Systems, Inc.

Table C-9
City of Salinas Detailed Fire Cost*

Item		Methodology	Fiscal Year 23	24	25	26	27	28	29	30	Stabilization 31
Service Standard											
WASP	0.55	firefighters per 1,000 pop	7.8	8.0	8.3	8.5	8.8	8.8	8.8	8.8	8.8
CASP	0.55	firefighters per 1,000 pop	6.0	6.5	6.9	7.4	7.9	7.9	7.9	7.9	7.9
Subtotal			**14**	**14**	**15**	**16**	**17**	**17**	**17**	**17**	**17**
Costs (1)											
Staffing											
WASP	$202,440	per firefighter	$1,573,207	$1,623,982	$1,674,757	$1,725,532	$1,777,350	$1,777,350	$1,777,350	$1,777,350	$1,777,350
CASP	$202,440	per firefighter	$1,210,411	$1,305,819	$1,401,227	$1,496,635	$1,591,224	$1,591,224	$1,591,224	$1,591,224	$1,591,224
Subtotal			**$2,783,618**	**$2,929,801**	**$3,075,984**	**$3,222,167**	**$3,368,574**	**$3,368,574**	**$3,368,574**	**$3,368,574**	**$3,368,574**
Vehicle Maintenance Cost (2)											
WASP	$4,259	per firefighter	$33,101	$34,170	$35,238	$36,306	$37,397	$37,397	$37,397	$37,397	$37,397
CASP	$4,259	per firefighter	$25,468	$27,475	$29,483	$31,490	$33,480	$33,480	$33,480	$33,480	$33,480
Subtotal			**$58,569**	**$61,645**	**$64,721**	**$67,797**	**$70,877**	**$70,877**	**$70,877**	**$70,877**	**$70,877**
Administration Cost (3)											
WASP	$3.02	per daytime population	$43,501	$45,041	$46,580	$48,119	$49,687	$49,687	$49,687	$49,675	$49,675
CASP	$3.02	per daytime population	$33,090	$35,677	$38,263	$40,850	$43,414	$43,527	$43,640	$43,748	$43,748
Subtotal			**$76,592**	**$80,717**	**$84,843**	**$88,969**	**$93,101**	**$93,214**	**$93,327**	**$93,423**	**$93,423**
TOTAL Fire Cost											
WASP			$1,649,810	$1,703,192	$1,756,575	$1,809,958	$1,864,433	$1,864,433	$1,864,433	$1,864,421	$1,864,421
CASP			$1,268,970	$1,368,971	$1,468,973	$1,568,975	$1,668,118	$1,668,232	$1,668,345	$1,668,452	$1,668,452
Total Fire Cost			**$2,918,779**	**$3,072,164**	**$3,225,548**	**$3,378,933**	**$3,532,552**	**$3,532,665**	**$3,532,778**	**$3,532,873**	**$3,532,873**

*Note: Cost assumptions include salary and employee benefits. This analysis assumes that the total fire cost will be driven by new WASP and CASP development regardless of the Measure V and G funding source availability and applicability as a cost offset. These two measures currently fund about 10% of the total fire cost.

(1) Costs per Sworn Officer Estimated using the General Fund share of the Fire Suppression Budget.
(2) Total General Fund Vehicle Maintenance Cost is allocated among sworn officers on a per officer basis.
(3) Only the General Fund share of the administration cost is considered in this analysis.

Sources: City of Salinas FY2016-2017 Adopted Operating Budget, and Economic & Planning Systems, Inc.

Table C-10
City of Salinas Detailed Police Cost*

Item	Methodology	Fiscal Year 1	2	3	4	5	6	7	8	9	10	11	12
Service Level per 1,000 Pop (1)													
WASP	1.30 Sworn Officers	0	0.9	1.7	2.6	3.5	4.4	5.2	6.1	7.0	7.8	8.7	9.6
CASP	1.30 Sworn Officers	0.0	0.4	0.8	1.3	1.7	2.2	2.6	3.1	3.5	4.2	4.8	5.5
Subtotal		**0**	**1**	**3**	**4**	**5**	**7**	**8**	**9**	**10**	**12**	**14**	**15**
Costs													
Staffing (2)													
WASP	$205,860 per Sworn Officer	$0	$179,245	$358,490	$537,736	$716,981	$896,226	$1,075,471	$1,254,716	$1,433,961	$1,613,207	$1,792,452	$1,971,697
CASP	$205,860 per Sworn Officer	$0	$74,441	$167,491	$260,542	$353,593	$446,644	$539,695	$632,745	$725,796	$859,985	$994,174	$1,128,363
Subtotal		**$0**	**$253,686**	**$525,982**	**$798,278**	**$1,070,574**	**$1,342,870**	**$1,615,166**	**$1,887,462**	**$2,159,758**	**$2,473,192**	**$2,786,626**	**$3,100,060**
Technical Services Cost (3)													
WASP	$6,374 per Sworn Officer	$0	$5,550	$11,100	$16,650	$22,201	$27,751	$33,301	$38,851	$44,401	$49,951	$55,501	$61,051
CASP	$6,374 per Sworn Officer	$0	$2,305	$5,186	$8,067	$10,949	$13,830	$16,711	$19,592	$22,473	$26,628	$30,783	$34,939
Subtotal		**$0**	**$7,855**	**$16,286**	**$24,718**	**$33,149**	**$41,580**	**$50,012**	**$58,443**	**$66,874**	**$76,580**	**$86,285**	**$95,990**
Supplies & Materials (4)													
WASP	$3,193 per Sworn Officer	$0	$2,781	$5,561	$8,342	$11,122	$13,903	$16,684	$19,464	$22,245	$25,025	$27,806	$30,587
CASP	$3,193 per Sworn Officer	$0	$1,155	$2,598	$4,042	$5,485	$6,929	$8,372	$9,816	$11,259	$13,341	$15,422	$17,504
Subtotal		**$0**	**$3,935**	**$8,159**	**$12,384**	**$16,608**	**$20,832**	**$25,056**	**$29,280**	**$33,504**	**$38,366**	**$43,228**	**$48,091**
Administration Cost (5)													
WASP	$5.37 per Daytime Population	$0	$3,697	$7,393	$11,090	$14,787	$18,484	$22,180	$25,877	$29,574	$33,265	$36,863	$40,460
CASP	$5.37 per Daytime Population	$0	$1,567	$3,507	$5,447	$7,387	$9,327	$11,267	$13,207	$15,147	$17,909	$20,603	$23,296
Subtotal		**$0**	**$5,263**	**$10,900**	**$16,537**	**$22,173**	**$27,810**	**$33,447**	**$39,084**	**$44,720**	**$51,175**	**$57,465**	**$63,756**
Records Unit (6)													
WASP	$6.17 per Daytime Population	$0	$4,248	$8,496	$12,744	$16,992	$21,240	$25,487	$29,735	$33,983	$38,225	$42,359	$46,493
CASP	$6.17 per Daytime Population	$0	$1,800	$4,029	$6,259	$8,488	$10,717	$12,946	$15,176	$17,405	$20,580	$23,674	$26,769
Subtotal		**$0**	**$6,048**	**$12,525**	**$19,002**	**$25,479**	**$31,957**	**$38,434**	**$44,911**	**$51,388**	**$58,805**	**$66,033**	**$73,262**
TOTAL Police Cost													
WASP		$0	$195,521	$391,041	$586,562	$782,082	$977,603	$1,173,123	$1,368,644	$1,564,165	$1,759,674	$1,954,981	$2,150,288
CASP		$0	$81,267	$182,812	$284,356	$385,901	$487,446	$588,991	$690,535	$792,080	$938,444	$1,084,657	$1,230,870
Total Police Cost		**$0**	**$276,788**	**$573,853**	**$870,918**	**$1,167,983**	**$1,465,049**	**$1,762,114**	**$2,059,179**	**$2,356,245**	**$2,698,117**	**$3,039,638**	**$3,381,158**

*Note: about 18% of police cost is currently covered through Measures V and G. This analysis assumes that the total police cost will be driven by new WASP and CASP development regardless of the funding sources and their availability and applicability as a cost offset.

(1) Assumes that personnel in the following departments are sworn: Special Operations, Field Operations, Investigations, Violence Suppression, Joint Gang Task Force.
(2) Cost estimated based on the General Fund, Measure G, and Measure V share of the Field Operations, Special operations, Investigations, Violence Suppression and Joint Gang Task Force Budgets; rounded.
(3) Cost estimated by dividing the General Fund share of the Technical Services Department by sworn officers.
(4) Includes Supplies & Materials cost from the Field Operations Department, estimated per sworn officer.
(5) Cost estimated by dividing the General Fund share of the Administration Department by daytime population.
(6) Cost estimated by dividing the General Fund share of the Records Department by daytime population.

Sources: Salinas Police Department, City of Salinas Adopted Operating Budget FY 2016 - 2017, Economic & Planning Systems, Inc.

Table C-10
City of Salinas Detailed Police Cost*

Item	Methodology	Fiscal Year											
		13	14	15	16	17	18	19	20	21	22	23	24
Service Level per 1,000 Pop (1)													
WASP	1.30 Sworn Officers	10.4	11.3	12.2	13.1	13.9	14.8	15.7	16.5	17.1	17.7	18.3	18.9
CASP	1.30 Sworn Officers	6.1	6.8	7.4	8.1	8.7	9.4	10.0	10.7	11.8	13.0	14.1	15.2
Subtotal		**17**	**18**	**20**	**21**	**23**	**24**	**26**	**27**	**29**	**31**	**32**	**34**
Costs													
Staffing (2)													
WASP	$205,860 per Sworn Officer	$2,150,942	$2,330,187	$2,509,433	$2,688,678	$2,867,923	$3,047,168	$3,226,413	$3,398,802	$3,520,258	$3,641,714	$3,763,169	$3,884,625
CASP	$205,860 per Sworn Officer	$1,262,552	$1,396,741	$1,530,930	$1,665,119	$1,799,308	$1,933,497	$2,067,686	$2,210,691	$2,438,910	$2,667,129	$2,895,348	$3,123,568
Subtotal		**$3,413,494**	**$3,726,929**	**$4,040,363**	**$4,353,797**	**$4,667,231**	**$4,980,665**	**$5,294,100**	**$5,609,493**	**$5,959,168**	**$6,308,843**	**$6,658,518**	**$7,008,193**
Technical Services Cost (3)													
WASP	$6,374 per Sworn Officer	$66,602	$72,152	$77,702	$83,252	$88,802	$94,352	$99,902	$105,240	$109,001	$112,762	$116,522	$120,283
CASP	$6,374 per Sworn Officer	$39,094	$43,249	$47,404	$51,559	$55,714	$59,869	$64,024	$68,452	$75,518	$82,585	$89,651	$96,718
Subtotal		**$105,695**	**$115,400**	**$125,105**	**$134,810**	**$144,516**	**$154,221**	**$163,926**	**$173,692**	**$184,519**	**$195,346**	**$206,174**	**$217,001**
Supplies & Materials (4)													
WASP	$3,193 per Sworn Officer	$33,367	$36,148	$38,928	$41,709	$44,490	$47,270	$50,051	$52,725	$54,609	$56,493	$58,377	$60,262
CASP	$3,193 per Sworn Officer	$19,586	$21,667	$23,749	$25,831	$27,912	$29,994	$32,076	$34,294	$37,834	$41,375	$44,915	$48,455
Subtotal		**$52,953**	**$57,815**	**$62,677**	**$67,540**	**$72,402**	**$77,264**	**$82,126**	**$87,019**	**$92,444**	**$97,868**	**$103,292**	**$108,717**
Administration Cost (5)													
WASP	$5.37 per Daytime Population	$44,057	$47,655	$51,252	$54,850	$58,447	$62,044	$65,642	$69,102	$71,837	$74,573	$77,309	$80,044
CASP	$5.37 per Daytime Population	$25,989	$28,682	$31,375	$34,068	$36,761	$39,454	$42,148	$45,018	$49,614	$54,210	$58,807	$63,403
Subtotal		**$70,046**	**$76,337**	**$82,627**	**$88,918**	**$95,208**	**$101,499**	**$107,789**	**$114,119**	**$121,451**	**$128,783**	**$136,115**	**$143,447**
Records Unit (6)													
WASP	$6.17 per Daytime Population	$50,626	$54,760	$58,894	$63,027	$67,161	$71,295	$75,429	$79,404	$82,548	$85,691	$88,835	$91,978
CASP	$6.17 per Daytime Population	$29,864	$32,958	$36,053	$39,148	$42,242	$45,337	$48,432	$51,730	$57,011	$62,293	$67,575	$72,856
Subtotal		**$80,490**	**$87,718**	**$94,947**	**$102,175**	**$109,403**	**$116,632**	**$123,860**	**$131,134**	**$139,559**	**$147,984**	**$156,409**	**$164,835**
TOTAL Police Cost													
WASP		$2,345,595	$2,540,902	$2,736,209	$2,931,516	$3,126,823	$3,322,130	$3,517,437	$3,705,273	$3,838,253	$3,971,233	$4,104,213	$4,237,192
CASP		$1,377,084	$1,523,297	$1,669,511	$1,815,724	$1,961,938	$2,108,151	$2,254,365	$2,410,183	$2,658,888	$2,907,592	$3,156,296	$3,405,000
Total Police Cost		**$3,722,679**	**$4,064,199**	**$4,405,720**	**$4,747,240**	**$5,088,761**	**$5,430,281**	**$5,771,802**	**$6,115,457**	**$6,497,141**	**$6,878,825**	**$7,260,509**	**$7,642,193**

*Note: about 18% of police cost is currently covered through Measures V and G. This analysis assumes that the total police cost will be driven by new WASP and CASP development regardless of the funding sources and their availability and applicability as a cost offset.

(1) Assumes that personnel in the following departments are sworn: Special Operations, Field Operations, Investigations, Violence Suppression, Joint Gang Task Force.
(2) Cost estimated based on the General Fund, Measure G, and Measure V share of the Field Operations, Special operations, Investigations, Violence Suppression and Joint Gang Task Force Budgets; rounded.
(3) Cost estimated by dividing the General Fund share of the Technical Services Department by sworn officers.
(4) Includes Supplies & Materials cost from the Field Operations Department, estimated per sworn officer.
(5) Cost estimated by dividing the General Fund share of the Administration Department by daytime population.
(6) Cost estimated by dividing the General Fund share of the Records Department by daytime population.

Sources: Salinas Police Department, City of Salinas Adopted Operating Budget FY 2016 - 2017, Economic & Planning Systems, Inc.

Table C-10
City of Salinas Detailed Police Cost*

Item	Methodology	Fiscal Year						Stabilized
		25	26	27	28	29	30	31
Service Level per 1,000 Pop (1)								
WASP	1.30 Sworn Officers	19.5	20.1	20.7	20.7	20.7	20.7	20.7
CASP	1.30 Sworn Officers	16.3	17.4	18.5	18.5	18.5	18.5	18.5
Subtotal		**36**	**37**	**39**	**39**	**39**	**39**	**39**
Costs								
Staffing (2)								
WASP	$205,860 per Sworn Officer	$4,006,081	$4,127,537	$4,251,487	$4,251,487	$4,251,487	$4,251,487	$4,251,487
CASP	$205,860 per Sworn Officer	$3,351,787	$3,580,006	$3,806,267	$3,806,267	$3,806,267	$3,806,267	$3,806,267
Subtotal		**$7,357,868**	**$7,707,543**	**$8,057,753**	**$8,057,753**	**$8,057,753**	**$8,057,753**	**$8,057,753**
Technical Services Cost (3)								
WASP	$6,374 per Sworn Officer	$124,044	$127,805	$131,643	$131,643	$131,643	$131,643	$131,643
CASP	$6,374 per Sworn Officer	$103,784	$110,851	$117,857	$117,857	$117,857	$117,857	$117,857
Subtotal		**$227,828**	**$238,655**	**$249,499**	**$249,499**	**$249,499**	**$249,499**	**$249,499**
Supplies & Materials (4)								
WASP	$3,193 per Sworn Officer	$62,146	$64,030	$65,953	$65,953	$65,953	$65,953	$65,953
CASP	$3,193 per Sworn Officer	$51,996	$55,536	$59,046	$59,046	$59,046	$59,046	$59,046
Subtotal		**$114,141**	**$119,566**	**$124,999**	**$124,999**	**$124,999**	**$124,999**	**$124,999**
Administration Cost (5)								
WASP	$5.37 per Daytime Population	$82,780	$85,516	$88,301	$88,301	$88,301	$88,280	$88,280
CASP	$5.37 per Daytime Population	$68,000	$72,596	$77,153	$77,354	$77,556	$77,747	$77,747
Subtotal		**$150,779**	**$158,111**	**$165,454**	**$165,656**	**$165,857**	**$166,026**	**$166,026**
Records Unit (6)								
WASP	$6.17 per Daytime Population	$95,122	$98,265	$101,467	$101,467	$101,467	$101,442	$101,442
CASP	$6.17 per Daytime Population	$78,138	$83,420	$88,656	$88,888	$89,119	$89,338	$89,338
Subtotal		**$173,260**	**$181,685**	**$190,123**	**$190,354**	**$190,586**	**$190,780**	**$190,780**
TOTAL Police Cost								
WASP		$4,370,172	$4,503,152	$4,638,850	$4,638,850	$4,638,850	$4,638,803	$4,638,803
CASP		$3,653,705	$3,902,409	$4,148,979	$4,149,411	$4,149,844	$4,150,254	$4,150,254
Total Police Cost		**$8,023,877**	**$8,405,561**	**$8,787,828**	**$8,788,261**	**$8,788,694**	**$8,789,057**	**$8,789,057**

*Note: about 18% of police cost is currently covered through Measures V and G. This analysis assumes that the total police cost will be driven by new WASP and CASP development regardless of the funding sources and their availability and applicability as a cost offset.

(1) Assumes that personnel in the following departments are sworn: Special Operations, Field Operations, Investigations, Violence Suppression, Joint Gang Task Force.
(2) Cost estimated based on the General Fund, Measure G, and Measure V share of the Field Operations, Special operations, Investigations, Violence Suppression and Joint Gang Task Force Budgets; rounded.
(3) Cost estimated by dividing the General Fund share of the Technical Services Department by sworn officers.
(4) Includes Supplies & Materials cost from the Field Operations Department, estimated per sworn officer.
(5) Cost estimated by dividing the General Fund share of the Administration Department by daytime population.
(6) Cost estimated by dividing the General Fund share of the Records Department by daytime population.

Sources: Salinas Police Department, City of Salinas Adopted Operating Budget FY 2016 - 2017, Economic & Planning Systems, Inc.

Table C-11
Expenditure Summary*

Item		Fiscal Year									
		1	2	3	4	5	6	7	8	9	10
WASP											
General Government (1)	$5.27 per daytime pop	$0	$3,631	$7,261	$10,892	$14,522	$18,153	$21,783	$25,414	$29,045	$32,670
City Attorney	$1.44 per daytime pop	$0	$992	$1,983	$2,975	$3,967	$4,958	$5,950	$6,942	$7,934	$8,924
City Council	$0.34 per daytime pop	$0	$235	$471	$706	$941	$1,177	$1,412	$1,647	$1,883	$2,118
Housing and Community Dev't	$7.82 per daytime pop	$0	$5,383	$10,765	$16,148	$21,530	$26,913	$32,295	$37,678	$43,060	$48,435
Finance	$6.90 per daytime pop	$0	$4,748	$9,495	$14,243	$18,990	$23,738	$28,485	$33,233	$37,980	$42,721
Parks & Community Services	$33.30 per resident	$0	$22,307	$44,613	$66,920	$89,227	$111,533	$133,840	$156,147	$178,453	$200,760
Library	$21.40 per daytime pop	$0	$14,732	$29,464	$44,196	$58,928	$73,660	$88,393	$103,125	$117,857	$132,567
Non-Departmental	$9.52 per daytime pop	$0	$6,552	$13,104	$19,657	$26,209	$32,761	$39,313	$45,866	$52,418	$58,961
Public Works	$17.96 per daytime pop	$0	$12,364	$24,727	$37,091	$49,455	$61,819	$74,182	$86,546	$98,910	$111,256
WASP Subtotal		**$0**	**$70,942**	**$141,885**	**$212,827**	**$283,770**	**$354,712**	**$425,655**	**$496,597**	**$567,540**	**$638,411**
CASP											
General Government (1)	$5.27 per daytime pop	$0	$1,538	$3,444	$5,349	$7,254	$9,160	$11,065	$12,970	$14,875	$17,589
City Attorney	$1.44 per daytime pop	$0	$420	$941	$1,461	$1,982	$2,502	$3,022	$3,543	$4,063	$4,804
City Council	$0.34 per daytime pop	$0	$100	$223	$347	$470	$594	$717	$841	$964	$1,140
Housing and Community Dev't	$7.82 per daytime pop	$0	$2,281	$5,106	$7,930	$10,755	$13,580	$16,404	$19,229	$22,054	$26,076
Finance	$6.90 per daytime pop	$0	$2,012	$4,503	$6,995	$9,486	$11,978	$14,469	$16,960	$19,452	$23,000
Parks & Community Services	$33.30 per resident	$0	$9,264	$20,844	$32,424	$44,004	$55,584	$67,164	$78,744	$90,324	$107,023
Library	$21.40 per daytime pop	$0	$6,243	$13,974	$21,705	$29,436	$37,168	$44,899	$52,630	$60,361	$71,372
Non-Departmental	$9.52 per daytime pop	$0	$2,777	$6,215	$9,654	$13,092	$16,531	$19,969	$23,408	$26,846	$31,743
Public Works	$17.96 per daytime pop	$0	$5,239	$11,727	$18,216	$24,704	$31,192	$37,681	$44,169	$50,657	$59,898
CASP Subtotal		**$0**	**$29,873**	**$66,977**	**$104,080**	**$141,184**	**$178,287**	**$215,390**	**$252,494**	**$289,597**	**$342,647**
Total											
General Government (1)	$5.27 per daytime pop	$0	$5,169	$10,705	$16,241	$21,777	$27,312	$32,848	$38,384	$43,920	$50,259
City Attorney	$1.44 per daytime pop	$0	$1,412	$2,924	$4,436	$5,948	$7,460	$8,972	$10,485	$11,997	$13,728
City Council	$0.34 per daytime pop	$0	$335	$694	$1,053	$1,412	$1,770	$2,129	$2,488	$2,847	$3,258
Community Development	$7.82 per daytime pop	$0	$7,663	$15,871	$24,078	$32,285	$40,492	$48,699	$56,907	$65,114	$74,511
Finance	$6.90 per daytime pop	$0	$6,759	$13,998	$21,237	$28,476	$35,715	$42,954	$50,193	$57,432	$65,721
Parks & Community Services	$33.30 per resident	$0	$31,571	$65,457	$99,344	$133,231	$167,117	$201,004	$234,891	$268,777	$307,783
Library	$21.40 per daytime pop	$0	$20,975	$43,438	$65,901	$88,365	$110,828	$133,291	$155,755	$178,218	$203,939
Non-Departmental	$9.52 per daytime pop	$0	$9,329	$19,320	$29,310	$39,301	$49,292	$59,283	$69,273	$79,264	$90,704
Public Works	$17.96 per daytime pop	$0	$17,603	$36,455	$55,307	$74,159	$93,011	$111,863	$130,715	$149,567	$171,154
TOTAL		**$0**	**$100,816**	**$208,862**	**$316,908**	**$424,953**	**$532,999**	**$641,045**	**$749,091**	**$857,137**	**$981,058**

*Note: include Measure G and Measure V-funded service enhancements assumed to be needed to reach a baseline service level for provision of services.

(1) Includes City Manager, Community Safety, City Clerk, Human Resources, and Economic Development

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table C-11
Expenditure Summary*

Item		Fiscal Year								
		11	12	13	14	15	16	17	18	19
WASP										
General Government (1)	$5.27 per daytime pop	$36,203	$39,736	$43,269	$46,802	$50,335	$53,868	$57,401	$60,934	$64,467
City Attorney	$1.44 per daytime pop	$9,889	$10,854	$11,819	$12,784	$13,749	$14,714	$15,679	$16,644	$17,609
City Council	$0.34 per daytime pop	$2,347	$2,576	$2,805	$3,034	$3,263	$3,492	$3,721	$3,950	$4,179
Housing and Community Dev't	$7.82 per daytime pop	$53,673	$58,911	$64,148	$69,386	$74,624	$79,862	$85,100	$90,338	$95,576
Finance	$6.90 per daytime pop	$47,341	$51,961	$56,581	$61,201	$65,821	$70,441	$75,061	$79,680	$84,300
Parks & Community Services	$33.30 per resident	$223,067	$245,373	$267,680	$289,987	$312,294	$334,600	$356,907	$379,214	$401,520
Library	$21.40 per daytime pop	$146,903	$161,240	$175,576	$189,912	$204,248	$218,584	$232,920	$247,256	$261,592
Non-Departmental	$9.52 per daytime pop	$65,337	$71,713	$78,089	$84,465	$90,841	$97,218	$103,594	$109,970	$116,346
Public Works	$17.96 per daytime pop	$123,287	$135,319	$147,350	$159,381	$171,413	$183,444	$195,476	$207,507	$219,539
WASP Subtotal		**$708,047**	**$777,682**	**$847,317**	**$916,952**	**$986,587**	**$1,056,222**	**$1,125,858**	**$1,195,493**	**$1,265,128**
CASP										
General Government (1)	$5.27 per daytime pop	$20,234	$22,879	$25,524	$28,169	$30,814	$33,458	$36,103	$38,748	$41,393
City Attorney	$1.44 per daytime pop	$5,527	$6,249	$6,972	$7,694	$8,417	$9,139	$9,862	$10,584	$11,307
City Council	$0.34 per daytime pop	$1,312	$1,483	$1,655	$1,826	$1,997	$2,169	$2,340	$2,512	$2,683
Housing and Community Dev't	$7.82 per daytime pop	$29,998	$33,919	$37,840	$41,761	$45,683	$49,604	$53,525	$57,446	$61,368
Finance	$6.90 per daytime pop	$26,459	$29,917	$33,376	$36,835	$40,293	$43,752	$47,211	$50,669	$54,128
Parks & Community Services	$33.30 per resident	$123,723	$140,422	$157,122	$173,821	$190,521	$207,221	$223,920	$240,620	$257,319
Library	$21.40 per daytime pop	$82,104	$92,837	$103,569	$114,302	$125,034	$135,767	$146,499	$157,232	$167,964
Non-Departmental	$9.52 per daytime pop	$36,517	$41,290	$46,064	$50,837	$55,610	$60,384	$65,157	$69,930	$74,704
Public Works	$17.96 per daytime pop	$68,905	$77,912	$86,920	$95,927	$104,934	$113,941	$122,948	$131,955	$140,962
CASP Subtotal		**$394,778**	**$446,909**	**$499,041**	**$551,172**	**$603,303**	**$655,434**	**$707,566**	**$759,697**	**$811,828**
Total										
General Government (1)	$5.27 per daytime pop	$56,437	$62,615	$68,793	$74,971	$81,148	$87,326	$93,504	$99,682	$105,860
City Attorney	$1.44 per daytime pop	$15,416	$17,103	$18,791	$20,478	$22,166	$23,853	$25,541	$27,228	$28,916
City Council	$0.34 per daytime pop	$3,658	$4,059	$4,459	$4,860	$5,260	$5,661	$6,061	$6,462	$6,862
Community Development	$7.82 per daytime pop	$83,670	$92,830	$101,989	$111,148	$120,307	$129,466	$138,625	$147,784	$156,943
Finance	$6.90 per daytime pop	$73,800	$81,878	$89,957	$98,035	$106,114	$114,193	$122,271	$130,350	$138,428
Parks & Community Services	$33.30 per resident	$346,790	$385,796	$424,802	$463,808	$502,815	$541,821	$580,827	$619,833	$658,839
Library	$21.40 per daytime pop	$229,008	$254,076	$279,145	$304,214	$329,282	$354,351	$379,420	$404,488	$429,557
Non-Departmental	$9.52 per daytime pop	$101,854	$113,003	$124,153	$135,302	$146,452	$157,601	$168,751	$179,900	$191,050
Public Works	$17.96 per daytime pop	$192,192	$213,231	$234,270	$255,308	$276,347	$297,385	$318,424	$339,462	$360,501
TOTAL		**$1,102,825**	**$1,224,591**	**$1,346,358**	**$1,468,124**	**$1,589,890**	**$1,711,657**	**$1,833,423**	**$1,955,190**	**$2,076,956**

*Note: include Measure G and Measure V-funded service enhancements assumed to be needed to reach a baseline service level for provision of services.

(1) Includes City Manager, Community Safety, City Clerk, Human Resources, and Economic Development

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table C-11
Expenditure Summary*

Item		Fiscal Year								
		20	21	22	23	24	25	26	27	28
WASP										
General Government (1)	$5.27 per daytime pop	$67,865	$70,551	$73,238	$75,925	$78,612	$81,298	$83,985	$86,721	$86,721
City Attorney	$1.44 per daytime pop	$18,537	$19,271	$20,005	$20,739	$21,473	$22,207	$22,940	$23,688	$23,688
City Council	$0.34 per daytime pop	$4,399	$4,573	$4,747	$4,922	$5,096	$5,270	$5,444	$5,621	$5,621
Housing and Community Dev't	$7.82 per daytime pop	$100,613	$104,596	$108,579	$112,563	$116,546	$120,529	$124,512	$128,568	$128,568
Finance	$6.90 per daytime pop	$88,744	$92,257	$95,770	$99,283	$102,797	$106,310	$109,823	$113,401	$113,401
Parks & Community Services	$33.30 per resident	$422,974	$438,089	$453,203	$468,318	$483,433	$498,548	$513,663	$529,088	$529,088
Library	$21.40 per daytime pop	$275,380	$286,282	$297,184	$308,086	$318,988	$329,890	$340,792	$351,894	$351,894
Non-Departmental	$9.52 per daytime pop	$122,478	$127,327	$132,176	$137,024	$141,873	$146,722	$151,571	$156,508	$156,508
Public Works	$17.96 per daytime pop	$231,110	$240,259	$249,409	$258,558	$267,707	$276,857	$286,006	$295,323	$295,323
WASP Subtotal		**$1,332,100**	**$1,383,206**	**$1,434,312**	**$1,485,418**	**$1,536,525**	**$1,587,631**	**$1,638,737**	**$1,690,812**	**$1,690,812**
CASP										
General Government (1)	$5.27 per daytime pop	$44,212	$48,726	$53,240	$57,754	$62,268	$66,782	$71,297	$75,772	$75,970
City Attorney	$1.44 per daytime pop	$12,076	$13,309	$14,542	$15,776	$17,009	$18,242	$19,475	$20,697	$20,751
City Council	$0.34 per daytime pop	$2,866	$3,159	$3,451	$3,744	$4,036	$4,329	$4,622	$4,912	$4,925
Housing and Community Dev't	$7.82 per daytime pop	$65,546	$72,239	$78,931	$85,624	$92,316	$99,009	$105,701	$112,336	$112,629
Finance	$6.90 per daytime pop	$57,814	$63,717	$69,620	$75,523	$81,425	$87,328	$93,231	$99,084	$99,342
Parks & Community Services	$33.30 per resident	$275,116	$303,517	$331,919	$360,320	$388,721	$417,123	$445,524	$473,682	$473,682
Library	$21.40 per daytime pop	$179,402	$197,719	$216,037	$234,354	$252,671	$270,988	$289,306	$307,466	$308,269
Non-Departmental	$9.52 per daytime pop	$79,791	$87,938	$96,084	$104,231	$112,378	$120,525	$128,672	$136,749	$137,106
Public Works	$17.96 per daytime pop	$150,561	$165,934	$181,306	$196,679	$212,052	$227,424	$242,797	$258,038	$258,711
CASP Subtotal		**$867,384**	**$956,257**	**$1,045,130**	**$1,134,004**	**$1,222,877**	**$1,311,750**	**$1,400,623**	**$1,488,735**	**$1,491,385**
Total										
General Government (1)	$5.27 per daytime pop	$112,077	$119,277	$126,478	$133,679	$140,880	$148,081	$155,282	$162,493	$162,691
City Attorney	$1.44 per daytime pop	$30,614	$32,581	$34,547	$36,514	$38,481	$40,448	$42,415	$44,385	$44,439
City Council	$0.34 per daytime pop	$7,265	$7,732	$8,199	$8,665	$9,132	$9,599	$10,066	$10,533	$10,546
Community Development	$7.82 per daytime pop	$166,160	$176,835	$187,511	$198,186	$208,862	$219,537	$230,213	$240,904	$241,198
Finance	$6.90 per daytime pop	$146,557	$155,974	$165,390	$174,806	$184,222	$193,638	$203,054	$212,484	$212,743
Parks & Community Services	$33.30 per resident	$698,089	$741,606	$785,122	$828,638	$872,155	$915,671	$959,187	$1,002,770	$1,002,770
Library	$21.40 per daytime pop	$454,782	$484,001	$513,221	$542,440	$571,659	$600,879	$630,098	$659,360	$660,163
Non-Departmental	$9.52 per daytime pop	$202,269	$215,265	$228,260	$241,256	$254,251	$267,247	$280,243	$293,257	$293,614
Public Works	$17.96 per daytime pop	$381,671	$406,193	$430,715	$455,237	$479,759	$504,281	$528,803	$553,361	$554,035
TOTAL		**$2,199,484**	**$2,339,463**	**$2,479,443**	**$2,619,422**	**$2,759,402**	**$2,899,381**	**$3,039,360**	**$3,179,548**	**$3,182,198**

*Note: include Measure G and Measure V-funded service enhancements assumed to be needed to reach a baseline service level for provision of services.

(1) Includes City Manager, Community Safety, City Clerk, Human Resources, and Economic Development

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

Table C-11
Expenditure Summary*

Item		Stabilization		
		29	30	31
WASP				
General Government (1)	$5.27 per daytime pop	$86,721	$86,700	$86,700
City Attorney	$1.44 per daytime pop	$23,688	$23,682	$23,682
City Council	$0.34 per daytime pop	$5,621	$5,620	$5,620
Housing and Community Dev't	$7.82 per daytime pop	$128,568	$128,537	$128,537
Finance	$6.90 per daytime pop	$113,401	$113,373	$113,373
Parks & Community Services	$33.30 per resident	$529,088	$529,088	$529,088
Library	$21.40 per daytime pop	$351,894	$351,808	$351,808
Non-Departmental	$9.52 per daytime pop	$156,508	$156,470	$156,470
Public Works	$17.96 per daytime pop	$295,323	$295,251	$295,251
WASP Subtotal		**$1,690,812**	**$1,690,530**	**$1,690,530**
CASP				
General Government (1)	$5.27 per daytime pop	$76,168	$76,355	$76,355
City Attorney	$1.44 per daytime pop	$20,805	$20,856	$20,856
City Council	$0.34 per daytime pop	$4,937	$4,950	$4,950
Housing and Community Dev't	$7.82 per daytime pop	$112,923	$113,200	$113,200
Finance	$6.90 per daytime pop	$99,601	$99,846	$99,846
Parks & Community Services	$33.30 per resident	$473,682	$473,682	$473,682
Library	$21.40 per daytime pop	$309,072	$309,831	$309,831
Non-Departmental	$9.52 per daytime pop	$137,463	$137,801	$137,801
Public Works	$17.96 per daytime pop	$259,385	$260,023	$260,023
CASP Subtotal		**$1,494,035**	**$1,496,544**	**$1,496,544**
Total				
General Government (1)	$5.27 per daytime pop	$162,889	$163,055	$163,055
City Attorney	$1.44 per daytime pop	$44,493	$44,538	$44,538
City Council	$0.34 per daytime pop	$10,559	$10,570	$10,570
Community Development	$7.82 per daytime pop	$241,491	$241,737	$241,737
Finance	$6.90 per daytime pop	$213,002	$213,219	$213,219
Parks & Community Services	$33.30 per resident	$1,002,770	$1,002,770	$1,002,770
Library	$21.40 per daytime pop	$660,965	$661,640	$661,640
Non-Departmental	$9.52 per daytime pop	$293,971	$294,271	$294,271
Public Works	$17.96 per daytime pop	$554,708	$555,274	$555,274
TOTAL		**$3,184,848**	**$3,187,073**	**$3,187,073**

*Note: include Measure G and Measure V-funded service enhancements assumed to be needed to reach a baseline service level for provision of services.

(1) Includes City Manager, Community Safety, City Clerk, Human Resources, and Economic Development

Sources: City of Salinas 2016 - 2017 Adopted Operating Budget; Economic & Planning Systems, Inc.

City of Salinas
COMMUNITY DEVELOPMENT DEPARTMENT
65 W. Alisal Street, 2nd Floor • Salinas, California 93901
(831) 758-7387 • (831) 775-4258 (Fax) • www.ci.salinas.ca.us

DATE: October 14, 2015

TO: State Clearinghouse
State Responsible Agencies
State Trustee Agencies
Other Public Agencies
Interested Organizations

FROM: Gabriel Elliott, Project Manager
City of Salinas
65 West Alisal Street (Second Floor)
Salinas, CA 93901
(831) 775-4246 – phone
(831) 775-4258 - fax
gabriel.elliott@ci.salinas.ca.us

SUBJECT: NOTICE OF PREPARATION – WEST AREA SPECIFIC PLAN EIR

EIR CONSULTANT
Steve McMurtry, Principal Planner
De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
Phone: (916) 580-9818

An Initial Study has been prepared for the proposed project and is attached to this Notice of Preparation (NOP). The Initial Study lists those issues that will require detailed analysis and technical studies that will need to be evaluated and/or prepared as part of the EIR. The EIR will consider potential environmental effects of the proposed project to determine the level of significance of the environmental effect, and will analyze these potential effects to the detail necessary to make a determination on the level of significance.

Those environmental issues that have been determined to be less than significant will have a discussion that is limited to a brief explanation of why those effects are not considered potentially significant. In addition, the EIR may also consider those environmental issues which are raised by responsible agencies, trustee agencies, and members of the public or related agencies during the NOP process.

We need to know the views of your agency or organization as to the scope and content of the environmental information germane to your agency's statutory responsibilities or of interest to your organization in connection with the proposed project. Specifically, we are requesting the following:

1. If you are a public agency, state whether your agency will be a responsible or trustee agency for the proposed project and list the permits or approvals from your agency that will be required for the project and its future actions;

2. Identify significant environmental effects and mitigation measures that you believe need to be explored in the EIR with supporting discussion of why you believe these effects may be significant;
3. Describe special studies and other information that you believe are necessary for the City of Salinas to analyze the significant environmental effects, alternatives, and mitigation measures you have identified;
4. For public agencies that provide infrastructure and public services, identify any facilities that must be provided (both on- and off-site) to provide services to the proposed project;
5. Indicate whether a member(s) from your agency would like to attend a scoping workshop/meeting for public agencies to discuss the scope and content of the EIR's environmental information;
6. Provide the name, title, and telephone number of the contact person from your agency or organization that we can contact regarding your comments.

Due to the time limits mandated by State law, your response must be sent and received by the City of Salinas by the following deadlines:

- For responsible agencies, not later than 30 days after you receive this notice.
- For all other agencies and organizations, not later than 30 days following the publication of this Notice of Preparation. The 30 day review period ends on Tuesday, November 10, 2015.

If we do not receive a response from your agency or organization, we will presume that your agency or organization has no response to make.

A responsible agency, trustee agency, or other public agency may request a meeting with the City of Salinas or its representatives in accordance with Section 15082(c) of the CEQA Guidelines. A public scoping meeting will be held during the public review period as follows:

SCOPING MEETING: October 29, 2015 at 6:30 p.m., at the McKinnon Elementary School, Multi-purpose room, 2100 McKinnon Street, Salinas, CA 93906.

Please send your response or questions to Gabriel Elliott, Project Manager at the City of Salinas located at 65 W. Alisal Street (Second Floor), Salinas, CA 93901. Contact information: email: gabriel.elliott@ci.salinas.ca.us; Telephone: (831) 775-4246.

Attachment 16 Draft Environmental Impact Report

https://www.cityofsalinas.org/sites/default/files/volume_i_west_area_specific_plan_public_draft_final_1.pdf

Attachment 17 Draft Environmental Impact Report Technical Appendices

https://www.cityofsalinas.org/sites/default/files/volume_ii_appendices_west_area_specific_plan_public_draft_eir_web_0.pdf

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #2006021072

Project Title: West Area Specific Plan

Lead Agency: City of Salinas | Contact Person: Jill Miller, Senior Planner
Mailing Address: 65 West Alisal St., 2nd Floor | Phone: 831-758-7206
City: Salinas | Zip: 93901 | County: Monterey

Project Location: County: Monterey | City/Nearest Community: Salinas
Cross Streets: San Juan Grade Rd and East Boranda Rd | Zip Code: 93901
Longitude/Latitude (degrees, minutes and seconds): 36 ° 43 ′ 18 ″ N / 121 ° 38 ′ 16 ″ W | Total Acres: 797
Assessor's Parcel No.: several | Section: | Twp.: | Range: | Base:
Within 2 Miles: State Hwy #: US 101 | Waterways:
Airports: | Railways: | Schools: several

Document Type:

CEQA: ☐ NOP ☒ Draft EIR ☐ Early Cons ☐ Supplement/Subsequent EIR ☐ Neg Dec (Prior SCH No.) ☐ Mit Neg Dec Other:
NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI
Other: ☐ Joint Document ☐ Final Document ☐ Other:

Local Action Type:

☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☒ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan
☒ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☒ Other: Dev. Agreement

Governor's Office of Planning & Research
FEB 27 2019
STATE CLEARINGHOUSE

Development Type:

☒ Residential: Units 4340 Acres 480
☐ Office: Sq.ft. Acres Employees
☒ Commercial: Sq.ft. 571,500 Acres Employees
☐ Industrial: Sq.ft. Acres Employees
☒ Educational: 1 HS, 1 MS, 3 Elem schools
☒ Recreational: 49 acres of parks
☐ Water Facilities: Type MGD
☐ Transportation: Type
☐ Mining: Mineral
☐ Power: Type MW
☐ Waste Treatment: Type MGD
☐ Hazardous Waste: Type
☐ Other:

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☒ Agricultural Land ☒ Air Quality ☒ Archeological/Historical ☒ Biological Resources ☐ Coastal Zone ☒ Drainage/Absorption ☐ Economic/Jobs
☐ Fiscal ☒ Flood Plain/Flooding ☒ Forest Land/Fire Hazard ☒ Geologic/Seismic ☒ Minerals ☒ Noise ☒ Population/Housing Balance ☒ Public Services/Facilities
☒ Recreation/Parks ☒ Schools/Universities ☒ Septic Systems ☒ Sewer Capacity ☒ Soil Erosion/Compaction/Grading ☒ Solid Waste ☒ Toxic/Hazardous ☒ Traffic/Circulation
☒ Vegetation ☒ Water Quality ☒ Water Supply/Groundwater ☒ Wetland/Riparian ☒ Growth Inducement ☒ Land Use ☒ Cumulative Effects ☐ Other:

Present Land Use/Zoning/General Plan Designation:

GP= Mixed Use, Res Low; Med; High, Public/Semipublic, Open Space and Park. Zoning= New Urbanism Interim (w/ SP Overlay)

Project Description: *(please use a separate page if necessary)*

An application for adoption of a Specific Plan, approval of a Development Agreement, and rezoning of the Specific Plan Area from New Urbanism Interim (NI) with a Specific Plan Overlay to Neighborhood Edge (NE)/Low Density Residential, Neighborhood General 1 (NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, Village Center (VC), Public/Semipublic (PS), Parks (P) and Open Space (OS), with the applicable Specific Plan Overlay District. The West Area Specific Plan will provide for up to 4,340 new residences, 571,500 sf of commercial/office, 5 schools, parks, and associated infrastructure. The draft Specific Plan can be viewed at the City of Salinas website at https://www.cityofsalinas.org/our-city-services/community-development/documents-public-review

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

X	Air Resources Board		Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
	California Emergency Management Agency		Parks & Recreation, Department of
	California Highway Patrol		Pesticide Regulation, Department of
X	Caltrans District #5	X	Public Utilities Commission
	Caltrans Division of Aeronautics	X	Regional WQCB #3
	Caltrans Planning		Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
X	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of		SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
X	Fish & Game Region #4		Tahoe Regional Planning Agency
	Food & Agriculture, Department of		Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of		Water Resources, Department of
	General Services, Department of		
	Health Services, Department of		Other:
	Housing & Community Development		Other:
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date February 27, 2019 Ending Date April 15, 2019

Lead Agency (Complete if applicable):

Consulting Firm: De Novo Planning Group
Address: 1020 Suncast Lane, Suite 106
City/State/Zip: El Dorado Hills, CA 95762
Contact: Steve McMurtry, Principal
Phone: 916-580-9818

Applicant: Harrod Construction Company
Address: 365 Victor St., Suite #S
City/State/Zip: Salinas, CA 93907
Phone: 831-758-4368

Signature of Lead Agency Representative: _____ **Date:** 2/26/19

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

City of Salinas
COMMUNITY DEVELOPMENT DEPARTMENT
65 W. Alisal Street • Salinas, California 93901
(831) 758-7241 • (831) 758-7938 (Fax) • www.ci.salinas.ca.us

FROM: CITY OF SALINAS COMMUNITY DEVELOPMENT DEPARTMENT

SUBJECT: NOTICE OF AVAILABILITY OF THE WEST AREA SPECIFIC PLAN DRAFT ENVIRONMENTAL IMPACT REPORT – REQUEST FOR COMMENTS

The City of Salinas has received an application for adoption of a Specific Plan and Rezoning for an approximately 797-acre area located in the North of Boronda Future Growth Area. This Notice of Availability has been prepared to solicit comments on the Draft Environmental Impact Report (EIR) prepared for the project. The proposed project is described in more detail below, as is direction for providing comments on the EIR.

Notice is hereby given that the City of Salinas has prepared a Draft EIR pursuant to the requirements of California Environmental Quality Act (CEQA), for the West Area Specific Plan project. Based on the findings of the Draft EIR, this proposed project will have a range of significant environmental impacts. Please see the Project Description section below for more information about the proposed project.

Public Comment Requested and Public Comment Period. The City is soliciting comments on the content of the Draft EIR from interested persons and organizations concerned with the project in accordance with State CEQA Guidelines Section 15087. The City of Salinas requests that you review the project materials and provide any comments related to your agency's area of responsibility. **The 45-day public comment review period will commence on February 22, 2019 and end on April 9, 2019 at 5 p.m.** If you wish to submit comments, they must be received by the City no later than 5:00 PM on Tuesday, April 9, 2019. All written public and agency comments should be directed to: Jill Miller, Senior Planner, City of Salinas Community Development Department, 65 West Alisal Street, Salinas, California 93901. Comments may also be provided by email to: jill.miller@ci.salinas.ca.us. Please include the name of a contact person for your agency, if applicable. If we do not receive a response from your agency or organization, we will presume that your agency or organization has no response to make.

Availability of the Draft EIR. The Draft EIR is available for review at the City of Salinas Community Development Department located at 65 W. Alisal Street; at two Salinas libraries including the Steinbeck Library located at 350 Lincoln Avenue and the Cesar Chavez Library located at 615 Williams Road; and on-line on the City's website at: https://www.cityofsalinas.org/our-city-services/community-development/documents-public-review.

The City of Salinas Planning Commission and the City of Salinas City Council will conduct public hearings at which the proposed project will be considered. The public hearing dates will be duly noticed once they are determined. The public hearings will be held at the Salinas City Council Chambers located at 200 Lincoln Avenue, Salinas, CA. Once they are noticed, information on

the public hearings may be obtained from Jill Miller, Senior Planner at: 831-758-7206 or by email at: jill.miller@ci.salinas.ca.us.

Project Location: The West Area Specific Plan is located within the incorporated boundary of the City of Salinas. The approximately 797-acre Specific Plan Area is bounded by San Juan Grade Road on the west, East Boronda Road (also referred to as "Boronda Road") on the south, Natividad Road on the east, and Rogge Road and the future extension of Russell Road on the north.

Project Description: The proposed West Area Specific Plan establishes the land use planning and regulatory guidance, including the land use and zoning designations and policies, development regulations, and design standards, for the approximately 797-acre Specific Plan Area. The Specific Plan will serve as a bridge between the Salinas General Plan and individual development applications in the Specific Plan Area, applying—and adding greater specificity to—the goals, policies and concepts of the General Plan for that area.
The Specific Plan has been crafted to be consistent with overall community goals as expressed in the City of Salinas General Plan, as well as more specific policies and implementation measures contained in other documents. The City of Salinas Zoning Code requirements will apply to development applications and property within the Specific Plan Area unless specifically superseded by the development regulations or design standards contained in the Specific Plan.
The underlying purpose of the proposed project is the approval and subsequent implementation of the proposed West Area Specific Plan (including the Specific Plan's goals) and related entitlements. Proposed land uses in the approximate 797-acre Specific Plan Area include residential, mixed use commercial, community park, neighborhood parks, small parks, schools and open space (including supplemental storm water detention/retention basins). Implementation will involve development of the site under the New Urbanism Zoning Districts of Neighborhood Edge/Low Density Residential, Neighborhood General 1/Medium Density Residential, Neighborhood General 2/High Density Residential, Village Center as well as the Public and Semipublic, Parks, and Open Space Zoning Districts.
The quantifiable objectives of the proposed project include the development of up to 4,340 residential dwelling units (with a minimum of 3,553 required under the General Plan), up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities (including three elementary schools, a high school, a middle school, open space areas (including supplemental storm water detention/retention basins) and 11 parks). It is anticipated that the Specific Plan Area will house up to 15,928 residents at project build-out.

Significant Environmental Effects: The Draft EIR has identified the following environmental issue areas as having significant and unavoidable environmental impacts from implementation of the project: Air Quality, Biological Resources, Greenhouse Gases, Noise, Public Services, Transportation and Circulation, and Cumulative Impacts. All other environmental issues were determined to have no impact, less than significant impacts, or less than significant impacts with mitigation measures incorporated into the project.

FINAL ENVIRONMENTAL IMPACT REPORT

FOR THE

WEST AREA SPECIFIC PLAN

OCTOBER 2019

Prepared for:

City of Salinas
Community Development Department
65 West Alisal Street (Second Floor)
Salinas, CA 93901

Prepared by:

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
(916) 580-9818

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

Attachment 19

FINAL ENVIRONMENTAL IMPACT REPORT

FOR THE

WEST AREA SPECIFIC PLAN

OCTOBER 2019

Prepared for:

City of Salinas
Community Development Department
65 West Alisal Street (Second Floor)
Salinas, CA 93901

Prepared by:

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
(916) 580-9818

Attachment 19

Chapter **Page Number**

Executive Summary ES-1

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1.2 Environmental Review Process 1.0-2

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2.0 Comments on Draft EIR and Responses 2.0-1

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1.1 PURPOSE AND INTENDED USES OF THE EIR

CEQA REQUIREMENTS FOR A FINAL EIR

This Final Environmental Impact Report (FEIR) for the proposed West Area Specific Plan has been prepared in accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines. State CEQA Guidelines Section 15132 requires that an FEIR consist of the following:

- The Draft Environmental Impact Report (Draft EIR) or a revision of the draft;
- Comments and recommendations received on the Draft EIR, either verbatim or in summary;
- A list of persons, organizations, and public agencies commenting on the Draft EIR;
- The responses of the lead agency to significant environmental concerns raised in the review and consultation process; and
- Any other information added by the lead agency.

In accordance with State CEQA Guidelines Section 15132(a), the Draft EIR is incorporated by reference into this Final EIR.

An EIR must disclose a proposed project's expected environmental impacts, including impacts that cannot be avoided, growth-inducing effects, impacts found not to be significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the proposed project that could reduce or avoid its significant adverse environmental impacts. CEQA requires government agencies to consider and, where feasible, minimize significant environmental impacts of proposed development, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

PURPOSE AND USE

The City of Salinas has determined that a program-level EIR was required for the proposed West Area Specific Plan (herein the Specific Plan) Project (proposed project) pursuant to the requirements of CEQA. The Draft EIR focuses on the environmental effects related to air quality, biological resources, cultural and tribal resources, greenhouse gases, climate change and energy, hydrology and water quality, noise, population, public services, transportation, and utilities.

The environmental review process enables interested parties to evaluate the proposed project in terms of its environmental consequences, to examine and recommend methods to eliminate or reduce potential significant adverse impacts, and to consider a reasonable range of alternatives to the project. While CEQA requires that consideration be given to avoiding adverse environmental effects, the lead agency must balance adverse environmental effects against other public objectives, including the economic and social benefits of a project, in determining whether a project should be approved.

This document and the Draft EIR, as amended herein, constitute the FEIR, which will be used as the primary environmental document to evaluate all subsequent planning and permitting actions

associated with the proposed project. Subsequent actions that may be associated with the proposed project are identified in Chapter 2.0, Project Description, of the Draft EIR.

1.2 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR has involved, or will involve, the following general procedural steps:

NOTICE OF PREPARATION AND INITIAL STUDY

The City circulated a Notice of Preparation (NOP) of an EIR for the proposed project on October 14, 2015 to responsible and trustee agencies, the State Clearinghouse, and the public. A public scoping meeting was held on October 29, 2015 at 6:30 p.m., at McKinnon Elementary School in Salinas to present the project description to the public and interested agencies, and to receive comments from the public and interested agencies regarding the scope of the environmental analysis to be included in the Draft EIR. Concerns raised in response to the NOP were considered during preparation of the Draft EIR. The NOP and responses to the NOP by interested parties are presented in **Appendix A** of the Draft EIR.

NOTICE OF AVAILABILITY AND DRAFT EIR

The City published a public Notice of Availability (NOA) for the Draft EIR on February 27, 2019, thereby soliciting comments from the general public, agencies, organizations, and other interested parties. The NOA was filed with the State Clearinghouse (SCH # 2006021072) and the County Clerk, and was published in a regional newspaper pursuant to the public noticing requirements of CEQA. The Draft EIR was available for public review from February 27, 2019 through April 15, 2019. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The Draft EIR identifies issues determined to have no impact or a less than significant impact, and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the NOP were considered in preparing the analysis in the Draft EIR.

RESPONSE TO COMMENTS/FINAL EIR

The City of Salinas received ten (10) comment letters during the Draft EIR public review period. In accordance with CEQA Guidelines Section 15088, this Final EIR responds to the written comments received. The Final EIR also contains minor edits to the Draft EIR, which are included in Chapter 3.0, Errata. This document and the Draft EIR, as amended herein, constitute the Final EIR.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The City Council of Salinas will review and consider the Draft EIR together with the Final EIR. In order to take actions based upon the Final EIR (such as approving the proposed project or an alternative), the City Council must first "certify" the document under State CEQA Guidelines section 15090. Certification consists of three separate findings to the effect that "(1) The final EIR has been

completed in compliance with CEQA; (2) The final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the final EIR prior to approving the project; and (3) The final EIR reflects the lead agency's independent judgment and analysis." In addressing the first of these three issues, the City Council may find that the Final EIR complies with CEQA if the Council finds that the Final EIR is "adequate and complete." The rule of adequacy generally holds that a Final EIR can be certified if:

1) The EIR shows a good faith effort at full disclosure of environmental information; and

2) The EIR provides sufficient analysis to allow decisions to be made regarding the proposed project in contemplation of environmental considerations.

Upon review and consideration of the certified Final EIR, the City Council may take action to approve, revise, or reject the project. A decision to approve the proposed project, for which this EIR identifies significant environmental effects, must be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. A Mitigation Monitoring Program, as described below, would also be adopted in accordance with Public Resources Code Section 21081.6(a) and CEQA Guidelines Section 15097 for mitigation measures that have been incorporated into or imposed upon the proposed project to reduce or avoid significant effects on the environment. The City has prepared a Mitigation Monitoring Program to ensure that these measures are carried out during project implementation, in a manner that is consistent with the EIR. It is found in Chapter 4 of this document.

1.3 ORGANIZATION OF THE FINAL EIR

This Final EIR has been prepared consistent with Section 15132 of the State CEQA Guidelines, which identifies the content requirements for Final EIRs. This Final EIR is organized in the following manner:

CHAPTER 1.0 – INTRODUCTION

Chapter 1.0 (this chapter) briefly describes the purpose of the environmental evaluation, identifies the lead agency (the City), summarizes the process associated with preparation and certification of an EIR, and identifies the content requirements and organization of the Final EIR.

CHAPTER 2.0 – COMMENTS ON THE DRAFT EIR AND RESPONSES

Chapter 2.0 provides a list of commentors, copies of written comments made on the Draft EIR (coded for reference), and responses to those written comments.

CHAPTER 3.0 - ERRATA

Chapter 3.0 consists of minor revisions to the Draft EIR in response to comments on the Draft EIR, as well as minor staff edits. The revisions to the Draft EIR do not change the intent or content of the analysis or mitigation.

1.0 INTRODUCTION

CHAPTER 4.0 – FINAL MMRP

Chapter 4.0 consists of a Mitigation Monitoring and Reporting Program (MMRP). The MMRP is presented in a tabular format that presents the impacts, mitigation measure, and responsibility, timing, and verification of monitoring.

CHAPTER 5.0 - REPORT PREPARERS

Chapter 5.0 lists all authors and agencies that assisted in the preparation of the EIR, by name, title, and company or agency affiliation.

2.1 INTRODUCTION

The City of Salinas received ten (10) comment letters on the Draft EIR during the EIR 45-day public review period. Acting as lead agency, the City of Salinas has prepared responses to the Draft EIR comments. Responses to comments received during the comment period do not involve any new significant impacts or "significant new information" that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.

2.2 LIST OF COMMENTORS

Table 2-1 lists the comments on the Draft EIR that were submitted to the City of Salinas. The assigned comment letter number, letter date, letter author, and affiliation, if presented in the comment letter or if representing a public agency, are also listed.

TABLE 2-1 LIST OF COMMENTORS

RESPONSE LETTER	INDIVIDUAL OR SIGNATORY	AFFILIATION	DATE OF LETTER
A	Gayle Totton	Native American Heritage Commission	3-4-2019
B	Julie A. Vance	California Department of Fish and Wildlife (CDFW) - Central Region	4-10-2019
C	Matt Krenz	Monterey County Health Department, Environmental Health Bureau (EHB)	4-10-2019
D	Michael DeLapa	Land Watch Monterey County	4-11-2019
E	Chris Bjornstad	California Department of Transportation (Caltrans) District 5	4-12-2019
F	Dan Burns	Salinas Union High School District	4-12-2019
G	Dr. Hector A. Rico	Alisal Union School District	4-15-2019
H	Alan Romero	Monterey Bay Air Resources District	4-15-2019
I	Devon B. Lincoln	Lozano Smith Attorneys at Law representing Santa Rita Union High School District	4-15-2019
J	Brian Finegan	Brian Finegan & Michael J. Harrington, Limited Liability Partnership, Attorneys at Law representing the West Area Specific Plan Applicants	4-15-2019

2.3 COMMENTS AND RESPONSES

REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

CEQA Guidelines Section 15088 requires that lead agencies evaluate and respond to all comments on the Draft EIR that consider an environmental issue. The written response must address the significant environmental issue raised and provide a detailed response, especially when specific

comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, the written response must be a good faith and reasoned analysis. However, lead agencies need to only respond to significant environmental issues associated with the project and do not need to provide all the information requested by the commentor, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Section 15204). The level of detail contained in the response may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general). A general response may be appropriate when a comment does not contain or specifically refer to readily available information or does not explain the relevance of evidence submitted with the comment.

CEQA Guidelines Section 15204 recommends that commentors provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible environmental impacts of the project and ways to avoid or mitigate the significant effects of the project, and that commentors provide evidence supporting their comments. Pursuant to CEQA Guidelines Section 15064(f)(5), an effect shall not be considered significant in the absence of substantial evidence.

CEQA Guidelines Section 15088 also recommends that revisions to the Draft EIR be noted as a revision in the Draft EIR or as a separate section of the Final EIR. Chapter 3.0 of this Final EIR is an Errata that identifies all revisions to the Draft EIR.

RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

- Each letter is lettered (i.e., Letter A) and each comment within each letter is numbered (i.e., comment A-1, comment A-2).

Errata

Where changes to the Draft EIR text result from the response to comments, those changes are included in the response and identified with revision marks (<u>underline</u> for new text, ~~strike out~~ for deleted text).

Subject: SCH# 2006021072 West Area Specific Plan

Good afternoon Ms. Miller,

I have reviewed the DEIR for the project referenced above. Since the document is substantially in compliance, I did not want to send a formal comments letter. However, there is an error and an oversight that I wanted to bring to your attention. A-1

First, in Mitigation Measure 3.3-3 (a), the timeline for a Most Likely Descendant (MLD) to make recommendation on the disposition of Native American human remains is in error. Public Resources Code section 5097.98 specifies that the MLD has 48 hours from the time they are give access to the site to make recommendations to the landowner. Please make that correction prior to the document being certified. A-2

Also, in the Cultural and Tribal Resources section, a statement is made that the outreach letters supporting the statement that SB-18 consultation was done would be found in Appendix A. The comments received on the Notice of Preparation are there, but the tribal consultation letters are not. Were you going to include them (recommended)? If not, the statement in the text should be deleted. A-3

Please let me know if you have any questions about these items.
Sincerely, A-4

Gayle Totton, M.A., Ph.D.
Associate Governmental Program Analyst
Native American Heritage Commission
(916) 373-3714

Response to Letter A: Gayle Totton, Native American Heritage Commission

Response A-1: This comment serves as an introduction to the letter. The commentor indicates that the Draft EIR is in substantial compliance and that they have sent the email instead of a formal comment letter. The commentor does, however, indicate that there is an error and oversight that she wants to bring to the attention of the City of Salinas, which is elaborated on in the following paragraphs. This comment is noted and does not warrant a response. No further response is necessary.

Response A-2: The commentor states the following: "*First, in Mitigation Measure 3.3-3 (a), the timeline for a Most Likely Descendant (MLD) to make recommendation on the disposition of Native American human remains is in error. Public Resources Code section 5097.98 specifies that the MLD has 48 hours from the time they are give [sic] access to the site to make recommendations to the landowner. Please make that correction prior to the document being certified."*

This comment is noted. Based on this comment, we have updated Mitigation Measure 3.3-3 on pages 3.3-15 and ES-25 of the Draft EIR as follows, which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text):

> ***Mitigation Measure 3.3-3****: If human remains are found during construction within the Specific Plan Area, or at off-site infrastructure improvement locations, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until a qualified archeological monitor and the coroner of Monterey County are contacted. If it is determined that the remains are Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if:*
>
> *a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within ~~24~~48 hours after being notified by the commission;*
> *b) the descendent identified fails to make a recommendation; or*
> *c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.*
>
> *Grading permit/building permit plans shall note this measure.*

Response A-3: The commentor states the following: *"Also, in the Cultural and Tribal Resources section, a statement is made that the outreach letters supporting the statement that SB-18 consultation was done would be found in Appendix A. The comments received on the Notice of*

Preparation are there, but the tribal consultation letters are not. Were you going to include them (recommended)? If not, the statement in the text should be deleted."

This comment is noted. Based on this comment, the City has updated applicable text within the Cultural Resources section, as follows, to reflect that the SB-18 consultation records can be found in Appendix A. The City has also updated Appendix A to incorporate the SB-18 consultation records. This is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text):

On page 3.3-1:

> One comment was received during the public review period for the Notice of Preparation regarding environmental impacts associated with cultural resources. The Ohlone/Costanoan-Esselen Nation (OCEN) responded with a letter dated January 11, 2016. The OCEN requested to be included in ongoing project consultation. The letter did not identify any cultural resources in the Specific Plan Area. The comment letter~~s~~, along with the SB-18 consultation records, are ~~is~~ included in **Appendix A** of this EIR.

On page 3.3-11:

> Letters were sent to: the Native American Heritage Commission; Ms. Jakki Kehl; Tony Cerda, Chairperson, Coastanoan Rumsen Carmel Tribe; Ms. Louise Miranda-Ramirez, Chairperson, Ohlone Coastanoan-Esselen Nation; Ms. Ramona Garibay, Representative, Trina Marine Ruano Family; Mr. Valentine Lopez, Amah Mutsun Tribal Band; Ms. Irene Zwierlein, Chairperson, Amah Mutsun Tribal Band of Mission San Juan Bautista; Ms. Christianne Arias, Vice Chairperson Ohlone/Coastanoan-Esselen Nation; Mr. Edward Ketchum, Amah Mutsun Tribal Band; Ms. Pauline Martinez-Arias, Tribal Council Women, Ohlone/Coastanoan-Esselen Nation; Ms. Ann Marie Sayers, Chairperson, Indian Canyon Mutsun Band of Coastanoan; Ms. Linda G. Yamane; and, Ms. Michelle Zimmer, Amah Mutsun Tribal Band of Mission San Juan Bautista regarding the West Area Specific Plan Area. The Native American Heritage Commission responded with a letter dated August 12, 2015. The Ohlone/Costanoan-Esselen Nation (OCEN) responded with a letter dated January 11, 2016. Consultation was requested by, and meetings were held with, the Ohlone Coastanoan-Esselen Nation (Ms. Louise J. Miranda-Ramirez). The tribal consultation records, along with t~~T~~he ~~C~~comment letter~~s~~ received (from OCEN, dated January 11, 2016) is~~are~~ included in **Appendix A** of this EIR.

In Appendix A:

City of Salinas
COMMUNITY DEVELOPMENT DEPARTMENT
65 W. Alisal Street, 2nd Floor • Salinas, California 93901
(831) 758-7387 • (831) 775-4258 (Fax) • www.ci.salinas.ca.us

August 28, 2017

Ms. Louise J. Miranda Ramirez
Tribal Chairwoman, Ohlone/Costanoan-Esselen Nation
2653 McLaughline Avenue
San Jose, CA 95121

Dear Ms. Miranda Ramirez :

RE: Tribal Consultation Meeting

Thank you for meeting with us on August 16, 2017 in connection with the following projects:

- Salinas Travel Center (SB 18)
- Central Area Specific plan (AB52)
- West Area Specific Plan (SB 18)
- Public Safety Facility (AB 52)

I am enclosing a draft of summary notes of the meeting. Please review and send me any comments or suggested revisions by September 11, 2017 at jill.miller@ci.salinas.ca.us or (831) 758-7206. We look forward to working with you on the follow-up items.

Sincerely,

Jill Miller
Senior Planner

Enc.: Draft Summary Notes of Tribal Consultation August 16, 2017

Cc: Courtney Grossman, Planning Manager
Thomas Wiles, Senior Planner
Jennifer Coile, Project Manager

Ohlone/Costanoan-Esselen Nation

Previously acknowledged as
The San Carlos Band of Mission Indians
The Monterey Band
And also known as
O.C.E.N. or Esselen Nation
P.O. Box 1301
Monterey, CA 93942

www.ohlonecostanoanesselennation.org.

August 16, 2017

Jill Miller
Jennifer Coile
City of Salinas
65 West Alisal
Salinas, CA

Re: Consultation

Saleki Atsa,

I would like to discuss what is considered the end of Consultation. I do not agree to end AB52 Consultation until the project is complete and our requests have been met. OCEN's Tribal leadership desires to be provided with:

Archaeological reports/surveys,
Including subsurface testing, and presence/absence testing,
OCEN request to be included in mitigation and recovery programs,
Reburial of any of our ancestral remains,
Placement of all cultural items,
A Native American Monitor of Ohlone/Costanoan-Esselen Nation, approved by the
OCEN Tribal Council be used within our aboriginal territory.

I can agree to closing steps in the process, but there must be follow up. Until work on site is complete and our requests completed, consultation is not finished. We must be involved in the project in order to request mitigation and recovery programs, reburial of our ancestral remains and placement of all cultural items. Closing a project and no follow up is not considered meaningful consultation, it is our hope that the City will follow though with OCEN's requests in Consultation. As of this date, there is no follow through as requested in Consultation.

Please feel free to contact me at 408 629-5189 or 408 661-2486 cell.

Nimasianexelpasaleki

Louise J. Miranda Ramirez
OCEN Tribal Chairwoman
2653 McLaughlin Ave.
San Jose, CA 95121

Cc: OCEN Tribal Council

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TRIBAL CONSULTATIONS SB 18 (Salinas Travel Center, West Area Specific Plan) and AB 52 (Central Area Specific Plan and Public Safety Facility)

8-16-17 11 a.m. Small Permit Center Conference Room

Agency/Organization	Print Name	Sign - in
City of Salinas	Thomas Wiles	
City of Salinas	Courtney Grossman	
City of Salinas	Jennifer Coile	
City of Salinas	Jill Miller	
OCEN	Louise Miranda Ramirez	

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Tribal Consultation Meeting
August 16, 2017, 11 a.m.
Summary Notes

Attendees
OCEN: Louise Miranda Ramirez (LMR)
City CDD: Jill Miller (JM), Jennifer Coile (JC), Thomas Wiles (TW), Courtney Grossman (CG)

Projects and Handouts/Information Provided to LMR by City
- Salinas Travel Center (SB 18): Parcel map, project site on aerial, CHRIS report of November 16, 2016
- Central Area Specific Plan (AB52): map of boundaries, CHRIS report
- West Area Specific Plan (SB 18): map of boundaries
- Police Department Headquarters (AB 52): text description, maps of site

Summary of Discussion
General Comments – Tribal Concerns
- LMR spoke about the experience of the tribe with jurisdictions not listening to the tribe's request (other jurisdictions, not exclusively Salinas)
- Requests any/all archeological and historical reports and lists of known sites
- OCEN-trained native monitor on-site during soil disturbance
- Tribe views consultation is considered 'complete' when the project is complete and the end of soil disturbance
- Monterey County/Bob Schubert is preparing a process/project checklist to review every time they meet
- CG reviewed the general process of consultations: an Initial Study (IS) will discuss the consultation conducted prior to issuing the IS; if an EIR is prepared, a Notice of Availability of the Draft EIR is circulated which establishes a 45 day public review process; when the tribe submits comments during that period, those comments are provided to the decision-makers (City Council) together with the staff responses; the City Council considers the comments and responses in drafting mitigations to incorporate in the Final EIR which they certify
- LMR noted that the Native American Heritage Commission website has a flow chart of the process

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- When artifacts are discovered, legally they belong to the property owner, however tribe has requested Monterey County to suggest the property owner consider providing any artifacts to the tribe and not to museums; tribe understands legalities but only suggests the government staff to make the request to the private property owner

Salinas Travel Center (SB 18)

- During the AB52 consultation on April 11, 2017, CHRIS report wasn't available then, so provided to LMR today
- Caltrans Airport Blvd. interchange project of 2005 Mitigated Neg Dec: the 2016 CHRIS references an Environmental Assessment with a 2003 archeological resource study covering 30% of the site that concluded no impact; JM has not yet located copy; LMR requested copy
- Site has been used for agriculture which means the soil has not been disturbed very deeply; LMR noted a pipe project in Monterey, under a street, which involved digging 6 inches deeper than ever previously disturbed which resulted in the discovery of three ancestor remains, therefore LMR requests monitoring during soils disturbance

Central Area Specific plan (AB52)

- JM provided CHRIS Report with note that Peak and Associates is doing an additional study
- Creeks and riparian corridors in the area
- LMR noted that tribal member James who lives in Gonzales grew up in that area/San Juan Grade Road and is familiar with burial sites; tribe seeking to document his knowledge

West Area Specific Plan (SB 18)

- AB52 consultation in April 2016, meeting notes provided previously to LMR
- Primarily agricultural, no creeks

Police Department Headquarters (AB 52)

- CG/TW discussed the Administrative Permit for the building of the Police Department Headquarters and a CEQA process for other permits (Initial Study will determine if Mitigated Neg Dec or EIR to be prepared)
- Removal of buildings plus new construction
- Preliminary historical survey by Ken Seavey

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- City submitted CHRIS request, CHRIS response requested archaeological and historical studies, which will be coordinated by Don Reynolds, Project Coordinator in Department of Public Works
- On August 14, TW submitted request to NAHC regarding sacred sites
- Letter to LMR re consultation is going out this week
- Draft site plan schematics of a month ago were reviewed, CG noted that meeting today likely will result in revised/updated conceptual site plan; will provide to LMR when public
- LMR requested copies of reports and that a monitor be present during soil disturbance

General Admin:
Correspondence: City will USPS to Tribal address at PO Box in Monterey and to San Jose address, with simultaneous email sent to LMR

Follow-up Items

Salinas Travel Center

- JM will seek 2003 study referenced in CHRIS summary and MND from Caltrans and provide to LMR

Police Department Headquarters

- When conceptual site plan is available, CG will provide to LMR
- TW will provide the OCEN letter delivered today to the Consultants

CASP:

- JM to provide Pekin report to LMR when available

WASP:

- April 2016 meeting notes from AB 52 consultation indicate that the archaeological report was provided to LMR. She will review her files and JM is to obtain another copy of the report and email to LMR.

Attachments

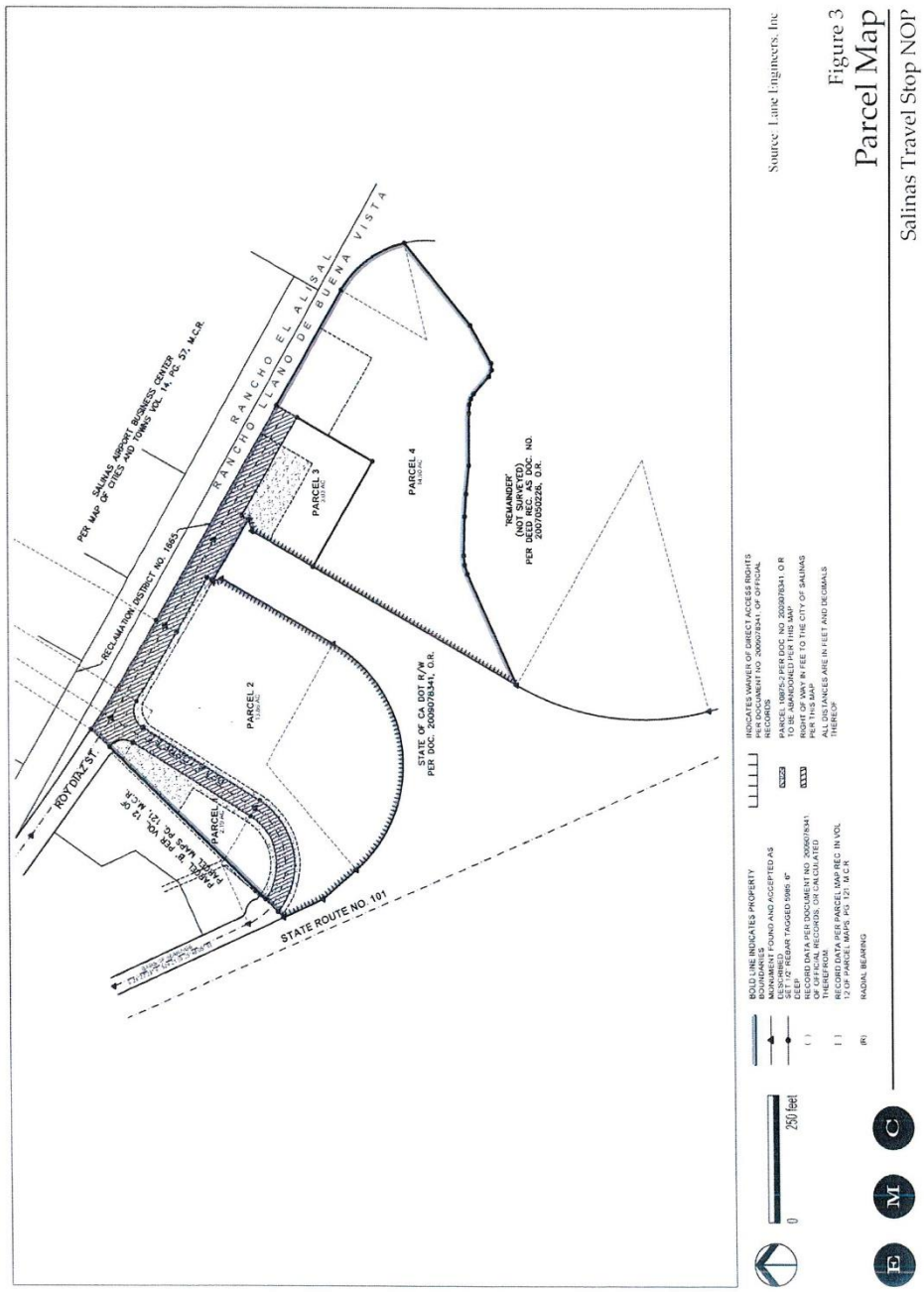
- Meeting Sign-in Sheet
- Letter from OCEN re Consultation
- Handouts noted above

Source: City of Salinas 2007, Esri 2015

Figure 2

Project Site Boundary

Salinas Travel Stop NOP



Source: Lane Engineers, Inc

Figure 3
Parcel Map
Salinas Travel Stop NOP

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

ALAMEDA, COLUSA, CONTRA COSTA, DEL NORTE, HUMBOLDT, LAKE, MARIN, MENDOCINO, MONTEREY, NAPA, SAN BENITO, SAN FRANCISCO, SAN MATEO, SANTA CLATA, SANTA CRUZ, SOLANO, SONOMA, YOLO

Northwest Information Center
Sonoma State University
150 Professional Center Drive, Suite E
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
http://www.sonoma.edu/nwic

November 23, 2016 File No.: 16-0737

Jill Miller, Associate Planner
City of Salinas
Community Development Department
65 W. Alisal Street, 2nd Floor
Salinas, CA 93901

re: County File Number 2016101058 / APN 177-131-011 / Salinas Travel Stop

Dear Ms. Miller:

Records at this office were reviewed to determine if this project could adversely affect cultural resources. **Please note that use of the term cultural resources includes both archaeological sites and historical buildings and/or structures. The review for possible historic-era building/structures, however, was limited to references currently in our office and should not be considered comprehensive.**

Previous Studies:

_XX_ Study #S-030213 (Clark Historic Resource Consultants 2000) identified no historical buildings and/or structures within the surveyed portion of the proposed project area. Study #S-046966 (Nelson et al. 2003), covering approximately 30% of the proposed project area, identified no cultural resources within the surveyed portion of the proposed project area (see recommendations below).

Archaeological and Native American Resources Recommendations:

_XX_ The proposed project area has a moderate possibility of containing unrecorded archaeological site(s). Therefore, we recommend a qualified archaeologist conduct further archival and field study of the unsurveyed portions of the proposed project area to identify cultural resources. Field study may include, but is not limited to, pedestrian survey, hand auger sampling, shovel test units, or geoarchaeological analyses as well as other common methods used to identify the presence of archaeological resources. Please refer to the list of consultants who meet the Secretary of Interior's Standards at http://www.chrisinfo.org.

_XX_ We recommend lead agency contact the local Native American tribe(s) regarding traditional, cultural, and religious heritage values. For a complete listing of tribes in the vicinity of the project, please contact the Native American Heritage Commission at (916) 373-3710.

Built Environment Recommendations:

_XX_ The 1912 USGS Salinas 15' quad and the 1947 (photorevised 1968) USGS Natividad 7.5' quad depict one or more buildings in the proposed project area. Since the Office of Historic Preservation has determined that any building or structure 45 years or older may be of historical value, it is recommended that if such buildings or structures are present, a qualified professional familiar with the architecture and history of Monterey County conduct a formal CEQA evaluation prior to the commencement of project activities.

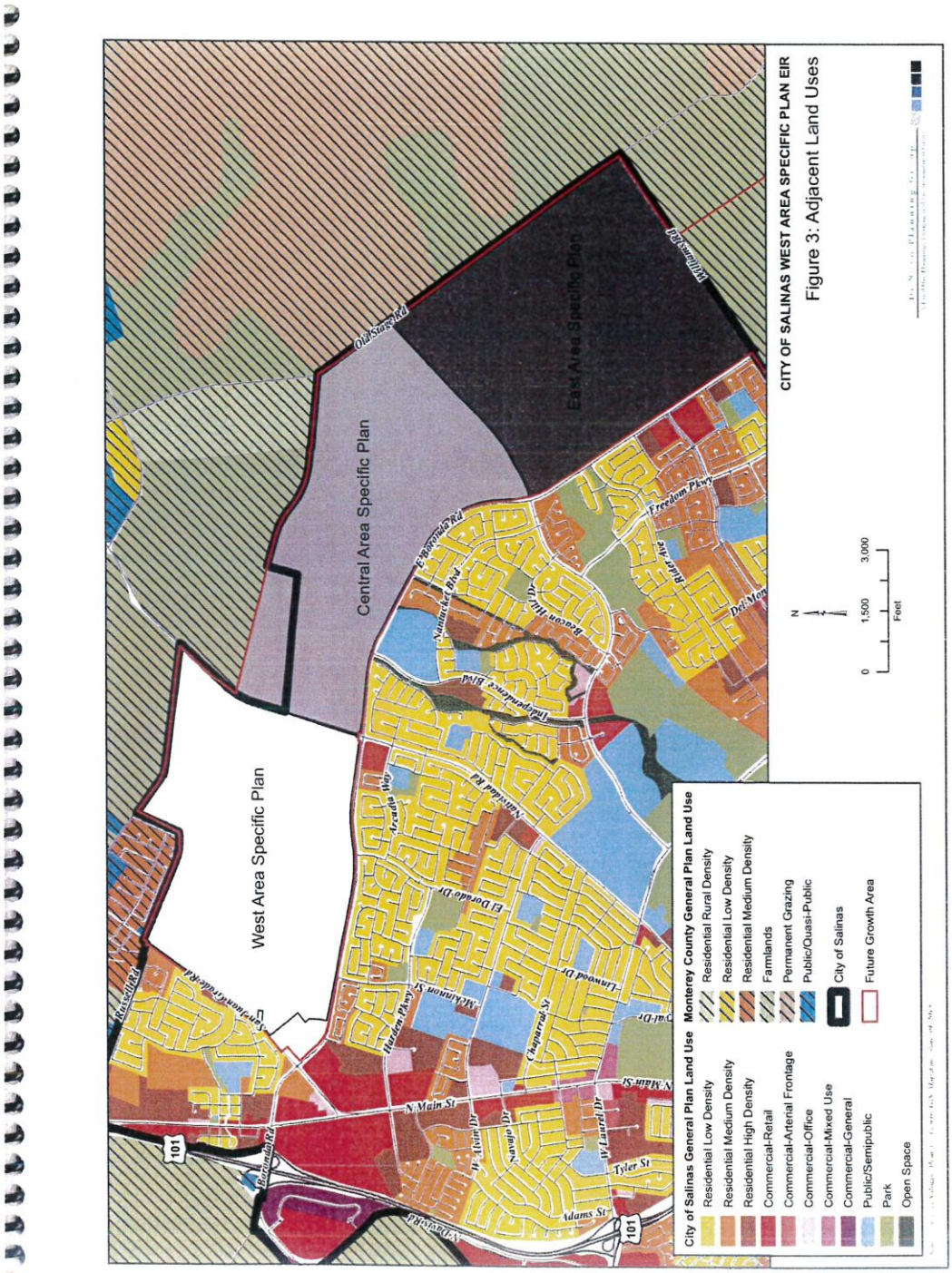
Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

For your reference, a list of qualified professionals in California that meet the Secretary of the Interior's Standards can be found at http://www.chrisinfo.org. If archaeological resources are encountered during the project, work in the immediate vicinity of the finds should be halted until a qualified archaeologist has evaluated the situation. If you have any questions, please give us a call at (707) 588-8455.

Sincerely,

Jessika Akmenkalns
Researcher


CITY OF SALINAS WEST AREA SPECIFIC PLAN EIR
Figure 3: Adjacent Land Uses
West Area Specific Plan
Central Area Specific Plan
East Area Specific Plan
Old Stage Rd
Natividad Rd
Freedom Pkwy
Rider Ave
Del Monte Blvd
Beacon Hill Dr
Timberpointe Blvd
Nantucket Blvd
Abbott St
Harden Pkwy
Arcadia Way
Natividad Rd
El Dorado Dr
Lamwood Dr
N. Main St
W. Alvin Dr
Navajo Dr
W. Laurel Dr
Tyler St
Adams St
Chaparral St
Russell Rd
101
0 1,500 3,000
Feet
City of Salinas General Plan Land Use
Residential Low Density
Residential Medium Density
Residential High Density
Commercial-Retail
Commercial-Arterial Frontage
Commercial-Office
Commercial-Mixed Use
Commercial-General
Public/Semipublic
Park
Open Space
Monterey County General Plan Land Use
Residential Rural Density
Residential Low Density
Residential Medium Density
Farmlands
Permanent Grazing
Public/Quasi-Public
City of Salinas
Future Growth Area

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

ALAMEDA, COLUSA, CONTRA COSTA, DEL NORTE, HUMBOLDT, LAKE, MARIN, MENDOCINO, MONTEREY, NAPA, SAN BENITO, SAN FRANCISCO, SAN MATEO, SANTA CLATA, SANTA CRUZ, SOLANO, SONOMA, YOLO

Northwest Information Center
Sonoma State University
150 Professional Center Drive, Suite E
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
http://www.sonoma.edu/nwic

4/12/2017 NWIC File No.: 16-1410

Neal Neuenschwander
Peak & Associates, Inc.
3161 Godman Avenue
Chico, CA 95973

re: Central Area Specific Plan (CASP) Project

The Northwest Information Center received your record search request for the project area referenced above, located on the Natividad USGS 7.5' quad. The following reflects the results of the records search for the project area and a 0.1 mile radius:

Resources within project area:	None
Resources within 0.1 mile radius:	None
Reports within project area:	S-31347, 5558, 8022, 27611, 11396, & 22819 (did not copy S-11396 & 22819).
Reports within 0.1 mile radius:	S-7855, 8021, & 27976.
Other Reports within records search radius:	S-848, 2164, 24494, 30204, & 32596 . These reports are classified as Other Reports; reports with little or no field work or missing maps. The electronic maps do not depict study areas for these reports, however a list of these reports has been provided. In addition, you have not been charged any fees associated with these studies.

Resource Database Printout (list):	☐ enclosed	☐ not requested	☒ nothing listed
Resource Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Resource Digital Database Records:	☐ enclosed	☒ not requested	☐ nothing listed
Report Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Report Digital Database Records:	☐ enclosed	☒ not requested	☐ nothing listed
Resource Record Copies:	☐ enclosed	☐ not requested	☒ nothing listed
Report Copies:	☒ enclosed	☐ not requested	☐ nothing listed
OHP Historic Properties Directory:	☒ enclosed	☐ not requested	☐ nothing listed
Archaeological Determinations of Eligibility:	☐ enclosed	☐ not requested	☒ nothing listed

CA Inventory of Historic Resources (1976):	☒ enclosed	☐ not requested	☐ nothing listed
Caltrans Bridge Survey:	☐ enclosed	☒ not requested	☐ nothing listed
Ethnographic Information:	☐ enclosed	☒ not requested	☐ nothing listed
Historical Literature:	☐ enclosed	☒ not requested	☐ nothing listed
Historical Maps:	☐ enclosed	☒ not requested	☐ nothing listed
Local Inventories:	☐ enclosed	☐ not requested	☒ nothing listed
GLO and/or Rancho Plat Maps:	☒ enclosed	☐ not requested	☐ nothing listed
Shipwreck Inventory:	☐ enclosed	☒ not requested	☐ nothing listed

*Notes:
** Current versions of these resources are available on-line:
Caltrans Bridge Survey: http://www.dot.ca.gov/hq/structur/strmaint/historic.htm
Soil Survey: http://www.nrcs.usda.gov/wps/portal/nrcs/surveylist/soils/survey/state/?stateId=CA

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

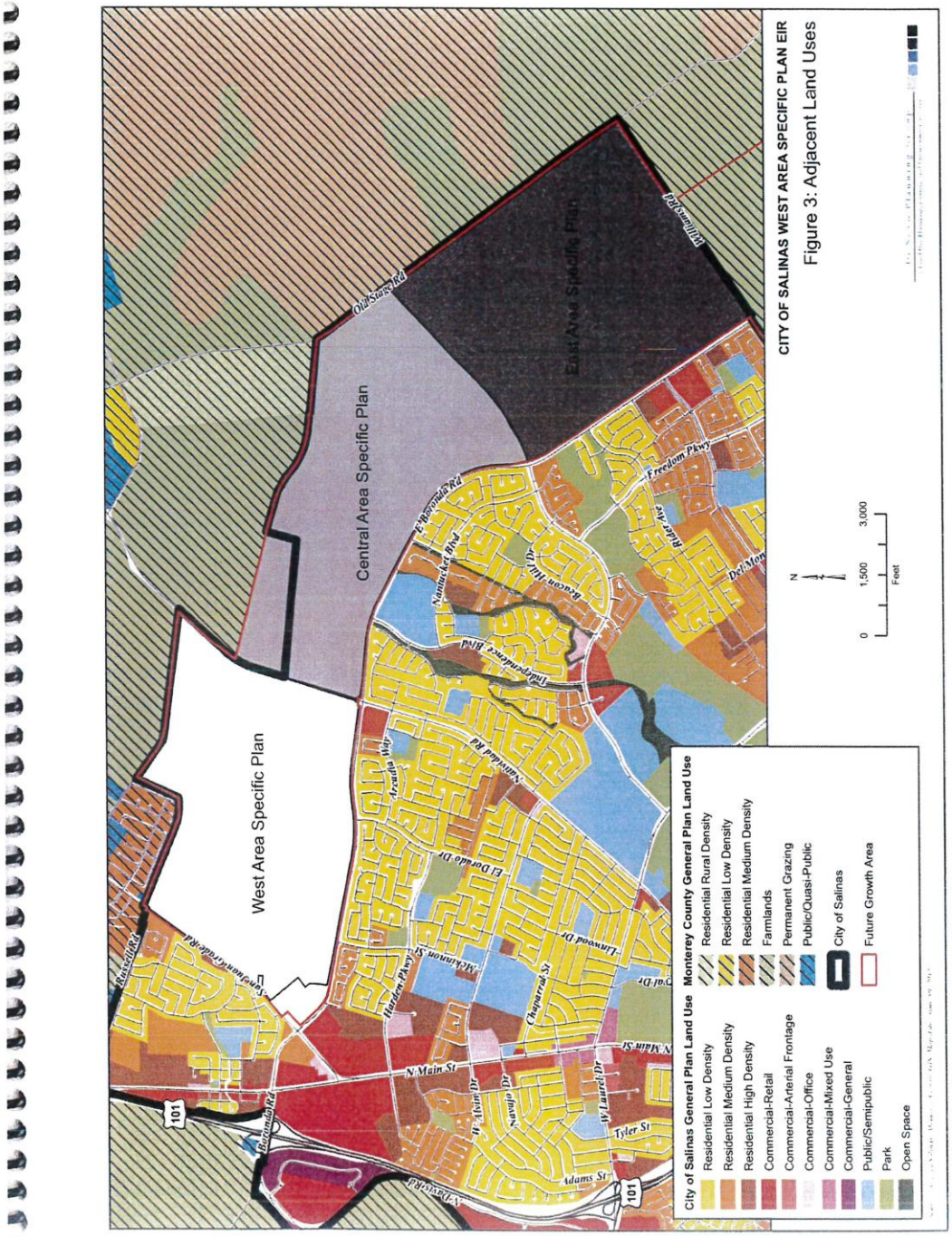
Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Lisa C. Hagel
Researcher


CITY OF SALINAS WEST AREA SPECIFIC PLAN EIR
Figure 3: Adjacent Land Uses
West Area Specific Plan
Central Area Specific Plan
East Area Specific Plan
City of Salinas General Plan Land Use
Residential Low Density
Residential Medium Density
Residential High Density
Commercial-Retail
Commercial-Arterial Frontage
Commercial-Office
Commercial-Mixed Use
Commercial-General
Public/Semipublic
Park
Open Space
Monterey County General Plan Land Use
Residential Rural Density
Residential Low Density
Residential Medium Density
Residential High Density
Farmlands
Permanent Grazing
Public/Quasi-Public
City of Salinas
Future Growth Area
N
0
1,500
3,000
Feet
Old Stage Rd
Natividad Rd
Freedom Pkwy
Blanco Rd
Boronda Rd
Independence Blvd
Arguello Blvd
Harden Pkwy
N Main St
Tyler St
Adams St
Davis Rd
101

THE NEW SALINAS POLICE DEPARTMENT
312 E. ALISAL STREET SALIANS CA

The new Salinas Police Department ("the Project") will be built on vacant property consisting of 8.5 acres. Of the 8.5 acres, 6.5 acres located at 312 E Alisal and 7 Murpohy Street will house two Department buildings and associated parking. The proposed use of the two additional acres at 282 and 285 E. Alisal Street will be determined in the future with community dialogue originating from the creation of the new Department. It is envisioned that these two-acres will be developed as community amenities to enhance the civic experience of the new Police Department and to help it fit into the new location.

The Project conceived for the 6.5 acre site will consist of two buildings the larger is which will be the "Headquarters." It will most likely be a two-story building of between 40,000 and 60,000 square feet. Headquarters will be connected by a secure sally-port to a second 34,000 square foot building that will house the non-essential services. Some of these non-essential services may be more efficiently developed as separate out-buildings and be located elsewhere on the same property. It is estimated that 378 at-grade parking spaces will need to be accommodated. The building will be completely finished and furnished as a turnkey project.

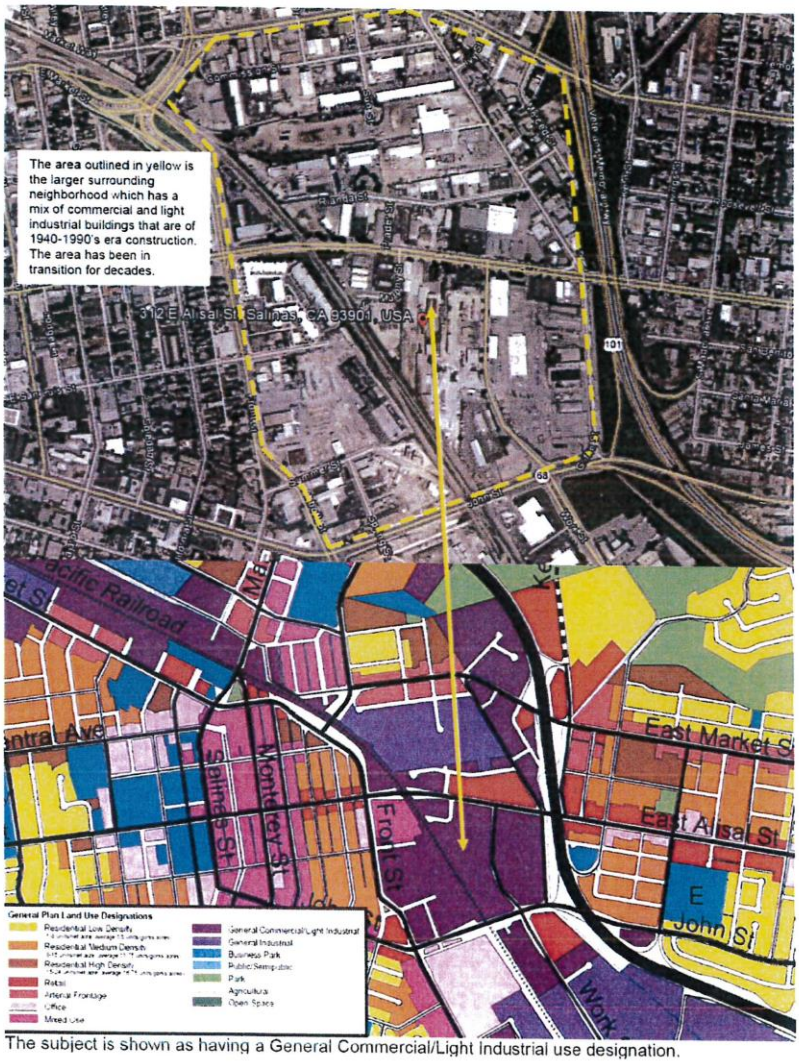
The Headquarters Building will include all of the patrol, administrative, support and investigative functions normally associated with law enforcement activities. After receiving public and community input, an assessment will be made to determine how to best include the community into this space, through meeting rooms, offices, board rooms and other spaces that promote the inclusionary vision of shared facility. This building will house all first-responder functions and is to be built to include all of the areas that life safety building codes require to the highest wind and seismic standards in strict accordance with the California Health and Safety Code Sections 16000-16022, known as the Essential Services Buildings Seismic Safety Act ("ESBSSA") implemented in Title 24, part 1 of the California Building Standards Administrative Code, Chapter 4, Articles 1 through 3. The buildings themselves will include universal access to persons of various abilities. The rooms will be clearly labeled for easy identification. Private and public spaces will be clearly identified and secured to help resolve confusion before it occurs. Prior to the acceptance of the City the new building must be fully-equipped, furnished and operational.

The Secondary Building will house functions that are odiferous, noisy and purely storage in nature. Examples might include evidence drying, evidence storage, forensic vehicle investigation, forensic laboratory, K-9, a fire-arms proficiency range and warehouse uses. No first-responder functions are presently contemplated to be housed in this building and it is anticipated that it will be constructed to commercial office standards. Warehousing evidence may be better suited for a third separate building. Hazardous and bio-hazardous waste must be anticipated in design. Prior to acceptance, it will be fully equipped, furnished and operational.

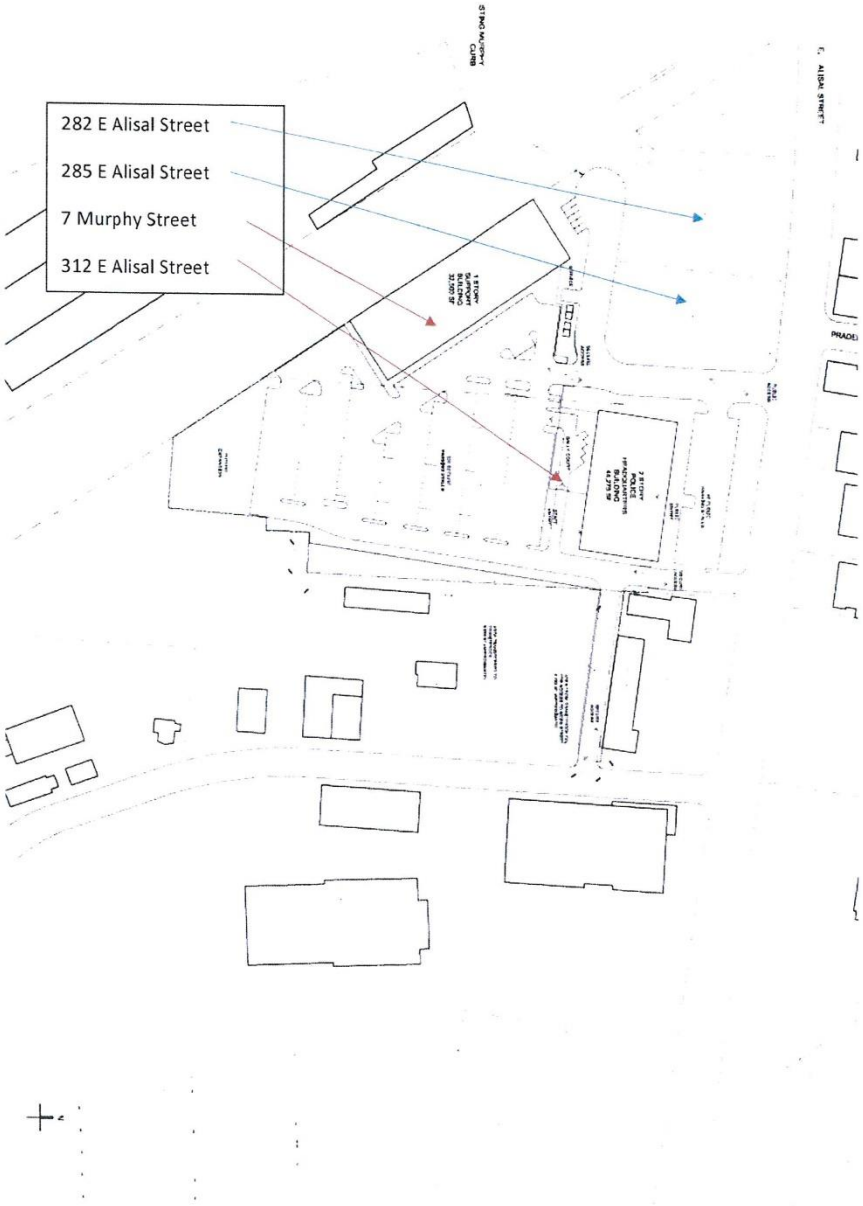
It is estimated that 378 secure at grade parking spaces will be needed and located to the south behind the two buildings between the rail tracks and the building. This will accommodate both sworn and nonsworn staff, and fleet resources. Efforts are underway to secure an easement through the private property east to Work Street that can be used by Department staff to enter and exit the secure parking behind the building (southern side of the property- refer to Subsection 4 and photo of the site). The southern border along the Union Pacific rail tracks must be secure, under video surveillance and gated from public access. There are to be 50 public parking spaces in front of the building. These spaces are to be attractive, safe and accessible from East Alisal Street. The parking lots will be designed to manage

storm water run-off and storm water pollution prevention plans in compliance with the provisions of the City's National Pollution Discharge Elimination System Permit.

Below are a location map and site plan for the Project.



The subject is shown as having a General Commercial/Light Industrial use designation.



Response A-4: This comment serves as a conclusion to the letter. This comment is noted and does not warrant a response. No further response is necessary.

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
(559) 243-4005
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

April 10, 2019

Jill Miller, Senior Planner
City of Salinas
65 West Alisal Street, Second Floor
Salinas, California 93901

Subject: West Area Specific Plan (Project)
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
SCH No.: 2006021072

Dear Ms. Miller:

The California Department of Fish and Wildlife (CDFW) received a Notice of Availability of a DEIR from the City of Salinas for the above-referenced Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code.

B-1

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statue for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Conserving California's Wildlife Since 1870

agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's Lake and Streambed Alteration (LSA) regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code will be required.

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include, 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

B-1
(Cont'd)

Water Pollution: Pursuant to Fish and Game Code Section 5650, it is unlawful to deposit in, permit to pass into, or place where it can pass into "Waters of the State" any substance or material deleterious to fish, plant life, or bird life, including non-native species. It is possible that without mitigation measures implementation of the Project could result in pollution of Waters of the State from storm water runoff or construction-related erosion. Potential impacts to the wildlife resources that utilize these watercourses include the following: increased sediment input from road or structure runoff; toxic runoff associated with development activities and implementation; and/or impairment of wildlife movement along riparian corridors. The Regional Water Quality Control Board and United States Army Corps of Engineers also have jurisdiction regarding discharge and pollution to Waters of the State.

In this role, CDFW is responsible for providing, as available, biological expertise during public agency environmental review efforts (i.e., CEQA), focusing specifically on project activities that have the potential to adversely affect fish and wildlife resources. CDFW provides recommendations to identify potential impacts and possible measures to avoid or reduce those impacts.

PROJECT DESCRIPTION SUMMARY

Proponent: City of Salinas

Objective: The City of Salinas has developed the West Area Specific Plan (hereafter, Specific Plan) which establishes the land use planning and regulatory guidance, including the land use and zoning designations and policies, development regulations, and design standards, for the approximately 797-acre Specific Plan area. The Specific Plan will serve as a bridge between the Salinas General Plan and individual development applications in the Specific Plan Area. Proposed land uses in the Specific Plan area include residential, mixed use commercial, community park, neighborhood parks, small parks, schools, and open space. The objective of the proposed Project includes development of 4,340 residential dwelling units, up to 571,500-square-feet of commercial/mixed use building area, and up to 177-acres of public facilities including three elementary schools, a high school, a middle school, open space areas and 11 parks. It is anticipated that the Specific Plan area will house up to 15,298 residents at Project build-out.

B-1 (Cont'd)

Location: The Project is located in northwest Salinas, California. The Specific Plan area is bounded on the north by Rogge and Russel Roads; on the east by Natividad Road; on the west by San Juan Grade Road; and on the south by East Boronda Road. Assessor's Parcel Numbers 211-011-011, 211-011-008, 211-011-003, 211-001-009, 211-011-002, 211-011-010, 211-011-001, 211-231-067, 211-231-012, 211-231-013, 211-231-059, 211-231-068, 211-231-016.

Timeframe: Unspecified.

COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations to assist the City of Salinas in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document.

Currently, the DEIR indicates that the Project's impacts would be less than significant with the implementation of mitigation measures described in the DEIR. However, as currently drafted, it is unclear whether the mitigation measures described will be enforceable or sufficient in reducing impacts to a level that is less than significant. In particular, CDFW is concerned regarding adequacy of mitigation measures for special-status species including, but not limited to, the State and federally Threatened California tiger salamander (*Ambystoma californiense*), the State Species of Special Concern and federally threatened California red-legged frog (*Rana draytonii*).

I. Environmental Setting and Related Impact

B-2

Would the Project have a substantial adverse effect, either directly or through

habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or the United States Fish and Wildlife Service (USFWS)?

COMMENT 1: California Tiger Salamander (CTS)

Section 3.2. Biological Resources; Mitigation Measures (MM) 3.2-1 and 3.2-2; pages 3.2-34 through 3.2-35.

Issue: CTS are known to occur within and in the vicinity of the Project site (CDFW 2019). The DEIR, as currently drafted, includes measures that may not be enforceable or adequate in minimizing take to a level that is less than significant or that may themselves result in take. Take is defined in Fish and Game Code Section 86 as hunt, pursue, catch, capture, or kill, or the attempt to do so. In addition, there are no focused surveys for CTS proposed, no survey protocols specified, and details on how avoidance of take would be achieved are absent from these measures. For example, MM 3.2-1 requires that Project applicants consult with CDFW for "concurrence and a final confirmation that a take permit is not necessary" for CTS. However, in practice, CDFW offers no such concurrence for projects. In addition, MM 3.2-2 requires hand excavation of burrows, installation of drift fencing with pitfall traps as an exclusion method, and salvage and relocation of CTS found during burrow excavation and pit fall trapping. The measures in MM 3.2-2 will result in take of CTS if present via entrapment and direct capture and are thus not appropriate mitigation measures to minimize Project impacts. Take of CTS and other listed species will violate Fish and Game Code if not authorized through the acquisition of an Incidental Take Permit (ITP) pursuant to Fish and Game Code Section 2081(b).

B-2 (Cont'd)

Specific Impacts: Without appropriate mitigation measures, potential Project-related impacts include collapse of small mammal burrows, inadvertent entrapment, loss of upland refugia, water quality impacts to breeding sites, reduced reproductive success, reduction in health, and direct mortality of individuals.

Evidence impact would be significant: Up to 75% of historic CTS habitat has been lost to development (Searcy et al. 2013). Loss, degradation, and fragmentation of habitat are the primary threats to CTS. Contaminants and vehicle strikes are also sources of mortality for the species (CDFW 2015, USFWS 2017a). The Project area is within the range of CTS and larvae have been found within a detention basin within the Project area (CDFW 2019). CTS have been determined to be physiologically capable of dispersing up to approximately 1.5 miles from seasonally flooded wetlands (Searcy and Shaffer 2011) and the entire Project area lies within 1.5 miles of the larvae occurrence record. Therefore, the Project has the potential to significantly impact local populations of CTS.

Recommended Potentially Feasible Mitigation Measure(s)
Because CTS occur within the Project area, CDFW recommends conducting the following evaluation of individual Project sites, editing the DEIR to include the following measures, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 1: Focused CTS Site Assessment and Survey

CDFW recommends that a qualified wildlife biologist assess individual Project sites and their vicinity (i.e., up to 1.3 miles, observed CTS dispersal distance) to evaluate the potential for CTS. CDFW recommends site assessments follow the USFWS "Interim Guidance on Site Assessment and Field Surveys for Determining Presence or a Negative Finding of the California Tiger Salamander" (USFWS 2003). CDFW recommends the qualified biologist determine the impacts of Project-related activities to all CTS upland and breeding habitat features within and/or adjacent to the construction footprint.

If, following the site assessment, it is determined there is suitable habitat present for breeding or upland refugia on the Project site, protocol-level surveys are advised to be conducted in accordance with the USFWS' Interim Guidance document (USFWS 2003). CDFW recommends that survey findings be submitted for review. In order for a negative finding for CTS to be accepted, CDFW must make a determination whether it will accept negative findings based on whether there has been sufficient rainfall. In addition, acceptance of a negative finding for CTS requires protocol-level surveys for two consecutive wet seasons.

B-2
(Cont'd)

Recommended Mitigation Measure 2: CTS Avoidance

CDFW advises that a minimum 50-foot no disturbance buffer be delineated around all small mammal burrows in suitable upland habitat and a minimum 250-foot no disturbance buffer around occupied breeding pools within and/or adjacent to the Project sites' construction footprints. CDFW also recommends avoiding any impacts that could alter the hydrology or result in sedimentation of breeding pools. If avoidance is not feasible, consultation with CDFW is warranted to determine if projects can avoid take.

Recommended Mitigation Measure 3: CTS Take Authorization

If through surveys it is determined that CTS are occupying or have the potential to occupy the Project site and take cannot be avoided, take authorization would be warranted prior to initiating ground-disturbing activities. Take authorization would occur through issuance of an ITP by CDFW, pursuant to Fish and Game Code

Section 2081(b). Alternatively, in the absence of protocol surveys, the applicant can assume presence of CTS within the Project area and obtain an ITP from CDFW.

B-2 (Cont'd)

COMMENT 2: California red legged frog (CRLF)

Section 3.2. Biological Resources; MM 3.2-4; page 3.2-37.

Issue: The DEIR acknowledges the potential for CRLF to occur within the Project area. The DEIR, as currently drafted, includes measures that may not be enforceable or adequate in minimizing take to a level that is less than significant or that may themselves result in take. For example, MM 3.2-4 requires installation of drift fencing as an exclusion method. The measures in MM 3.2-4 will result in take of CRLF if present via entrapment and are thus not appropriate mitigation measures to minimize Project impacts.

Specific impact: Without appropriate avoidance and minimization measures for CRLF, potentially significant impacts associated with the Project's activities could include entrapment, direct mortality effects, and indirect negative effects by altering habitat availability and quality.

B-3

Evidence impact is potentially significant: CRLF populations throughout the state have experienced ongoing and drastic declines and many have been extirpated (Thomson et al. 2016). Habitat loss from growth of cities and suburbs, invasion of nonnative plants, impoundments, water diversions, stream maintenance for flood control, degraded water quality, and introduced predators, such as bullfrogs are the primary threats to CRLF (Thomson et al. 2016, USFWS 2017c). All of these impacts have the potential to result from the Project. Therefore, project activities have the potential to significantly impact CRLF.

Recommended Potentially Feasible Mitigation Measure(s)
Because the DEIR identifies the potential for CRLF to occur in the Project area, CDFW recommends conducting the following evaluation of individual Project sites, editing the DEIR to include the following measures, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 4: CRLF Habitat Assessment

CDFW recommends that a qualified biologist conduct a habitat assessment in advance of project implementation, to determine if project sites or their immediate vicinity contain suitable habitat for CRLF.

Recommended Mitigation Measure 5: CRLF Surveys

If suitable habitat is present, CDFW recommends that a qualified wildlife biologist conduct surveys for CRLF within 48 hours prior to commencing work (two night surveys immediately prior to construction or as otherwise required by the USFWS) in accordance with the USFWS' *"Revised Guidance on Site Assessment and Field Surveys for the California Red-legged Frog"* (USFWS 2005) to determine if CRLF are within or adjacent to individual Project sites.

Recommended Mitigation Measure 6: CRLF Avoidance

If any CRLF are found during preconstruction surveys or at any time during construction, CDFW recommends that construction cease and that CDFW be contacted to discuss a relocation plan for CRLF by a qualified biologist.

CDFW recommends that initial ground-disturbing activities be timed to avoid the period when CRLF are most likely to be moving through upland areas (November 1 and March 31). When ground-disturbing activities must take place between November 1 and March 31, CDFW recommends a qualified biologist monitor construction activities daily for CRLF.

B-3 (Cont'd)

II. Editorial Comments and/or Suggestions

Federally Listed Species: CDFW recommends consulting with the USFWS on potential impacts to federally listed species including, but not limited to, CTS and CRLF. Take under the federal Endangered Species Act (ESA) is more broadly defined than CESA; take under ESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting. Consultation with the USFWS in order to comply with ESA is advised well in advance of any ground disturbing activities.

Nesting Birds: CDFW encourages Project implementation occur during the bird non-nesting season. However, if ground-disturbing or vegetation-disturbing activities must occur during the breeding season (February through mid-September), the Project's applicant is responsible for ensuring that implementation of the Project does not result in violation of the Migratory Bird Treaty Act or relevant Fish and Game Codes as referenced above.

B-4

To evaluate Project-related impacts on nesting birds, CDFW recommends that a qualified wildlife biologist conduct pre-activity surveys for active nests no more than 10 days prior to the start of ground or vegetation disturbance to maximize the probability that nests that could potentially be impacted are detected. CDFW also recommends that surveys cover a sufficient area around the Project site to identify nests and

determine their status. A sufficient area means any area potentially affected by the Project. In addition to direct impacts (i.e., nest destruction), noise, vibration, and movement of workers or equipment could also affect nests. Prior to initiation of construction activities, CDFW recommends a qualified biologist conduct a survey to establish a behavioral baseline of all identified nests. Once construction begins, CDFW recommends a qualified biologist continuously monitor nests to detect behavioral changes resulting from the Project. If behavioral changes occur, CDFW recommends the work causing that change cease and that CDFW be consulted for additional avoidance and minimization measures.

B-4 (Cont'd)

If continuous monitoring of identified nests by a qualified wildlife biologist is not feasible, CDFW recommends a minimum no-disturbance buffer of 250-feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors. These buffers are advised to remain in place until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival. Variance from these no disturbance buffers is possible when there is compelling biological or ecological reason to do so, such as when the construction area would be concealed from a nest site by topography. CDFW recommends that a qualified wildlife biologist advise and support any variance from these buffers and notify CDFW in advance of implementing a variance.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special status species and natural communities detected during Project surveys to CNDDB. The CNDDB field survey form can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Submitting-Data. The completed form can be mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov. The types of information reported to CNDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

B-5

FILING FEES

If it is determined that the Project has the potential to impact biological resources, an assessment of filing fees will be necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).

B-6

CDFW appreciates the opportunity to comment on the Project to assist the City of Salinas in identifying and mitigating the Project's impacts on biological resources.

More information on survey and monitoring protocols for sensitive species can be found at CDFW's website (https://www.wildlife.ca.gov/Conservation/Survey-Protocols). If you have any questions, please contact Renée Robison, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 243-4014, extension 274, or by electronic mail at Renee.Robison@wildlife.ca.gov.

B-6
(Cont'd)

Sincerely,

Julie A. Vance
Regional Manager

cc: Leilani Takano
United States Fish and Wildlife Service
2493 Portola Road, Suite B
Ventura, California 93003

ec: California Department of Fish and Wildlife:
Veronica Salazar, LSA Program
Veronica.Salazar@wildlife.ca.gov

Jeff Cann, Environmental Scientist
Jeff.Cann@wildlife.ca.gov

REFERENCES

California Department of Fish and Wildlife (CDFW), 2015. California Tiger Salamander Technical Review – Habitat, Impacts and Conservation. California Department of Fish and Wildlife, October 2015.

CDFW, 2019. Biogeographic Information and Observation System (BIOS). https://www.wildlife.ca.gov/Data/BIOS. Accessed April 2, 2019.

Searcy, C. A., and H. B. Shaffer. 2011. Determining the migration distance of a vagile vernal pool specialist: How much land is required for conservation of California tiger salamanders? *In* Research and Recovery in Vernal Pool Landscapes, D. G. Alexander and R. A. Schlising, Eds. California State University, Chico, California.

Searcy, C. A., E. Gabbai-Saldate, H. B. Shaffer. 2013. Microhabitat use and migration distance of an endangered grassland amphibian. Biological Conservation 158: 80-87.

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USFWS, 2003. Interim Guidance on Site Assessment and Field Surveys for Determining Presence or a Negative Finding of the California Tiger Salamander, October 2003.

USFWS, 2005. Revised Guidance on Site Assessment and Field Surveys for the California Red-legged Frog March 2005. 26 pp.

USFWS, 2017a. Recovery Plan for the Central California Distinct Population Segment of the California Tiger Salamander (*Ambystoma californiense*). U. S. Fish and Wildlife Service, Region 8, Sacramento, California. June 2017.

USFWS, 2017c. Species Account for California Red-legged frog. March 2017. 1 pp.

Response to Letter B: Julie A. Vance, California Department of Fish and Wildlife (CDFW) – Central Region

Response B-1: The commentor provides an introduction to the comment letter. The commentor describes the role of the California Department of Fish and Wildlife (CDFW) as both a Trustee Agency for fish and wildlife resources (and holds those resources in trust by statute for all the people of the State), and as a Responsible Agency under CEQA. The commentor describes that the CDFW has jurisdiction over the potential to result in disturbance or destruction of active nest sites or the unauthorized take of birds, and that "*Pursuant to Fish and Game Code Section 5650, it is unlawful to deposit in, permit to pass into, or place where it can pass into "Waters of the State" any substance or material deleterious to fish, plant life, or bird life, including non-native species*", and that "*In this role, CDFW is responsible for providing, as available, biological expertise during public agency environmental review efforts (i.e. CEQA), focusing specifically on project activities that have the potential to adversely affect fish and wildlife resources. CDFW provides recommendations to identify potential impacts and possible measures to avoid or reduce those impacts.*"

The commentor provides a brief summary of the project description, objective, and location of the proposed project. Additionally, the commentor states that: "*CDFW offers the following comments and recommendations to assist the City of Salinas in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.*" The commentor then states that it is unclear whether the mitigation measures provided in the Biological Resources section of the DEIR are sufficient in reducing impacts to a level that is less than significant. The commentor states the CDFW has concern regarding the adequacy of mitigation measures for the special-status species including, but not limited to, the State and federally Threatened California tiger salamander (*Ambystoma californiense*), and the State Species of Special Concern and federally threatened California red-legged frog (*Rana draytonii*).

The concerns described by this comment are responded to in full in the following responses (Responses B-2 through B-5). This comment serves as an introduction to the comment letter and no further response is required.

Response B-2: The commentor states the following:

> "***Issue***: *CTS are known to occur within and in the vicinity of the Project site (CDFW 2019). The DEIR, as currently drafted, includes measures that may not be enforceable or adequate in minimizing take to a level that is less than significant or that may themselves result in take. Take is defined in Fish and Game Code Section 86 as hunt, pursue, catch, capture, or kill, or the attempt to do so. In addition, there are no focused surveys for CTS proposed, no survey protocols specified, and details on how avoidance of take would be achieved are absent from these measures. For example, MM 3.2-1 requires that Project applicants consult with CDFW for "concurrence and a final confirmation that a take permit is not necessary" for CTS. However, in practice, CDFW offers no such concurrence for projects. In addition, MM 3.2-2*

requires hand excavation of burrows, installation of drift fencing with pitfall traps as an exclusion method, and salvage and relocation of CTS found during burrow excavation and pit fall trapping. The measures in MM 3.2-2 will result in take of CTS if present via entrapment and direct capture and are thus not appropriate mitigation measures to minimize Project impacts. Take of CTS and other listed species will violate Fish and Game Code if not authorized through the acquisition of an Incidental Take Permit (ITP) pursuant to Fish and Game Code Section 2081 (b).

***Specific Impacts**: Without appropriate mitigation measures, potential Project-related impacts include collapse of small mammal burrows, inadvertent entrapment, loss of upland refugia, water quality impacts to breeding sites, reduced reproductive success, reduction in health, and direct mortality of individuals.*

Evidence impact would be significant: Up to 75% of historic CTS habitat has been lost to development (Searcy et al. 2013). Loss, degradation, and fragmentation of habitat are the primary threats to CTS. Contaminants and vehicle strikes are also sources of mortality for the species (CDFW 2015, USFWS 2017a). The Project area is within the range of CTS and larvae have been found within a detention basin within the Project area (CDFW 2019). CTS have been determined to be physiologically capable of dispersing up to approximately 1.5 miles from seasonally flooded wetlands (Searcy and Shaffer 2011) and the entire Project area lies within 1.5 miles of the larvae occurrence record. Therefore, the Project has the potential to significantly impact local populations of CTS."

The California tiger salamander (CTS) (*Ambystoma californiense*) is addressed on pages 3.2-31 through 3.2-35 of the Draft EIR. Within this text, the CTS federal and state listing status is presented, a full description of the species and habitat is provided, and California Natural Diversity Database (CNDDB) records are presented. Page 3.2-31 states "*There are CNDDB records from 2007 and 2008 of CTS located in an agricultural basin immediately adjacent to the Specific Plan Area. The basin was estimated to be five feet deep and approximately 0.25 acres in size located on the east side of Natividad Road, approximately 0.4 miles north of East Boronda Road. The habitat was described as "substantial submergent and emergent vegetation; basin is surrounded by active agricultural product in in all directions." There were 30 larvae observed on September 5, 2007. Twenty-two larval tail clippings were collected for genetic testing by the UC Davis Schaffer Laboratory. The results of the testing indicated that the larvae are hybrids."* The EIR then states that "*It is anticipated that CTS adults will disperse at night up to 1.3 miles to refuge sites. The entire Specific Plan Area is within the 1.3 miles migration distance for CTS…."*

On pages 3.2-31 through 3.2-32, the EIR describes six microhabitats found within the Specific Plan area and provides a discussion of the suitability of the habitat for the different stages of the CTS lifecycle (i.e., upland refugia and aquatic breeding). The EIR states "*While the Specific Plan Area is largely agricultural with a high level of ground disturbance, there are small microhabitats, some of which can provide habitat for CTS. The microhabitats include: farmland fringe (or edge), irrigation ditch (1.13 acres), roadside/ditch bank (3.26 acres) and areas farmland residence/structures*."

The EIR concludes that "*there are numerous locations for refugia (debris, burrows, crevices, barns, sheds, etc.) within the Plan Area that could be used by migrating CTS. Higher quality upland habitat is found to the east; however, the Specific Plan Area cannot be completely discounted as having potential refuge sites. It is noted that there is not any known CTS taking refuge in the Specific Plan Area during their estivation period. It is also theoretically possible that a breeding CTS would emerge from the breeding basin and migrate west of Natividad Road to find refugia in the Specific Plan Area. The areas with potential upland habitat in the Specific Plan Area includes the farmland fringe, irrigation ditch, roadside ditch, and farmland residence. The paved roads, dirt roads, and tilled farmland provide limited habitat because of the frequency of disturbance in these areas. Given that the entire Specific Plan Area is within the 1.3-mile migration radius, and there is potential aquatic breeding and upland habitat, the proposed project will affect this breeding population of CTS.*"

The EIR does disclose that the CTS surveys included a genetic evaluation of the population. Page 3.2-33 states "*this population has been genetically evaluated and has been determined to be a hybrid population which does not receive the same legal protections as a distinct population segment (DPS). As of the writing of this EIR, neither the USFWS nor the California Fish and Game Commission had officially listed this metapopulation under either ESA or CESA. While it is anticipated that the proposed project would eliminate all potential for refuge in the Specific Plan Area, it is not ruled a significant impact because this metapopulation is not protected. Regardless, there is the potential for a species status to change at some future time and present a new impact that could not have been determined at this time.*"

It is acknowledged that, as it appears in the Draft EIR, Mitigation Measure 3.2-1 requires the applicant to "*consult with the USFWS and CDFW for concurrence and a final confirmation that a take permit is not necessary for impacts to the hybrid population of California tiger salamander located along Natividad Road. The regulatory agency concurrence confirmation shall be provided to the City of Salinas for the project file."* The commentor indicates that the CDFW provides no such concurrence. The City consulted with the CDFW (per. comm. Renee Robison 7/23/19) to discuss these comments, and the regulatory permit process as it relates to CTS. The CDFW noted that even though the CTS population has been genetically evaluated and has been determined to be a hybrid population, and is not a distinct population segment (DPS), any incidental take, including its habitat, would warrant authorization under Fish and Game Code Section 2081. The CDFW indicated that their agency, along with the USFWS, will establish avoidance, minimization, and mitigation measures through the regulatory permitting process. These measures would require activities to avoid and minimize impacts to CTS. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CTS to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CTS migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CTS found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report. The regulatory agencies may also require compensatory mitigation for any take,

including habitat loss. The determination of compensatory mitigation, including the appropriate ratio, is determined through the regulatory permit process in consultation with the USFWS and CDFW. By law, CDFW may not issue an incidental take permit unless "[t]he impacts of the authorized take shall be minimized and fully mitigated." (Cal. Fish & G. Code § 2018(b)(2).) Similarly, USFWS may not issue incidental take authorization where a proposed federal action would jeopardize the continued existence of an endangered or threatened species or designated or proposed critical habitat; and the agency must issue "reasonable and prudent measures … necessary or appropriate to minimize such impact." (16 USCA § 1536(a)(4), (b)(4).) These legal requirements operate as performance standards that will ensure that any potentially significant effects are rendered less than significant.

As a result of these comments, and the per. comm. with CDFW, the City has modified the DEIR text, including modifications to the mitigation measure. The City has therefore modified the Draft EIR text on page 3.2-32 through 3.3-36 as follows:

CONCLUSION

As previously noted, there are numerous locations for refugia (debris, burrows, crevices, barns, sheds, etc.) within the Specific Plan Area that could be used by migrating CTS. Higher quality upland habitat is found to the east; however, the Specific Plan Area cannot be completely discounted as having potential refuge sites. It is noted that there is not any known CTS taking refuge in the Specific Plan Area during their estivation period. It is also theoretically possible that a breeding CTS would emerge from the breeding basin and migrate west of Natividad Road to find refugia in the Specific Plan Area. The areas with potential upland habitat in the Specific Plan Area includes the farmland fringe, irrigation ditch, roadside ditch, and farmland residence. The paved roads, dirt roads, and tilled farmland provide limited habitat because of the frequency of disturbance in these areas. Given that the entire Specific Plan Area is within the 1.3-mile migration radius, and there is potential aquatic breeding and upland habitat, the proposed project will affect this breeding population of CTS.

It is noted that this population has been genetically evaluated and has been determined to be a hybrid population ~~which does not receive the same legal protections as~~ and is not a distinct population segment (DPS). ~~As of the writing of this EIR, neither the USFWS nor the California Fish and Game Commission had officially listed this metapopulation under either ESA or CESA. While it is anticipated that the proposed project would eliminate all potential for refuge in the Specific Plan Area, it is not ruled a significant impact because this metapopulation is not protected. Regardless, there is the potential for a species status to change at some future time and present a new impact that could not have been determined at this time.~~

Mitigation measures are presented ~~to ensure a final concurrence is obtained from the~~ that require consultation with the regulatory agencies to ensure that there is no illegal take for CTS ~~even though they are well documented as a hybrid population~~. Additionally, the regulatory agencies have established avoidance, minimization, and mitigation measures

that they impose on projects through the regulatory permitting process. These measures ~~are presented that~~ would require activities to avoid and minimize impacts to CTS ~~to the extent feasible. Such avoidance and minimization measures include conducting environmental education training for all construction personnel covering the California tiger salamander, the importance of avoiding adverse effects to the species. A biologist(s) would be responsible for overseeing any hand excavation of burrows using hand-trowels and spades. Burrows would be excavated to the terminus of the tunnels, or to where the burrow is less than or equal to 0.5 inch in diameter. If ground disturbing activities in suitable habitat (Farmland Fringe, Irrigation Ditch, Roadside Ditch, and Farmland Residence) are projected to extend beyond the first rain of the rainy season, the applicant will erect drift fencing around the work areas, prior to commencing work, to prevent California tiger salamanders from entering these sites. Drift fencing will be installed and inspected by the biologist(s) no less than 72 hours prior to the first rain event of the rainy season. If weather conditions necessitate the installation of drift fencing, the approved biologist(s) will oversee the installation of pit traps to capture California tiger salamanders migrating during the rain events. The biologist(s) will check pit traps twice daily, once in the morning prior to the start of construction and once at the end of the work day. Any California tiger salamanders captured in pit traps or uncovered in burrows will be transferred immediately to a site designated by the USFWS and CDFW. Transported animals must be kept cool and moist. A post-construction report detailing compliance with the avoidance/minimization measures will be provided to the USFWS and CDFW within 90 calendar days of completion of the project. The report will include: dates of project groundbreaking and completion, information concerning the success of the project in meeting minimization measures, such as the capture and offsite transport of California tiger salamanders, an explanation of failure to meet such measures, if any, known project effects on the California tiger salamander, observed incidences of injury to or mortality of the species, and any other relevant information.~~ Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CTS to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CTS migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CTS found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report. The regulatory agencies may also require compensatory mitigation for any take, including habitat loss. The determination of compensatory mitigation, including the appropriate ratio, is determined through the regulatory permit process in consultation with the USFWS and CDFW. By law, CDFW may not issue an incidental take permit unless "[t]he impacts of the authorized take shall be minimized and fully mitigated." (Cal. Fish & G. Code § 2018(b)(2).) Similarly, USFWS may not issue incidental take authorization where a proposed federal action would jeopardize the continued existence of an endangered or threatened species or

designated or proposed critical habitat; and the agency must issue "reasonable and prudent measures … necessary or appropriate to minimize such impact." (16 USCA § 1536(a)(4), (b)(4).) These legal requirements operate as performance standards that will ensure that any potentially significant effects are rendered less than significant.

With implementation of the following measures, the proposed project would not, directly or indirectly, have a substantial adverse effect on amphibian or reptile species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. This potential impact is reduced to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.2-1*: Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CTS. The project applicant's qualified biologist shall report the conclusions reached through such consultation to the City's Community Development Director. If either USFWS or CDFW determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CTS habitat.* ~~shall consult with the USFWS and CDFW for concurrence and a final confirmation that a take permit is not necessary for impacts to the hybrid population of California tiger salamander located along Natividad Road. The regulatory agency concurrence confirmation shall be provided to the City of Salinas for the project file. If the status of this metapopulation were to change and become protected prior to construction, or the regulatory agencies do not concur that the metapopulation does not require a take permit, then the project applicant shall initiate a consultation with the agencies and obtain the appropriate take permits.~~

Mitigation Measure 3.2-2*: Prior* to *issuance of grading and/or building permits, in order to avoid and minimize impacts to California tiger salamander* ~~*to the extent feasible*~~*, the proposed project activities shall be compliant with all* ~~*the following*~~ *Avoidance and Minimization Measures imposed by the USFWS and/or CDFW during Construction Activities.* ~~*These measures are intended to apply, regardless of the consultation process with regulatory agencies.*~~ *Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CTS to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CTS migrating during the rain events with a check twice daily (morning prior to construction start*

and evening after construction ends), 6) relocation of any CTS found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report.

~~*a) Prior to excavation work or other ground disturbance, a qualified biologist(s) will conduct environmental education training for all construction personnel covering the California tiger salamander, the importance of avoiding adverse effects to the species. New personnel who are added to the project after the training is first conducted also will be required to be trained.*~~

~~*b) The biologist(s) will oversee the hand excavation of any burrows located in suitable habitat that are within the project footprint (Farmland Fringe, Irrigation Ditch, Roadside Ditch, and Farmland Residence). These excavations will be performed carefully using hand-trowels and spades. Burrows will be excavated to the terminus of the tunnels, or to where the burrow is less than or equal to 0.5 inch in diameter.*~~

~~*c) If ground disturbing activities in suitable habitat (Farmland Fringe, Irrigation Ditch, Roadside Ditch, and Farmland Residence) are projected to extend beyond the first rain of the rainy season, the applicant will erect drift fencing around the work areas, prior to commencing work, to prevent California tiger salamanders from entering these sites. Drift fencing will be installed and inspected by the biologist(s) no less than 72 hours prior to the first rain event of the rainy season. If weather conditions necessitate the installation of drift fencing, the approved biologist(s) will oversee the installation of pit traps to capture California tiger salamanders migrating during the rain events. The biologist(s) will check pit traps twice daily, once in the morning prior to the start of construction and once at the end of the work day.*~~

~~*d) Any California tiger salamanders captured in pit traps or uncovered in burrows will be transferred immediately to a site designated by the USFWS and CDFW. Transported animals must be kept cool and moist.*~~

~~*e) A post-construction report detailing compliance with the avoidance/minimization measures will be provided to the USFWS and CDFW within 90 calendar days of completion of the project for which the grading and/or building permit was required. The report will include:*~~

~~*a. Dates of project groundbreaking and completion.*~~

~~*b. Information concerning the success of the project in meeting minimization measures, such as the capture and offsite transport of California tiger salamanders.*~~

~~*c. An explanation of failure to meet such measures, if any.*~~

~~*d. Known project effects on the California tiger salamander.*~~

~~*e. Observed incidences of injury to or mortality of the species.*~~

~~*f. Any other relevant information.*~~

Appendix D of the EIR includes the original Biological Resources Report for the entire North of Boronda Future Growth Area (herein referred to as Future Growth Area or FGA), of which the Specific Plan Area is a portion. The Biological Resources Report is referenced on Page 3.2-1 of the Draft EIR and it serves as the basis for the conclusions related to the CTS. Page 2 of the Biological Resources Report states:

> "*2.2.1 California Tiger Salamander (CTS) Assessment and Survey. The CTS assessment was performed, following the protocol - Interim Guidance on Site Assessment for Determining the Presence or a Negative Finding of the California Tiger Salamander, October 2003 (USFWS and CDFG, 2003). The protocol includes a habitat assessment, spring surveys for two consecutive years, and an intervening winter drift fence study if the initial spring surveys result in negative findings. For the purposes of this study, surveys for CTS were limited to spring larval sampling in 2004, due to the uncertainty of the federal listing status of CTS during the course of this study.*
>
> *2.2.1.1 Habitat Assessment. The existing habitat conditions of the Project area and within 1.24 miles of the site were initially evaluated during a preliminary reconnaissance of the 2,400-acre Project area on 10 February 2004. The 2,400-acre area was cursorily evaluated by driving the perimeter of the site, as well as through interpretation of the USGS Natividad quadrangle and a 1 ''= 500' scale aerial map. Additional information also was derived from observations during focused surveys performed in 2002-03 for Creekbridge Homes on a 600-acre site located within the current study area (Bryan Mori, Biological Consulting Services and Biotic Resources Group 2003). The CNDDB was accessed for information on CTS locations within 3.1 miles of the project site. Other sources for CTS records included relevant biological assessments and consultation with other biologists. A preliminary habitat assessment incorporating the above information was provided to the USFWS and CDFG as part of a notification letter-report to conduct spring aquatic sampling of the project site for this study, per protocol requirements (Bryan Mori, Biological Consulting Services, letter dated 30 March 2004).*
>
> *2.1.2 Spring Aquatic Surveys. Initially, CTS aquatic surveys were performed on a limited portion of the study site in spring of 2002 and 2003, as part of a separate biological constraints analysis performed on the 600-acre Creekbridge Homes site, referenced above. The 2002-03 CTS study was conducted following the protocol in affect at that time -Inland Fisheries Informational Leaflet No. 44, Survey Protocol for California Tiger Salamander (Ambystoma californiense) (CDFG 1997). Two agricultural ponds and portions of Natividad Creek and an unnamed drainage were sampled, using a combination of dipnets, seine and minnow traps, but no larvae were observed over the two spring seasons. However, an adult, road-kill tiger salamander was observed adjacent to the site on Old Stage Road during the intervening winter upland survey (Bryan Mori, Biological Consulting Services and Biotic Resources Group 2003). The aquatic sites sampled in 2002-03 were not sampled during the course of this study, due to the negative results obtained and because the two ponds were removed by the property owner shortly after the 2002 spring sampling.*

For this study, two agricultural ponds (Ponds 1 and 2) and portions of an unnamed tributary drainage to Natividad Creek were surveyed for CTS larvae (Figure 4). Under the current protocol, three spring larval surveys are required at each aquatic site, with one survey performed each month from March through May, however, surveys should cease when the presence of larvae is confirmed. Ponds 1 and 2 were sampled on 7 April and 19 May 2004, while the drainage was sampled on 8 and 26 April, and 12 May 2004. A March survey of the aquatic sites was not performed due to the late start of the study. Consequently, two surveys were scheduled in April to increase sampling effort. Ponds 1 and 2 were sampled twice due to the early confirmation of tiger salamander larvae; the presence of tiger salamander larvae was established at these ponds on 7 April, and an additional survey was performed on 19 May in association with Ben Fitzpatrick (UC Davis) to collect tissue samples for DNA analysis, in order to determine the taxonomic status of the tiger salamanders present. A combination of dipnets and seines were used for sampling at all aquatic sites. At each sampling site, the habitat was photographed, and general habitat characteristics observed and species collected were recorded in a field notebook. The details of the CTS surveys are presented as a separate document that was submitted to the USFWS, per protocol (Bryan Mori of Biological Consulting Services 2005)."

The commenter's Recommended Mitigation Measure 1 calls for a Focused CTS Site Assessment and Survey. The City believes that such an assessment and survey are unnecessary. A Focused CTS Site Assessment and Survey was previously performed by Bryan Mori of Biological Consulting Services in in 2002 and 2003. Additionally, another survey was performed on February 10, 2004. These surveys are documented in the Biological Resources Report (Appendix D to the Draft EIR). A preliminary habitat assessment incorporating the information found was provided to the USFWS and CDFG as part of a notification letter-report to conduct spring aquatic sampling in the Specific Plan Area per protocol requirements (Bryan Mori Biological Consulting Services, letter dated March 30, 2004). The inclusion of "Recommended Mitigation Measure 1: Focused CTS Site Assessment and Survey" as provided by the commentor is not necessary given it has been performed already as previously noted. The City acknowledges, however, that the regulatory permit process will include surveys and assessments as deemed necessary by the regulatory agencies at the time that the permit applications are provided.

The commenter's Recommended Mitigation Measure 2 calls for CTS Avoidance, including a 50-foot no disturbance buffer be delineated around all small mammal burrows in suitable upland habitat and a minimum 250-foot no disturbance around occupied breeding pools within and/or adjacent to the Specific Plan Area. The recommended measure also calls for avoiding alteration of the hydrology if it would impact breeding pools. As previously noted, the City consulted with the CDFW (per. comm. Renee Robison 7/23/19) to discuss these comments, and the regulatory permit process as it relates to CTS. The CDFW indicated that their agency, along with the USFWS, will establish avoidance, minimization, and mitigation measures through the regulatory permitting process. These measures would require activities to avoid and minimize impacts to CTS. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CTS to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the

regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CTS migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CTS found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report. The regulatory agencies may also require compensatory mitigation for any take, including habitat loss. The determination of compensatory mitigation, including the appropriate ratio, is determined through the regulatory permit process in consultation with the USFWS and CDFW. By law, CDFW may not issue an incidental take permit unless "[t]he impacts of the authorized take shall be minimized and fully mitigated." (Cal. Fish & G. Code § 2018(b)(2).) Similarly, USFWS may not issue incidental take authorization where a proposed federal action would jeopardize the continued existence of an endangered or threatened species or designated or proposed critical habitat; and the agency must issue "reasonable and prudent measures … necessary or appropriate to minimize such impact." (16 USCA § 1536(a)(4), (b)(4).) These legal requirements operate as performance standards that will ensure that any potentially significant effects are rendered less than significant.

As a result of these comments, and the per. comm. with CDFW, the City has modified the DEIR text, including modifications to mitigation measures. The modified text is on page 3.2-32 through 3.3-36, and was presented earlier in this response.

The substance of the commenter's "Recommended Mitigation Measure 3: CTS Take Authorization" is addressed in Mitigation Measure 3.2-1 of the Draft EIR (as modified herein), which calls for consultation with the regulatory agencies regarding the need for an incidental take permit, and if determined that such a permit is necessary, it provides the requirement to obtain that permit.

Response B-3: The commentor states the following:

> "***Issue****: The DEIR acknowledges the potential for CRLF to occur within the Project area. The DEIR, as currently drafted, includes measures that may not be enforceable or adequate in minimizing take to a level that is less than significant or that may themselves result in take. For example, MM 3.2-4 requires installation of drift fencing as an exclusion method. The measures in MM 3.2-4 will result in take of CRLF if present via entrapment and are thus not appropriate mitigation measures to minimize Project impacts.*
>
> ***Specific impact****: Without appropriate avoidance and minimization measures for CRLF, potentially significant impacts associated with the Project's activities could include entrapment, direct mortality effects, and indirect negative effects by altering habitat availability and quality.*
>
> **Evidence impact is potentially significant***: CRLF populations throughout the state have experienced ongoing and drastic declines and many have been extirpated (Thomson et al. 2016). Habitat loss from growth of cities and suburbs, invasion of nonnative plants, impoundments, water diversions, stream maintenance for flood control, degraded water quality, and introduced predators, such as bullfrogs are the primary threats to CRLF*

(Thomson et al. 2016, USFWS 2017c). All of these impacts have the potential to result from the Project. Therefore, project activities have the potential to significantly impact CRLF."

Potential impacts to the California Red-legged Frog (CRLF) (*Rana draytonii*) are addressed on pages 3.2-35 through 3.2-36 of the Draft EIR. Within this text, the CRLF federal and State listing status is presented, a full description of the species and habitat is provided, and CNDDB records are presented. Page 3.2-36 states "*This species was detected along Old Stage Road and the Natividad Creek drainage, which is approximately 1.8 miles from the eastern boundary of the Specific Plan Area. There are also numerous documented occurrences of CRLF, including breeding sites within five miles of the Specific Plan Area. CRLF may disperse through any of the drainages in the vicinity. While the Specific Plan Area does not provide high quality habitat for CRLF, the network of irrigation ditches presents some habitat opportunities for this species*."

The EIR concludes that "*there are numerous documented occurrences of CRLF in the vicinity of the Specific Plan Area. Higher quality upland and aquatic habitat is found to the east; however, the Specific Plan Area cannot be completely discounted as having potential habitat within the drainage features (i.e. ditches). It is noted that there is not any known CRLF within the Specific Plan Area. The areas with potential upland habitat in the Specific Plan Area includes the irrigation ditches and roadside ditches. The paved roads, dirt roads, tilled farmland, farmland fringe, and farmland residences provide very limited to no habitat. The proposed project would eliminate all potential use of the land within the Specific Plan Area.*"

Appendix D of the Draft EIR includes the original Biological Resources Report for the entire Future Growth Area, of which the Specific Plan Area is a portion. The Biological Resources Report is referenced on Page 3.2-1 of the Draft EIR and it serves as the basis for the conclusions related to the CRLF. Pages 27 and 28 of the Biological Resources Report states:

"*4.3.2.1 Local Occurrence. As part of a separate study in 2002-03, red-legged frogs were documented on the study site and on Old Stage Road, immediately adjacent to the study site (Bryan Mod Biological Consulting Services and Biotic Resources Group 2003). One sub-adult was observed on Old Stage Road on 9 December 2002; one road-kill adult was observed in the same vicinity on 12 February 2003; and one adult was observed on-site in a pool, at the uppermost end of the east tributary of Natividad Creek, below the culverts at Old Stage Road (Figure 4). In addition, the CNDDB indicates that adults were seen on the study site in October 2003 (CDFG 2004a). Other records within 5 miles of the study site include two breeding sites north of Salinas, one near Blackie Road and the other off of Pesante Canyon Road (CDFG 2004a), and an observation of adults in Gabilan Creek, near San Juan Road, north of Salinas (D. Pereksta, pers. comm.).*

4.3.2.2 Site Assessment. During this study, CRF were observed on the study site on 12 and 27 May 2004, during general reconnaissance surveys and focused surveys for CTS larvae. The 12 May observation was of an adult and tadpoles at separate locations in the unnamed drainage paralleling Old Stage Road (Figure 4), whereas the 27 May observation was of a single adult at a culvert pool, at the uppermost end of the east tributary to Natividad Creek

(Figure 4). The observation of tadpoles is significant, as the location represents a CRF breeding site; confirmed breeding sites are lacking in the immediate vicinity of Salinas.

Based on the results of the 2002-03 study together with this study, CRF breeding habitat is present in the unnamed drainage paralleling Old Stage Road, but appears to be absent from Natividad Creek and the east tributary, due to the degraded habitat conditions along the drainages resulting from vegetation removal and adjacent agricultural operations. In contrast, the breeding site is located within a densely vegetated drainage corridor with adjacent annual grassland habitat. The habitat quality of Gabilan Creek could not be assessed, due to restricted access. However, all drainages within the study site likely support CRF during one or more life stages (e.g., breeding, over-summering, dispersal), depending on the hydrologic characteristics, presence of predators, extent of vegetation and adjacent upland uses. Although no CRF were observed at Ponds No. 1 and 2, focused surveys for this species were not performed. As is the case for the drainages within the study site, the irrigation ponds also may support CRF during dispersal or over-summering, and perhaps breeding during optimal conditions. Another factor to consider is movement on- and off-site. The observations of CRF on Old Stage Road during the winter of 2002-03 suggest that they may move to and from the site, perhaps dispersing from breeding habitat located in the foothills to the east of the study site."

The Recommended Mitigation Measure 4 calls for a CRLF Habitat Assessment, which has been performed by Bryan Mori, Biological Consulting Services and Biotic Resources Group, and is documented in the Biological Resources Report and described above. The inclusion of "Recommended Mitigation Measure 4: CRLF Habitat Assessment" as provided by the commentor is therefore not necessary given it has been performed already. The City acknowledges, however, that the regulatory permit process will include surveys and assessments as deemed necessary by the regulatory agencies at the time that the permit applications are provided.

The Recommended Mitigation Measure 5 calls for CRLF Surveys within 48 hours prior to commencing work, and Recommended Mitigation Measure 6 calls for CRLF Avoidance. The City consulted with the CDFW (per. comm. Renee Robison 7/23/19) to discuss these comments, and the regulatory permit process as it relates to CRLF. The CDFW indicated that their agency, along with the USFWS, will establish avoidance, minimization, and mitigation measures through the regulatory permitting process. These measures would require activities to avoid and minimize impacts to CRLF. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CRLF to be responsible for any monitoring, 3) erecting drift fencing around the work areas, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours, 5) relocation of any CRLF found immediately to a site designated by the USFWS and CDFW per protocol; and 6) post construction report. The regulatory agencies may also require compensatory mitigation for any take, including habitat loss. The determination of compensatory mitigation, including the appropriate ratio, is determined through the regulatory permit process in consultation with the USFWS and CDFW. As a result of these comments, and the per. comm. with CDFW, the City has

modified the DEIR text, including modifications. The City has therefore modified the Draft EIR text on page 3.2-35 through 3.3-36 as follows:

CONCLUSION

As previously noted, there are numerous documented occurrences of CRLF in the vicinity of the Specific Plan Area. Higher quality upland and aquatic habitat is found to the east; however, the Specific Plan Area cannot be completely discounted as having potential habitat within the drainage features (i.e. ditches). It is noted that there is not any known CRLF within the Specific Plan Area. The areas with potential upland habitat in the Specific Plan Area includes the irrigation ditches and roadside ditches. The paved roads, dirt roads, tilled farmland, farmland fringe, and farmland residences provide very limited to no habitat. The proposed project would eliminate all potential use of the land within the Specific Plan Area.

The following mitigation measures are presented ~~to ensure a final concurrence is obtained from~~ that require consultation with the regulatory agencies to ensure that there is no illegal take for CRLF. Additionally, the regulatory agencies have established avoidance, minimization, and mitigation measures that they impose on projects through the regulatory permitting process. These measures would require activities ~~are presented~~ to avoid and minimize impacts to CRLF~~ to the extent feasible~~. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CRLF to be responsible for any monitoring, 3) erecting drift fencing around the work areas, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours, 5) relocation of any CRLF found immediately to a site designated by the USFWS and CDFW per protocol; and 6) post construction report. The regulatory agencies may also require compensatory mitigation for any take, including habitat loss. The determination of compensatory mitigation, including the appropriate ratio, is determined through the regulatory permit process in consultation with the USFWS and CDFW.~~Such avoidance and minimization measures include conducting environmental education training for all construction personnel covering the California red-legged frog, the importance of avoiding adverse effects to the species. A biologist(s) will monitor construction activities located in suitable habitat that is within the project footprint (Irrigation Ditch, Roadside Ditch). The applicant will erect drift fencing around the work areas, prior to commencing work, to prevent California red-legged frog from entering the construction site. Drift fencing will be installed and inspected by the biologist(s). A post-construction report detailing compliance with the avoidance/minimization measures will be provided to the USFWS and CDFW within 90 calendar days of completion of the project. The report will include: Dates of project groundbreaking and completion, Information concerning the success of the project in meeting minimization measures, such as the capture and offsite transport of California red-legged frog. An explanation of failure to meet such measures, if any, known project effects on the California red-legged frog, observed incidences of injury to or mortality of the species, and any other relevant information.~~ By law, CDFW may not issue an incidental take permit unless "[t]he impacts of the authorized take shall be minimized and fully mitigated."

(Cal. Fish & G. Code § 2018(b)(2).) Similarly, USFWS may not issue incidental take authorization where a proposed federal action would jeopardize the continued existence of an endangered or threatened species or designated or proposed critical habitat; and the agency must issue "reasonable and prudent measures … necessary or appropriate to minimize such impact." (16 USCA § 1536(a)(4), (b)(4).) These legal requirements operate as performance standards that will ensure that any potentially significant effects are rendered less than significant.

With implementation of the following measures, the proposed project would not, directly or indirectly, have a substantial adverse effect on amphibian or reptile species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. This potential impact is reduced to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.2-3*: Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CRLF. ~~The project applicant's qualified biologist shall report the conclusions reached through such consultation to the City's Community Development Director.~~ The project applicant's qualified biologist shall report the conclusions reached through such consultation to the City's Community Development Director. If either USFWS or CDFW determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CRLF habitat ~~shall consult with the USFWS for concurrence and a final confirmation that a take permit is not necessary for impacts to the California red-legged frog that is documented in the region, and has the potential to utilize the surrounding drainages. The regulatory agency concurrence confirmation shall be provided to the City of Salinas for the project file. If the regulatory agency does not concur that the project does not require a take permit, then the project applicant shall initiate a consultation with the agency and obtain the appropriate take permit.~~*

Mitigation Measure 3.2-4*: Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to CRLF ~~to the extent feasible~~, the proposed project activities shall be compliant with all ~~the following~~ Avoidance and Minimization Measures imposed by the USFWS and/or CDFW during Construction Activities. ~~These measures are intended to apply, regardless of the consultation process with regulatory agencies.~~ Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CRLF to be responsible for overseeing any hand excavation of burrows using hand-trowels*

and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CRLF migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CRLF found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report.

~~*a. Prior to excavation work or other ground disturbance, a biologist(s) will conduct environmental education training for all construction personnel covering the California red-legged frog, the importance of avoiding adverse effects to the species. New personnel who are added to the project after the training is first conducted also will be required to be trained.*~~

~~*b. The biologist(s) will monitor construction activities located in suitable habitat that is within the project footprint (Irrigation Ditch, Roadside Ditch).*~~

~~*c. The applicant will erect drift fencing around the work areas, prior to commencing work, to prevent California red-legged frog from entering the construction site. Drift fencing will be installed and inspected by the biologist(s).*~~

~~*d. A post-construction report detailing compliance with the avoidance/minimization measures will be provided to the U.S. Fish and Wildlife Service within 90 calendar days of completion of the project, for which the grading/building permit was required. The report will include:*~~

- ~~*Dates of project groundbreaking and completion.*~~
- ~~*Information concerning the success of the project in meeting minimization measures, such as the capture and offsite transport of.*~~
- ~~*An explanation of failure to meet such measures, if any.*~~
- ~~*Known project effects on the California red-legged frog.*~~
- ~~*Observed incidences of injury to or mortality of the species.*~~
- ~~*Any other relevant information.*~~

~~*If proposed construction activities may result in the "take" (harass, harm, pursue, wound, kill, trap, or capture) of California red-legged frog or California tiger salamander, the project proponent shall obtain state and federal Incidental Take Permits, and comply with all stipulated conditions to protect special-status amphibians.*~~

Response B-4: The commentor provided additional comments and suggestions regarding take under the federal Endangered Species Act (ESA), and regarding nesting birds. Specifically, the commentor states the following:

> "***Federally Listed Species: CDFW*** *recommends consulting with the USFWS on potential impacts to federally listed species including, but not limited to, CTS and CRLF. Take under the federal Endangered Species Act (ESA) is more broadly defined than CESA; take under ESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting. Consultation with the USFWS in order to comply with ESA is advised well in advance of any ground disturbing activities.*
>
> **Nesting Birds**: *CDFW encourages Project implementation occur during the bird non-nesting season. However, if ground-disturbing or vegetation-disturbing activities must occur during the breeding season (February through mid-September), the Project's applicant is responsible for ensuring that implementation of the Project does not result in violation of the Migratory Bird Treaty Act or relevant Fish and Game Codes as referenced above.*
>
> *To evaluate Project-related impacts on nesting birds, CDFW recommends that a qualified wildlife biologist conduct pre-activity surveys for active nests no more than 10 days prior to the start of ground or vegetation disturbance to maximize the probability that nests that could potentially be impacted are detected. CDFW also recommends that surveys cover a sufficient area around the Project site to identify nests and determine their status. A sufficient area means any area potentially affected by the Project. In addition to direct impacts (i.e., nest destruction), noise, vibration, and movement of workers or equipment could also affect nests. Prior to initiation of construction activities, CDFW recommends a qualified biologist conduct a survey to establish a behavioral baseline of all identified nests. Once construction begins, CDFW recommends a qualified biologist continuously monitor nests to detect behavioral changes resulting from the Project. If behavioral changes occur, CDFW recommends the work causing that change cease and that CDFW be consulted for additional avoidance and minimization measures.*
>
> *If continuous monitoring of identified nests by a qualified wildlife biologist is not feasible, CDFW recommends a minimum no-disturbance buffer of 250-feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors. These buffers are advised to remain in place until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival. Variance from these no disturbance buffers is possible when there is compelling biological or ecological reason to do so, such as when the construction area would be concealed from a nest site by topography. CDFW recommends that a qualified wildlife biologist advise and support any variance from these buffers and notify CDFW in advance of implementing a variance".*

The City acknowledges the commentor's recommendation to consult with the USFWS relative to federally listed species.

Birds are addressed on pages 3.2-38 through 3.2-40 of the Draft EIR. The text acknowledges a wide variety of birds that could be present at any given time due to the mobility and range of birds found in the region. The analysis indicated that there are very few trees suitable for nesting within the Specific Plan Area. All trees are associated with the farm residence complexes located along Natividad Road and San Juan Grade Road. There was no evidence of nesting in the on-site trees during any of the past field surveys. There are also powerlines located along Natividad Road, Rogge Road, portions of San Juan Grade Road, and various dirt farm roads through the Specific Plan Area. There were no nests observed in the powerlines/poles.

The Draft EIR indicated that the construction activities in the Specific Plan Area would create temporary sources of noise and light that could affect nesting songbirds if they are located adjacent to the Specific Plan Area in the future. The ongoing activities associated with the operational phase (i.e., human and/or domesticated animal presence, light, noise, etc.) could disrupt nesting birds if they are located adjacent to the Specific Plan Area in the future.

The Draft EIR presents a mitigation measure that is intended to avoid and minimize impacts to special-status birds. The measure requires a preconstruction survey of the Specific Plan Area and immediate vicinity for all special-status birds protected by the federal and state ESA, MBTA and CFGC prior to construction. Such a survey would ensure that appropriate avoidance and minimization measures could be applied during the construction process to ensure that nesting birds were not adversely affected if determined to be present at that time. If nesting birds are found during the survey, a 300-foot buffer would be developed around active nests to ensure that the nesting birds are not disrupted during the breeding (February 1 – September 15). If construction stops for a period of 15 days or more during the avian breeding season, then an additional bird survey shall be conducted. Construction activity shall be prohibited within the buffer zones until the young have fledged. Nests shall be monitored at least twice per week during the nesting season and a report submitted to the City and CDFW monthly. This mitigation measure provides the protective values that are recommended by the commentor in their recommendations.

Response B-5: The commentor states that:

> "*CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special status species and natural communities detected during Project surveys to CNDDB. The CNDDB field survey form can be found at the following link: https://wvwv.wildlife.ca.gov/Data/CNDDB/SubmittingData. The completed form can be mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov. The types of information reported to CNDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Plants-andAnimals.*"

This comment is noted. The City has provided the CEQA materials to the CDFW for their use in any database they deem appropriate. The CEQA materials were also provided to the State Clearinghouse, which has included the document within the CEQAnet database. We understand that

the field surveys performed by Bryan Mori of Biological Resources Consulting and Biotic Resources Group have been included in the CNDDB by way of the CNDDB field survey form available at that time.

Response B-5: The commentor states that an assessment of filing fees is necessary if it is determined that the Protect has the potential to impact biological resources. The commentor also provides concluding remarks, stating that the CDFW appreciates the opportunity to comment on the Project to assist the City of Salinas in identifying and mitigating the Project's impacts on biological resources.

This comment is noted and no further action is required.

COUNTY OF MONTEREY
HEALTH DEPARTMENT
Elsa Jimenez, Director of Health

Administration
Behavioral Health
Clinic Services
Emergency Medical Services
Environmental Health/Animal Services
Public Health
Public Administrator/Public Guardian

Nationally Accredited for Providing Quality Health Services

April 10, 2019

City of Salinas
Community Development Department
65 West Alisal St.
Salinas, CA 93901
Attention: Jill Miller, Senior Planner

Dear Ms. Miller

The Monterey County Health Department, Environmental Health Bureau (EHB) has reviewed the West Area Specific Draft Plan Environmental Impact Report and the Draft Specific Plan. Our office appreciates the opportunity to provide comments on the project in accordance with State CEQA Guidelines Section 15087 and Government Code Section 65453. The comment(s) for each of the Service Sections within the EHB are listed below.

C-1

Solid Waste Management Services and Recycling Resource Recovery Services oversees solid waste disposal, liquid waste hauling/disposal as well as recycling and waste diversion in the unincorporated area of Monterey County. EHB does not oversee waste hauling and recycling in the City of Salinas. Our office will work collaboratively with the Salinas community in ongoing education and outreach assistance to residents.

Hazardous Materials Management Services works with the US EPA, state Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB) on site cleanup where soil and groundwater have been impacted by hazardous materials or hazardous wastes. Several locations were identified. Our office concurs with the recommendations shown in Mitigation Measures 3.5-1.

C-2

Environmental Health Review Services ensures proper disposal of wastewater and greywater in the unincorporated area of Monterey County. As part of the project, the City of Salinas is working with Monterey 1 Water (M1W) to ensure proper infrastructure is constructed to augment the existing wastewater disposal system so that it will accept the increase in wastewater discharge at the M1W centralized collection facility. Properties within the construction boundary that have existing onsite septic systems and that will be within 200 feet of the sewer line will be required to connect to sewer, and the owners must file for permits to destroy the existing onsite wastewater treatment systems.

C-3

Drinking Water Protection Service ensures potable water to residents in Monterey County through drinking water well construction oversight, well water sampling, and working with the state to inspect and monitor existing systems. Property owners that have existing wells on properties within the project boundary may be required to decommission an existing well/existing wells after connecting to the public water system. Our office concurs with Mitigation Measures 3.5-2 and 3.5-3.

1270 Natividad Road, Salinas, CA 93906 831-755-4500 www.mtyhd.org

Consumer Health Protection Services is responsible for retail food protection and cottage food operation regulations, substandard rental housing inspections, recreational and beach water quality monitoring, public swimming pools and spa inspections, vector control, agricultural field toilet inspections, tobacco licensing inspections, the Childhood Lead Poisoning Prevention Program, and other general health protection activities. This service section concurs with the proposed project recommendations.

C-4

Cannabis Management Services reviews and issues permits for cannabis cultivation or nursery sites, dispensaries, manufacturing facilities, testing facilities, and transportation and distribution operations in both the unincorporated area of Monterey County and within city jurisdictions. Our office will work with any cannabis business applicant proposing to operate within this project boundary. This service section concurs with the proposed project recommendations.

If you have any questions please contact me at (831) 755-4724.

Sincerely,

Matt Krenz, Senior Environmental Health Specialist
Monterey County Health Department, Environmental Health Bureau

Cc: John Ramirez, Director, Environmental Health Bureau
Ricardo Encarnacion, Assistant Director, Environmental Health Bureau
Nicole Fowler, Supervising Environmental Health Specialist
Cheryl Sandoval, Supervising Environmental Health Specialist
Susan Rimando, Supervising Environmental Health Specialist
Marni Flagg, Supervising Environmental Health Specialist
Maria Ferdin, Supervising Environmental Health Specialist
Roger Van Horn, Supervising Environmental Health Specialist
Randy McMurray, Supervising Environmental Health Specialist
Brian Azevedo, Supervising Environmental Health Specialist
Rob Durham, Management Analyst III

1270 Natividad Road, Salinas, CA 93906 831-755-4500 www.mtyhd.org

Response to Letter C: Matt Krenz, Monterey County Health Department, Environmental Health Bureau (EHB)

Response C-1: The commentor provides an introduction to the comment letter. The commentor also states that:

> "*Solid Waste Management Services and Recycling Resource Recovery Services oversees solid waste disposal, liquid waste hauling/disposal as well as recycling and waste diversion in the unincorporated area of Monterey County. EHB does not oversee waste hauling and recycling in the City of Salinas. Our office will work collaboratively with the Salinas community in ongoing education and outreach assistance to residents.*"

This comment is noted and no further response is warranted.

Response C-2: The commentor states that:

> "*Hazardous Materials Management Services works with the US EPA, state Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB) on site cleanup where soil and groundwater have been impacted by hazardous materials or hazardous wastes. Several locations were identified. Our office concurs with the recommendations shown in Mitigation Measures 3.5-1.*"

This comment is noted and no response is warranted.

Response C-3: The commentor states that:

> "*Environmental Health Review Services ensures proper disposal of wastewater and greywater in the unincorporated area of Monterey County. As part of the project, the City of Salinas is working with Monterey 1 Water (M1W) to ensure proper infrastructure is constructed to augment the existing wastewater disposal system so that it will accept the increase in wastewater discharge at the M1W centralized collection facility. Properties within the construction boundary that have existing onsite septic systems and that will be within 200 feet of the sewer line will be required to connect to sewer, and the owners must file for permits to destroy the existing onsite wastewater treatment systems.*
>
> *Drinking Water Protection Service ensures potable water to residents in Monterey County through drinking water well construction oversight, well water sampling, and working with the state to inspect and monitor existing systems. Property owners that have existing wells on properties within the project boundary may be required to decommission an existing well/existing wells after connecting to the public water system. Our office concurs with Mitigation Measures 3.5-2 and 3.5-3.*"

This comment is noted and no response is warranted.

Response C-4: The commentor states that:

> "*Consumer Health Protection Services is responsible for retail food protection and cottage food operation regulations, substandard rental housing inspections, recreational and beach water quality monitoring, public swimming pools and spa inspections, vector control, agricultural field toilet inspections, tobacco licensing inspections, the Childhood Lead Poisoning Prevention Program, and other general health protection activities. This service section concurs with the proposed project recommendations.*
>
> *Cannabis Management Services reviews and issues permits for cannabis cultivation or nursery sites, dispensaries, manufacturing facilities, testing facilities, and transportation and distribution operations in both the unincorporated area of Monterey County and within city jurisdictions. Our office will work with any cannabis business applicant proposing to operate within this project boundary. This service section concurs with the proposed project recommendations.*"
>
> This comment is noted and no response is warranted.

April 11, 2019

Jill Miller, Senior Planner
City of Salinas Community Development Department
65 West Alisal Street
Salinas, California 93901.
jill.miller@ci.salinas.ca.us

Subject: DEIR for Salinas' West Area Specific Plan

Dear Ms. Miller:

As currently proposed, Salinas' West Area Specific Plan is a case study in urban sprawl. The plan proposes developing approximately 797 acres of annexed farmland with up to 4,340 residential dwelling units, up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities. Average residential density is 9 units per acre, which favors large expensive single family homes over apartments and homes designed for affordability. By favoring cars rather than walking and biking, low density also generates significant greenhouse gas emissions.

D-1

LandWatch urges a more sustainable planning approach. The Draft EIR offers an improved Reduced Land Area (RLA) Project alternative. Under the RLA alternative the average residential density (units per net acre) would increase from 9.0 to approximately 11.3 units – a modest improvement that would conserve agricultural land, lower housing prices, and lead to more economically and environmentally sustainable outcomes.

With that perspective, LandWatch Monterey County offers the following comments on the Draft Environmental Impact Report for Salinas' West Area Specific Plan.

Project Description

The West Area Specific Plan establishes the land use planning and regulatory guidance for approximately 797 acres. It is anticipated the Specific Plan Area will house up to 15,928 residents at project build-out. Buildout is expected in 2040. The project area was annexed to the City of Salinas in 2008.

Data on the number and types of residential units were found in the Air Quality analysis. The Plan assumes 1,351 single family dwelling units on 441.88 acres with a population of 3,892 people; 91 apartments on 2.39 acres with a population of 260 people; and 2,888 condominium/townhouse units on 180.5 acres with a population of 8,260 people. (DEIR, Appendix B).

D-2

<u>If these unit count and acreage data assumptions are incorrect, please identify assumptions regarding number of units by residential type per acre</u>.

The acres reported by Appendix B for residential uses (totaling 624.77 acres) are greater than the net residential acres listed in Table 2-1 (totaling 480.55 acres). The DEIR states that "net

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residential acres" are "private lands zoned for residential uses exclusive of streets, parks, and all other uses." (DEIR, p. 2.0-11.) We note that Appendix B and DEIR Table 2-2 list 50 acres for parks separately, implying that the Appendix B residential acreage does not include parks. Please explain and provide the calculations used to determine the "net residential acres," the "planning area net acres," and the "net acres" in Tables 2-1 and 2-2. For example, what uses and acreage were subtracted from the acreage set out in Appendix B to obtain "net residential acres?" We seek to understand how to calculate "net developable residential acres" (DEIR, p. 2.0-9) and "net residential acres" (DEIR, pp. 2.0-14 to 2.0-15) from acres set out in the CalEEMod runs in Appendix B.

D-2 (Cont'd)

Consistency with the Salinas General Plan

The Salinas General Plan mandates that new residential development have a minimum average density of 9 dwelling units per net developable residential acre with 15% to 25% of residential units at a density of 16-24 units per acre and 34% to 45% with a density at 7-14 units per acre. (DEIR p. 2.0-9). As noted above, the project residential density averages 9 units per acre, only nominally meeting General Plan requirements. This contrasts with the Reduced Land Use Area Project Alternative, which increases density to 11.3 units per acre.

D-3

Air Quality

The DEIR finds the project would have significant and unavoidable impacts on ozone levels both at the project level and cumulatively. Impacts are mainly due to motor vehicle emissions. Proposed mitigation measures do not address increasing project density, which would mitigate air quality impacts by reducing motor vehicle emissions. For example, single family dwelling units generate 9.52 daily trips in contrast to condos which generate 5.81 daily trips, a 40% reduction in daily trips (ITE, 9th edition). Mid-rise apartments generate even fewer trips at 4.20 daily trips.

Increased density (i.e., increased residential units/acre) should be identified as a mitigation measure.

D-4

Greenhouse Gas Emissions

Because other specific mitigation measures identified in the DEIR would not reduce impacts to less than significant, Mitigation Measure 3.4-1 would require applicants to prepare Greenhouse Gas Reduction Plans (GGRPs) prior to the approval of the tentative maps and development review permits. The GGRPs would be aimed at achieving per-capita-based specific performance standards through implementation of on-site measures. Off-site measures, including purchase of offsets, would only be considered if sufficient onsite measures were unable to attain performance standards. If sufficient feasible reduction measures included in the GGRPs were unavailable to reduce GHG emissions to below the threshold of significance, the project applicant would be required to include evidence in the Plan to this effect. Implementation of Mitigation Measure 3.4-1 would not be required if the City has a qualified GHG reduction plan in place on the date a future individual project application is deemed complete. (DEIR p. 3.4-37).

Because it is possible that individual projects within the Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant, the DEIR finds that implementation of the Specific Plan would have a cumulatively considerable contribution and significant and unavoidable impact to GHGs. (DEIR p. 3.4-49)

Increasing residential unit density is a feasible on-site mitigation method that would help attain the per capita-based performance standard. As identified in comments regarding air quality, increased density should be identified as a mitigation measure.

D-5

Utilities – Water Supply

The estimated 4,320 AFY groundwater pumping for existing agricultural use in the West Area Specific Plan is 2,947 AFY more than the total buildout estimated demand for the West Area Specific Plan, which is 1,373 AFY.

D-6

The project proposes to construct three new wells, each with a minimum capacity of 1.72 million gallons per day (mgd) to meet a maximum day demand at full plan development of 2,257.6-acre feet/year (AFY). Two wells would be in operation and one well would be in reserve as a backup (this capacity greatly exceeds the projected demand of the Specific Plan of approximately 1,373 AFY, as provided in greater detail below). (DEIR p.2.0-18)

Water Impacts – Setting Description

The 2019 DEIR relies on the out-of-date 2015 West Area Specific Plan Salinas California SB610 Water Supply Assessment and the out-of-date 2015 Cal Water Salinas District Urban Water Management Plan (UWMP). The most recent groundwater reports show substantial increase in the areas subject to seawater intrusion, which the DEIR fails to acknowledge. (See MCWRA, 2017 Salinas Valley Groundwater level contours and Seawater intrusion Maps, available at http://www.co.monterey.ca.us/home/showdocument?id=63777.) In response to this new information, MCWRA staff issued *Recommendations to Address Expansion of Seawater Intrusion in the Salinas Valley Groundwater Basin*, Special Reports Series 17-01, dated October 2017. (Available at https://www.co.monterey.ca.us/home/showdocument?id=57394.) MCWRA recommended moratoria on new wells in a defined Area of Impact, an expansion of the Castroville Seawater Intrusion Project (CSIP) Service Area, termination of pumping from the Area of Impact, certain well destructions, and a moratorium on new wells in the Deep Aquifer pending a study of its viability as a groundwater source. The proposed moratoria would exempt municipal supply wells but not agricultural wells.

Please update the setting description to reflect the most recently available data and analysis for the Salinas Valley.

D-7

Please explain whether the project would draw water from wells in the Area of Impact identified in MCWRA's *Recommendations to Address Expansion of Seawater Intrusion in the Salinas Valley Groundwater Basin*.

The DEIR identifies the Salinas Valley Water Project Phase II (SVWP Phase II) as a "Current/Planned Water Project to Reduce Groundwater Overdraft." (DEIR, pp. 3.11-27 to 3.11-28.) MCWRA issued a Notice of Preparation for an EIR for the project on June 25, 2014. (See MCWRA websites at http://www.co.monterey.ca.us/government/government-links/water-resources-agency/projects-facilities/salinas-valley-water-project-phase-ii#wra; http://www.co.monterey.ca.us/government/government-links/water-resources-agency/projects-facilities/background#wra; http://www.co.monterey.ca.us/government/government-links/water-resources-agency/projects-facilities/salinas-valley-water-project-phase-ii/project-status#wra; http://www.co.monterey.ca.us/home/showdocument?id=2425.) MCWRA has explained that a Settlement Agreement amending Water Right Permit #11043 requires MCWRA to meet "a series of milestones . . . in order to demonstrate progress toward implementation of the Salinas Valley Water Project, Phase II." (see MCWRA website at http://www.co.monterey.ca.us/government/government-links/water-resources-agency/projects-facilities/background#wra; SWRCB Order WR 2013-0030-EXEC, Order Approving Settlement Agreement and Partial Revocation, August 7, 2013, available at http://www.co.monterey.ca.us/home/showdocument?id=24248.) In the five years since issuing the 2014 NOP, MCWRA has not issued an EIR for the SVWP Phase II; and there is no evidence that MCWRA has met any of the SWRCB's milestones since 2014. The SVWP Phase II is not funded, and MCWRA acknowledges that it does not have adequate funding.

Please correct the misleading impression that the SVWP Phase II represents a foreseeable part of the solution to Basin overdraft.

D-7 (Cont'd)

Water Impacts – Project Level

The DEIR concludes the project would have a less than significant project level impact on the Salinas Valley Basin groundwater:

> Water supplies are sufficient to meet the City's existing and projected future potable water demands, including those future water demands associated with the West Area Specific Plan, to the year 2035 under all hydrologic conditions. … Moreover, the development of the West Area Specific Plan would reduce consumption of groundwater (equivalent to increasing groundwater storage), when compared to the existing agricultural uses; this would also have the effect of reducing the potential for seawater intrusion into the groundwater basin, when compared to the existing agricultural uses. Therefore, overall, buildout of the West Area Specific Plan would result in a less than significant impact relative to this topic. (DEIR p. 3.11-41)

A project-specific Water Supply Assessment (WSA) has been prepared to evaluate the City's current and future water demands (including those of the Plan Area) against water supplies to ensure that adequate water is, or will be, available to accommodate the West Area Specific Plan. This WSA was prepared in December 2015 (see West Area Specific Plan Salinas California SB610 Water Supply Assessment). This report feeds into the update to the Cal Water Salinas District Urban Water Management Plan (UWMP), in its 2015 Update). The studies conclude that adequate water supplies are available to serve the West Area Specific Plan. However, the DEIR notes that the overdraft of the Salinas Valley Groundwater Basin is approximately 45,300 acre-feet per year in non-drought years. (DEIR 3.6-4).

While the project would use less water than current uses, it would continue to draw groundwater from a critically overdrafted groundwater basin. Because the basin continues to be severely overdrafted with no identified projects to reverse the trend, the City should find that water supplies are not sufficient to meet the projected water demand associated with the proposed project *in addition to the existing and planned future uses.*

D-8

The DEIR devotes two sentences to the Salinas Valley Basin Groundwater Sustainability Agency. (DEIR p. 3.11-35.) Yet it is this agency that is currently preparing plans to bring the critically overdrafted 180/400 foot sub-basin into sustainability with a plan due in 2020. While specific projects to address seawater intrusion have not been identified, broad categories of projects to reduce groundwater pumping are under consideration, including the fallowing of agricultural land. The EIR should acknowledge that, even though the proposed project would reduce groundwater pumping because it would replace agriculture with land uses with lower water demands, urban land uses cannot be fallowed.

The DEIR's comparison of a water supply used by agriculture and housing does not reflect the actual impact of committing a water supply to housing. Agricultural water demand is seasonal and can be discontinued if water is not available for some period or not available permanently. Unlike the use of water for agriculture, the use of water for housing requires a permanent commitment to protect the substantial capital investment for housing. Thus, for example, MCWRA has recommended exempting municipal supply wells from the proposed moratoria on pumping in the 400-foot and Deep Aquifers.

Groundwater supplies may be cut back in the future to address the currently unsustainable state of groundwater pumping in the Basin. The County, MCWRA, and the SVGBGSA all have the authority to order such cutbacks in the use of groundwater. And in fact, the County has recently ordered certain moratoriums on groundwater use. Those moratoriums have exempted water used for municipal supply purposes and have thus disproportionately targeted agricultural and

industrial uses. As part of the mandated Sustainable Groundwater Plan, SGMA would require cutbacks in groundwater use if there were no other methods available to attain a sustainable basin. **Currently, there are no funded, approved groundwater management projects that have the potential to prevent seawater intrusion and overdraft conditions, so cutbacks are the only certain means of SGMA compliance**.

Thus, the commitment of groundwater that is now used for agriculture on an interruptible basis to be used instead for housing on a non-interruptible basis will limit the options for the future groundwater management. In short, diversion of groundwater to housing may deny groundwater to agriculture. As discussed above, unlike agricultural wells, municipal supply wells may be exempted from existing and future moratoriums on groundwater pumping, as MCWRA has already recommended. Because of this likelihood, the EIR must acknowledge that the replacement of interruptible water demand with uninterruptible demand is a significant impact, even if the urban demand is less than the displaced agricultural demand.

D-8 (Cont'd)

Please evaluate the effect on competing uses, including agricultural uses and industrial uses, of committing a non-interruptible supply of water for the proposed housing.

Water Supply-Cumulative Impacts

The DEIR finds the project would not have a significant and unavoidable cumulative impact on the groundwater basin:

> There would be sufficient water resources available to provide supply for buildout of the cumulative scenario, so that no significant cumulative effect on the overall water supply would result. Therefore, this would result in a less than significant cumulative impact and a less than cumulatively considerable impact on water utilities. (DEIR p. 3.11-431)

The DEIR cumulative water supply impact analysis assumes, without evidence, that there is no impact from replacing agricultural land with urban uses as long as the on-site water use declines. **It should not be assumed that the water impact analysis can be confined to the on-site effects of replacing agricultural land with urban uses**.

D-9

Trend analysis of urbanization of agricultural land and of conversions of habitat land to agriculture indicate that displacement of agricultural use by urbanization causes conversion of additional habitat land to provide replacement farmland. For example, the 2010 Monterey County General Plan EIR projects that 10,253 acres of farmland will be added to the SVGB by conversion of previously uncultivated land available in the SVGB. (Final EIR, Monterey County General Plan, March 2010, p. 2-36, available at http://co.monterey.ca.us/home/showdocument?id=45384.) That analysis assumed that 2,571 acres of farmland would be lost to urbanization within the unincorporated area of the county during the life of the County General Plan. (Draft EIR, Monterey County General Plan, September 2008, p. 4.2-12, available at http://co.monterey.ca.us/home/showdocument?id=43988.) The West Area Specific Plan DEIR acknowledges that for every acre of agricultural land converted to urban uses, ten acres of previously unirrigated land (e.g., range land or open space land) have been converted to agricultural use. (DEIR, p. 3.11-42.) It is clear that conversion of land for new cultivation within the Salinas Valley Groundwater Basin exceeds the loss of agricultural land to urbanization. The evidence is that there is a continuing demand for new irrigated land in the Salinas Valley.

Accordingly, the conversion of the project site to urban uses, displacing existing agricultural use, could accelerate conversions of previously uncultivated land for agriculture, with the net effect of an increase in cumulative water demand from the Salinas Valley Groundwater Basin, **even if the demand at the newly urbanized site declines**. **Thus, there is no basis to assume that the project's new water use will not increase overall water use in the Salinas Valley in light of**

the evidence that demand for agricultural land use is increasing and that displaced agricultural land is being replaced by conversion of other areas in the Valley to irrigated agriculture.

Please evaluate the effect on the demand for additional agricultural land conversions within the Salinas Valley Groundwater Basin caused by displacing the existing agricultural use from the project site.

Please estimate the water demand from new agricultural conversions that are attributable to this displacement.

D-9 (Cont'd)

Transportation

Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. Because implementation of the West Area Specific Plan under cumulative conditions would cause significant and unavoidable impacts to some facilities, implementation of the proposed project would make a cumulatively considerable contribution to significant traffic impacts. (DEIR p. 4.0-27).

The proposed project is estimated to generate a total of approximately 221,017 average daily vehicle miles travelled (Average Daily VMT) at project buildout. (DEIR 3.4-46). Under the CEQA requirements for traffic analysis to be implemented by July 1, 2020, projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact. Please address the project's impact on transportation based on this criterion. Again, we note that increased residential unit density per acre would reduce VMT.

D-10

Project Alternatives

The following alternatives are evaluated in the DEIR:

- No Project (No Build) Alternative
- Reduced Land Area Project Alternative - Under this alternative, approximately 162 acres of land in the northeast corner of the Plan Area would be removed. The proposed land uses within this area identified for removal under this alternative would be incorporated into the remaining 635 acres of the Plan Area, which would increase the residential density of the Plan Area under this alternative, while retaining the same number of residences, mixed use commercial areas, schools, parks, etc. as the proposed project. Under this alternative the average residential density (units per net acre) would increase from 9.0 to approximately 11.3 units/acre. (DEIR p.5.0-6)
- Reduced Residential Intensity/Density Project Alternative - Under this alternative, the Plan Area would be developed with a reduction in the overall residential intensity/density while maintaining the approximate overall project footprint. For the purposes of discussion, this option considers a 25 percent reduction in the intensity/density of the residential components of the project while maintaining the approximately 797-acre project footprint. This would result in fewer residential lots, but larger lot sizes. This alternative would result in up to 3,255 residential units. Under this alternative, the average residential density (units per net acre) would decrease from 9.0 to approximately 6.8 units/acre. (DEIR p.5.0-6)
- Smaller-Scale Project Alternative-Under this alternative, the Plan Area would be reduced by approximately 33 percent and the proposed residential and non-residential uses would also be reduced by approximately 33 percent. The resultant Plan Area under this alternative would

D-11

be approximately 533 acres in size, and include up to 2,908 residential units, up to 382,905 square feet of commercial/mixed use building area, and up to 119 acres of public facilities (including two elementary schools, a high school, a middle school, open space (including supplemental detention/retention basins) and up to 8 parks). The number of residential units under this alternative would not meet the minimum of 3,553 residential units as provided within the City of Salinas General Plan. The residential densities under this alternative would be similar to the proposed Project. (DEIR p.5.0-7)

D-11 (Cont'd)

Reduced Land Area Project Alternative

The DEIR purports to provide conclusions regarding the Reduced Land Area Project alternative (RLA Alternative) in Table 5.0-1 (Ability of Alternatives to Meet Proposed Project Objectives) and Table 5.0-10 (Comparison of Alternative Project Impacts to the West Area Specific Plan). The Tables contain unexplained and apparently erroneous conclusions.

Public Services And Infrastructure Objective: Table 5.0-1 indicates without any explanation that the RLA Alternative would not "Provide public services and infrastructure improvements that achieve and maintain City service standards." Please indicate in what respect the RLA Alternative would fail to meet this objective. Which service standards would not be met by the RLA Alternative and why? We note that the DEIR states that the RLA Alternative would result in development of public facilities, such as schools and parks, and would be required to pay public safety impact fees. (DEIR, p. 5.0-25.)

D-12

Table 5.0--1 does not indicate whether the West Area Specific Plan would *itself* meet this objective. Please indicate whether the West Area Specific Plan would itself meet this objective.

Table 5.0-1 does not provide any explanation as to whether the RLA Alternative would *better* meet this objective than the West Area Specific Plan. Please indicate whether the RLA Alternative or the West Area Specific Plan would better meet this objective and why. We note that the DEIR states that the RLA Alternative "would have a slightly reduced impact to public services when compared to the proposed project" (DEIR, p. 5.0-25) and "the demand for utilities would be reduced under this alternative when compared to the proposed project" (DEIR, p. 5.0-26).

Interconnected Pathway Objective: Table 5.0-1 indicates without any explanation that the RLA Alternative would not "Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole." Please indicate in what respect the RLA would fail to meet this objective. Note that the discussion of the RLA Alternative states that it would provide "greater opportunities for non-motorized transportation choices (such as walking or cycling)." (DEIR, p. 5-0-18, emphasis added.)

D-13

Table 5.0--1 does not indicate whether the West Area Specific Plan would *itself* meet this objective. Please indicate whether the West Area Specific Plan would itself meet this objective. Table 5.0-1 does not provide any explanation as to whether the RLA Alternative would *better* meet this objective than the West Area Specific Plan. Please indicate whether the RLA Alternative or the West Area Specific Plan would better meet this objective and why.

Air Quality Impacts: Table 5.0-10 indicates that the RLA Alternative would have "greater" impacts with respect to AQ Impact 3.1-1, which is identified as "the potential to conflict with or obstruct implementation of the applicable air quality plan." This determination is unexplained and inconsistent with the determination in Table 5.0-10 and in the discussion section that in all other respects the RLA Alternative would have slightly less air quality impacts due to its more compact development size and reduction in mobile source emissions, the predominant source of air quality impacts. (DEIR, pp. 5.0-16 to 5.0-18.) Please explain how the RLA Alternative could have "greater impacts" with respect to AQ Impact 3.1-1 than the West Area Specific Plan.

D-14

The DEIR identifies AQ Impact 3.1-1 as less than significant for the West Area Specific Plan. Please explain whether AQ Impact 3.1-1 would also be less than significant for the RLA Alternative. D-14 (Cont'd)

Hydrological Impacts: Table 5.0-10 indicates that the RLA Alternative would have "slightly greater" impact with respect to HYD Impact 3.6-3, which is identified as the "potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge." Table 5.0-10 indicates that the RLA Alternative would have a "slightly greater" impact with respect to HYD Impact 3.6-10, which is identified as "Cumulative impacts related to degradation of groundwater supply or recharge." These determinations appear to be founded on the discussion that concludes that the areas "not to be developed would remain under agricultural production" and would "continue to require intensive groundwater pumping for the agricultural production." (DEIR, p. 5.0-23.) This analysis is inconsistent with the impact analysis used elsewhere in the DEIR, which considers only the difference in the water use for urban and agricultural uses *in the area to be developed*. Indeed, the RLA Alternative description states that "162 acres in the northeast corner of the plan Area would be removed." (DEIR, p. 5.0-17.) Because the 162 acres would not be part of the RLA Alternative it is improper to charge the RLA Alternative with the water that would be used in that area for purposes that are not part of the project. D-15

Furthermore, the comparison of hydrological impacts of the RLA Alternative and the West Area Specific Plan omits any consideration of two critical differences. First, as the DEIR admits, the RLA Alternative "would have a greater chance of groundwater recharge because it would reduce the amount of impervious surfaces by 20 percent as compared to the West Area Specific Plan." Second, the DEIR fails to assess the reduction in per-unit water use for denser residential development. Multi-family residential use and smaller single-family lots uses less water. Please estimate the reduction in per-unit and overall water use attributable to increased recharge and denser residential development in the RLA Alternative compared to the West Area Specific Plan. D-16

Population And Housing Impacts: Table 5.0-10 indicates that the RLA Alternative would have "greater" impact with respect to POP Impact 3.8-1, which is identified as the "potential to induce substantial population growth in an area." Table 5.0-10 indicates that the RLA Alternative would have a "greater" impact with respect to POP Impact 3.8-2, which is identified as "Cumulative impact on the potential to induce substantial population growth in an area." These determinations are based on the erroneous statement in the discussion section that under the RLA Alternative "fewer units would be build" and the City would have to look to other undeveloped areas to accommodate the demand that would have been met by the West Area Specific Plan. (DEIR, p. 5.0-24.) This is not true. The RLA Alternative is described as increasing the residential density from 9 to 11.3 units per acre by reducing the footprint 20% "*while retaining the same number of residences, mixed use commercial areas, schools, parks, etc. as the proposed project.*"[1] (DEIR, p. 5.0-6, emphasis added.) Please correct the erroneous determination that the RLA Alternative would have greater population and housing impacts which is founded on a mischaracterization of the RLA Alternative. D-17

Transportation Impacts: Table 5.0-10 indicates that the RLA Alternative would have "slightly greater" impact with respect to TC Impact 3.10-7, which is identified as "impacts related to emergency access." There is no apparent basis for this determination. The discussion section states that the RLA Alternative would have less of an overall traffic impact than the proposed project. Please explain the basis for the determination that the RLA Alternative would have "slightly greater" impact with respect to TC Impact 3.10-7. D-18

The DEIR identifies TC Impact 3.10-7 as less than significant for the West Area Specific Plan. Please explain whether TC Impact 3.10-7 would also be less than significant for the RLA Alternative.

[1] If the RLA Alternative does not in fact retain the same number of residential units, then a reduced area alternative that does retain the same number of units should be evaluated.

Table 5.0-10 indicates that the RLA Alternative would have a "slightly greater" impact with respect to TC Impact 3.10-8, which is identified as "conflict with adopted multi-modal circulation policies, plans, or programs" or a "decrease [in] the performance or safety of public transit, bicycle, or pedestrian facilities." There is no apparent basis for this determination. The discussion section states that the RLA Alternative would have less of an overall traffic impact than the proposed project. Furthermore, it states that the more compact development of the RLA Alternative would provide "greater opportunities for non-motorized transportation choices (such as walking or cycling)," i.e., *greater opportunity for multi-modal circulation.* (DEIR, p. 5.0-18.) Please explain the basis for the determination that the RLA Alternative would have "slightly greater" impact with respect to TC Impact 3.10-8.

D-18 (Cont'd)

Loss of Agricultural Land: As this project's DEIR acknowledges, the Salinas General Plan EIR acknowledges that there is a significant and unavoidable impact related to the loss of important farmland. (DEIR, p. 1.0-16.) The mitigation required by the General Plan EIR and by regulation will not render this impact less than significant for this project. However, the adoption of the RLA Alternative will serve to substantially reduce this significant impact by reducing the loss of agricultural land by 20%. This DEIR's alternatives analysis should identify the reduction in this significant impact to agricultural land as a benefit of the RLA Alternative compared to the proposed West Area Specific Plan.

D-19

Environmentally Superior Alternatives.

The Smaller-Scale Project Alternative is identified as the Environmentally Superior Alternative even though it does not meet the number of residential units as provided in the Salinas General Plan. (DEIR 5.0-45.) However, the Reduced Land Area Alternative meets all the same project objectives as the Smaller-Scale alternative as identified in Table 5.0-1. Furthermore, as discussed above, there appears to be no basis for the determinations in Table 5.0-1 that the RLA Alternative does not meet the project objectives related to public service standards or connected pathways as well as the proposed West Area Specific Plan would meet these two objectives.

Compared to the proposed West Area Specific Plan, the RLA Alternative would increase density to 11.3 units per acre, meet the number of residential units as provided in the Salinas General Plan, and reduce the project foot print by 162 acres. As discussed above, there is no basis for the determinations in Table 5.0-10 that any specific impacts for the RLA alternative are greater, or even slightly greater, than for the West Area Specific Plan.

D-20

Please explain whether the Reduced Land Area Project Alternative is environmentally superior to the proposed West Area Specific Plan.

Thank you for the opportunity to review the DEIR.

Sincerely,

Michael DeLapa
Executive Director

Response to Letter D: Michael DeLapa, Land Watch Monterey County

Response D-1: The commentor provides an introduction to the comment letter by stating that:

> *"As currently proposed, Salinas' West Area Specific Plan is a case study in urban sprawl. The plan proposes developing approximately 797 acres of annexed farmland with up to 4,340 residential dwelling units, up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities. Average residential density is 9 units per acre, which favors large expensive single family homes over apartments and homes designed for affordability. By favoring cars rather than walking and biking, low density also generates significant greenhouse gas emissions.*
>
> *LandWatch urges a more sustainable planning approach. The Draft EIR offers an improved Reduced Land Area (RLA) Project alternative. Under the RLA alternative the average residential density (units per net acre) would increase from 9.0 to approximately 11.3 units – a modest improvement that would conserve agricultural land, lower housing prices, and lead to more economically and environmentally sustainable outcomes."*

This comment provides introductory text to the comment letter, as well as a recommendation for a more sustainable approach than is proposed by the West Area Specific Plan. The commentor references a Reduced Land Area alternative from the EIR that would create a modest improvement to conserve agricultural land, lower housing prices, and lead to more economically and environmentally sustainable outcomes. This comment is noted.

Response D-2: The commentor states that:

> *"The West Area Specific Plan establishes the land use planning and regulatory guidance for approximately 797 acres. It is anticipated the Specific Plan Area will house up to 15,928 residents at project build-out. Buildout is expected in 2040. The project area was annexed to the City of Salinas in 2008.*
>
> *Data on the number and types of residential units were found in the Air Quality analysis. The Plan assumes 1,351 single family dwelling units on 441.88 acres with a population of 3,892 people; 91 apartments on 2.39 acres with a population of 260 people; and 2,888 condominium/townhouse units on 180.5 acres with a population of 8,260 people. (DEIR, Appendix B).*
>
> *<u>If these unit count and acreage data assumptions are incorrect, please identify assumptions regarding number of units by residential type per acre.</u>*
>
> *The acres reported by Appendix B for residential uses (totaling 624.77 acres) are greater than the net residential acres listed in Table 2-1 (totaling 480.55 acres). The DEIR states that "net residential acres" are "private lands zoned for residential uses exclusive of streets, parks, and all other uses." (DEIR, p. 2.0-11.) We note that Appendix B and DEIR Table 2-2 list 50 acres*

for parks separately, implying that the Appendix B residential acreage does not include parks. Please explain and provide the calculations used to determine the "net residential acres," the "planning area net acres," and the "net acres" in Tables 2-1 and 2-2. For example, what uses and acreage were subtracted from the acreage set out in Appendix B to obtain "net residential acres?" We seek to understand how to calculate "net developable residential acres" (DEIR, p. 2.0-9) and "net residential acres" (DEIR, pp. 2.0-14 to 2.0-15) from acres set out in the CalEEMod runs in Appendix B."

"Net acres" within the Draft EIR refers to all land measured to remove certain features such as roads, utilities, and open space. Acres for such features are accounted for separately in the accounting of acreages for the approximately 797-acre Specific Plan Area. For the purposes of the Specific Plan and Draft EIR, "net residential acres" is equivalent to "net acres" but for residential uses only. The Specific Plan refers to "net residential acres" as a term to differentiate net acres of residential land uses from non-residential land uses. As stated in the Specific Plan: "…net residential acres (NRA)…are the private lands zoned for residential uses exclusive of streets, parks, and other non-residential uses" (see page 119 of the Specific Plan). Separately, "planning area net acres" are the net acres within the Specific Plan Area minus the internal streets (see page 119 of the Specific Plan). Finally, "net developable residential acres" refers to the total residential area of land available for development (that is, it represents the developable portion of "net residential acres").

Some of the residential acreages found in Appendix B were identified to be higher than the final framework acreages (i.e., net acres) provided in Table 2-2 of the Specific Plan (February 2019). The CalEEMod model warranted an update to reflect additional emission reduction measures recommended by the Air District. With the update to the CalEEMod model, the acreages were adjusted to reflect the final acreage as identified in 2-2 of the Specific Plan (consistent with what is found in Tables 2-1 and 2-2 of the Draft EIR). It is noted that the modification results in a reduction of total acreage modeled, which results in a reduction of emissions. The updated model run is provided in Section 3.0 Errata and the appropriate emission outputs are provided in an Errata for the Section 3.1 (Air Quality) and Section 3.4 (GHG, Climate Change, and Energy) within the Final EIR.

Response D-3: The commentor states:

"The Salinas General Plan mandates that new residential development have a minimum average density of 9 dwelling units per net developable residential acre with 15% to 25% of residential units at a density of 16-24 units per acre and 34% to 45% with a density at 7-14 units per acre. (DEIR p. 2.0-9). As noted above, the project residential density averages 9 units per acre, only nominally meeting General Plan requirements. This contrasts with the Reduced Land Use Area Project Alternative, which increases density to 11.3 units per acre."

As the commentor points out, the proposed project's density of 9 dwelling units per net residential acre is consistent with the requirements of the Salinas General Plan. The City acknowledges that the Reduced Land Use Area Project Alternative would have an increased density of 11.3 units per acre.

This is noted; however, the existence of this higher density alternative does not negate the fact that the proposed project meets the density requirements of the General Plan. The proposed density is consistent with the General Plan.

Response D-4: The commentor states:

> *"The DEIR finds the project would have significant and unavoidable impacts on ozone levels both at the project level and cumulatively. Impacts are mainly due to motor vehicle emissions. Proposed mitigation measures do not address increasing project density, which would mitigate air quality impacts by reducing motor vehicle emissions. For example, single family dwelling units generate 9.52 daily trips in contrast to condos which generate 5.81 daily trips, a 40% reduction in daily trips (ITE, 9th edition). Mid-rise apartments generate even fewer trips at 4.20 daily trips.*
>
> *Increased density (i.e., increased residential units/acre) should be identified as a mitigation measure."*

The City notes the commentor's recommendation that increased density should be identified as a mitigation measure for air quality impacts. The formulation of a mitigation measure requiring increased density was unnecessary, as the inclusion of the Reduced Land Area Project Alternative, which includes higher residential densities than the proposed project, satisfies the CEQA requirement of providing the City's decisionmakers with an option for reducing the overall air pollutant emissions of the project as proposed. "{A]lternatives and mitigation measures have the same function—diminishing or avoiding adverse environmental effects." (Laurel Heights Improvement Assn. v. Regents of University of California (1988) 47 Cal.3d 376, 403.) However, it is also noted that the Reduced Land Area Project Alternative was found to be less likely to achieve some of the proposed project objectives, such as the provision of public services and infrastructure improvements that would achieve and maintain City service standards (see Table 5.0-1 within the Draft EIR).

Moreover, the commenter has not acknowledged the extent to which the proposed project has been designed to incentivize residents to reduce their automobile usage and thus their air quality impacts. The West Area Specific Plan has been in development for over a decade, and the City has worked to develop a plan that is acceptable from the standpoint of New Urbanism principles, consistent with the General Plan. The New Urbanism principles include walkability, connectivity, mixed-use & diversity, mixed housing, traditional neighborhood design, increased density, and sustainability, all of which are built-in design principles that are intended to reduce environmental impacts, including air quality impacts. Many of these principles align with LandWatch's desire for a sustainable planning approach. More specifically, the Specific Plan contains numerous features that reduce project emissions, including the development of the Village Center concept, which provides high-density housing, the provision of a compact community that promotes pedestrian, bicycle, and transit features, and the establishment of an interconnected sidewalk/path and open space system.

Moreover, the proposed project is consistent with the goals and objectives contained within the Specific Plan, such as the provision of a variety of land uses in easy walking distance, the provision of a variety of housing options for residents, and the provision of opportunities for senior housing.

Response D-5: The commentor states:

> *"Because other specific mitigation measures identified in the DEIR would not reduce impacts to less than significant, Mitigation Measure 3.4-1 would require applicants to prepare Greenhouse Gas Reduction Plans (GGRPs) prior to the approval of the tentative maps and development review permits. The GGRPs would be aimed at achieving per-capita-based specific performance standards through implementation of on-site measures. Off-site measures, including purchase of offsets, would only be considered if sufficient onsite measures were unable to attain performance standards. If sufficient feasible reduction measures included in the GGRPs were unavailable to reduce GHG emissions to below the threshold of significance, the project applicant would be required to include evidence in the Plan to this effect. Implementation of Mitigation Measure 3.4-1 would not be required if the City has a qualified GHG reduction plan in place on the date a future individual project application is deemed complete. (DEIR p. 3.4-37).*
>
> *Because it is possible that individual projects within the Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant, the DEIR finds that implementation of the Specific Plan would have a cumulatively considerable contribution and significant and unavoidable impact to GHGs. (DEIR p. 3.4-49)*
>
> *Increasing residential unit density is a feasible on-site mitigation method that would help attain the per capita-based performance standard. As identified in comments regarding air quality, increased density should be identified as a mitigation measure."*

The City notes the commentor's recommendation that increased density should be identified as a mitigation measure for air quality/GHG impacts. See the response to comment D-4 above. The proposed project incorporates all feasible mitigation measures, including those identified by this comment (such as implementation of Mitigation Measure 3.4-1, which would require the development of a GGRP where sufficient feasible GHG reduction measures are unavailable to reduce GHG emissions to below the threshold of significance). Additionally, the City has worked to develop a plan that is acceptable from the standpoint of New Urbanism principles, consistent with the General Plan. The New Urbanism principles include walkability, connectivity, mixed-use & diversity, mixed housing, traditional neighborhood design, increased density, and sustainability, all of which are built-in design principles that are intended to reduce environmental impacts, including air quality impacts. Many of these principles align with LandWatch's desire for a sustainable planning approach that reduce air quality/GHG emissions. More specifically, the Specific Plan contains numerous features that reduce project emissions, including the development of the Village Center concept, which provides high-density housing, the provision of a compact community that promotes

pedestrian, bicycle, and transit features, and the establishment of an interconnected sidewalk/path and open space system. Moreover, the proposed project is consistent with the goals and objectives contained within the Specific Plan, such as the provision of a variety of land uses in easy walking distance, the provision of a variety of housing options for residents, and the provision of opportunities for senior housing. Moreover, the proposed project is fully consistent with the General Plan, including residential density levels.

It is noted that the City developed and analyzed the Reduced Land Area Project Alternative, and it was found that the Reduced Land Area Project Alternative did not achieve some of the proposed project objectives, such as the provision of public services and infrastructure improvements that would achieve and maintain City service standards (see Table 5.0-1 within the Draft EIR).

Response D-6: The commentor states:

> *"The estimated 4,320 AFY groundwater pumping for existing agricultural use in the West Area Specific Plan is 2,947 AFY more than the total buildout estimated demand for the West Area Specific Plan, which is 1,373 AFY.*
>
> *The project proposes to construct three new wells, each with a minimum capacity of 1.72 million gallons per day (mgd) to meet a maximum day demand at full plan development of 2,257.6-acre feet/year (AFY). Two wells would be in operation and one well would be in reserve as a backup (this capacity greatly exceeds the projected demand of the Specific Plan of approximately 1,373 AFY, as provided in greater detail below). (DEIR p.2.0-18)"*

This comment describes project water demand as presented in the Draft EIR. This description is intended to serve as introductory text for several comments provided by the comment on the following pages (Responses D-7 through D-9). Responses D-7 through D-9 provide full responses to this topic. Therefore, no response to this comment is warranted.

Response D-7: The commentor states:

> *"The 2019 DEIR relies on the out-of-date 2015 West Area Specific Plan Salinas California SB610 Water Supply Assessment and the out-of-date 2015 Cal Water Salinas District Urban Water Management Plan (UWMP). The most recent groundwater reports show substantial increase in the areas subject to seawater intrusion, which the DEIR fails to acknowledge. (See MCWRA, 2017 Salinas Valley Groundwater level contours and Seawater intrusion Maps, available at http://www.co.monterey.ca.us/home/showdocument?id=63777.) In response to this new information, MCWRA staff issued Recommendations to Address Expansion of Seawater Intrusion in the Salinas Valley Groundwater Basin, Special Reports Series 17-01, dated October 2017. (Available at https://www.co.monterey.ca.us/home/showdocument?id=57394.) MCWRA recommended moratoria on new wells in a defined Area of Impact, an expansion of the Castroville Seawater*

Intrusion Project (CSIP) Service Area, termination of pumping from the Area of Impact, certain well destructions, and a moratorium on new wells in the Deep Aquifer pending a study of its viability as a groundwater source. The proposed moratoria would exempt municipal supply wells but not agricultural wells.

Please update the setting description to reflect the most recently available data and analysis for the Salinas Valley.

Please explain whether the project would draw water from wells in the Area of Impact identified in MCWRA's Recommendations to Address Expansion of Seawater Intrusion in the Salinas Valley Groundwater Basin."

"The DEIR identifies the Salinas Valley Water Project Phase II (SVWP Phase II) as a "Current/Planned Water Project to Reduce Groundwater Overdraft." (DEIR, pp. 3.11-27 to 3.11-28.) MCWRA issued a Notice of Preparation for an EIR for the project on June 25, 2014. (See MCWRA websites at http://www.co.monterey.ca.us/government/government-links/water-resources-agency/projects-facilities/salinas-valley-water-project-phase-ii#wra; http://www.co.monterey.ca.us/government/government-links/water-resources-agency/projects-facilities/background#wra; http://www.co.monterey.ca.us/government/government-links/water-resources-agency/projects-facilities/salinas-valley-water-project-phase-ii/project-status#wra; http://www.co.monterey.ca.us/home/showdocument?id=2425.) MCWRA has explained that a Settlement Agreement amending Water Right Permit #11043 requires MCWRA to meet "a series of milestones . . . in order to demonstrate progress toward implementation of the Salinas Valley Water Project, Phase II." (see MCWRA website at http://www.co.monterey.ca.us/government/government-links/water-resources-agency/projects-facilities/background#wra; SWRCB Order WR 2013-0030-EXEC, Order Approving Settlement Agreement and Partial Revocation, August 7, 2013, available at http://www.co.monterey.ca.us/home/showdocument?id=24248.) In the five years since issuing the 2014 NOP, MCWRA has not issued an EIR for the SVWP Phase II; and there is no evidence that MCWRA has met any of the SWRCB's milestones since 2014. The SVWP Phase II is not funded, and MCWRA acknowledges that it does not have adequate funding.

Please correct the misleading impression that the SVWP Phase II represents a foreseeable part of the solution to Basin overdraft."

The Water Supply Assessments and Urban Water Management Plans that were referenced in the Draft EIR, contain water supply and demand data that was generated by the Cal Water, which is the water purveyor for the Specific Plan Area. This data is the most reliable water supply and demand information available.

The City notes that recent groundwater reports (*2017 Salinas Valley Groundwater level contours and Seawater Intrusion Maps*) show substantial increases in the areas subject to seawater intrusion in and around the Specific Plan Area, as stated by the commentor. The City disagrees, however, with the comment that the Draft EIR fails to acknowledge the substantial increase in the areas subject to seawater intrusion. Page 3.11-25 of the Draft EIR incorporates the results found in the *2017 Salinas Valley Groundwater level contours and Seawater Intrusion Maps*. More specifically, the Draft EIR states the following:

> "As described in Cal Water's 2015 UWMP, the groundwater basin was in an overdraft condition at the time the UWMP was adopted. The State has designated the 180-foot and 400-foot aquifers as critically overdrafted. While the basin remains unadjudicated, the California Department of Water Resources has listed the groundwater basin as a high priority. The main concern of the overdraft is not water level, but rather seawater intrusion into these two aquifers. Seawater intrusion threatens the quality of water extracted from the aquifers.
>
> The UWMP notes the annual non-drought overdraft of the groundwater basin is approximately 45,300 AFY. Because of the hydrologic continuity between the ocean and the aquifers of the Pressure Area, seawater has been intruding into these aquifers at a rate of approximately 28,800 AFY. During droughts, the annual overdraft can escalate to between 150,000 and 300,000 AFY per year.
>
> Refined data on the imbalance of the groundwater basin can be found in the Brown & Caldwell's 2015 State of the Salinas River Groundwater Basin. That report investigates conditions in "Zone 2C" of the groundwater basin. Zone 2C is comprised of seven of the subbasins within the groundwater basin. The report further focuses on the four water-producing subareas, including the Pressure Subarea and the East Side Subarea, that produce nearly all of the reported groundwater use within Zone 2C. The report states that the basin appears to be out of hydrologic balance. The average annual groundwater extraction for the four noted subareas that compose Zone 2C was about 523,000 AFY from 1959 to 2013. The average annual change in storage was about 17,000 to 24,000 AFY, including seawater intrusion. Based on the continued large storage declines in the East Side and Pressure Subareas (and resulting groundwater declines and seawater intrusion), the current distribution of groundwater extractions is not sustainable. Seawater intrusion can account for up to 18,000 AFY of the total storage loss of 24,000 AFY. It is stated that sustainable use of groundwater can only be achieved by aggressive and cooperative water resources planning to mitigate seawater intrusion and groundwater head declines (Brown & Caldwell 2015, p. ES-16). Brown & Caldwell note three possible options for reducing seawater intrusion impacts. These include: 1) reducing pumping in the Pressure and East Side subareas; 2) shifting pumping to areas farther away from the coast as long as it is shifted to areas far enough inland; and 3) shifting pumping from the 180-foot and 400-foot aquifers to the deep 900-foot aquifer. Regarding the latter, it is uncertain whether this is a viable option given the lack of information about connectivity between the three aquifers and

whether pumping in the 900-foot aquifer would lead to the onset of regional seawater intrusion (Brown & Caldwell 2015, pp. 6-3 – 6-4).

Intruding seawater has advanced into the 180-foot aquifer to within one mile of Cal Water's closest well. Cal Water has shifted production as much as possible out of the 180-foot and East Side aquifers and located it further south and more in the 400-foot aquifer of the Pressure area. Cal Water does not pump from the 900-foot aquifer. According to the latest historical seawater intrusion maps provided by MCWRA, although seawater intrusion has slowed considerably in recent years, seawater intrusion in the 180-foot aquifer advanced by approximately 49 acres between 2015 and 2017, the last year for which data is available (MCWRA, 2018). Additionally, seawater in the 400-foot aquifer advanced by approximately 812 acres over this time period (MCWRA, 2018)."

Page 3.11-39 through 3.11- 41 further addresses Seawater Intrusion as follows:

Groundwater Basin Overdraft and Seawater Intrusion

Groundwater is currently the dominant source of water supply for agricultural and municipal water demands in the Salinas Valley. Agricultural water use represents approximately 90 percent of all water used in the Salinas Valley. Unlike the trend in reduced agricultural pumping, urban water use has been increasing. Increases in urban water use, particularly on non-irrigated lands in the northern portion of the Salinas Valley, will place additional pressure on groundwater pumping (Brown & Caldwell 2016, pp. 2-4 – 2-5). The Plan Area is located on irrigated agricultural land. Hence, water demand from their development with urban uses will replace water demand for irrigation.

Urban water supply to Salinas is currently derived exclusively from groundwater. There are no sources of imported water available to augment groundwater supplies within the district or within the groundwater basin. For this reason, the condition of groundwater resources from a supply and demand perspective is critically important in considering potential effects of increased water demand that would result from development of the Plan Area. Due to the growth of urban development and agricultural activities over time, demand for groundwater has increased, resulting in impacts on groundwater availability and quality.

Cal Water extracts groundwater from two hydraulically connected subbasins of the groundwater basin known as the Pressure Subarea and the East Side Subarea. Much of the water supply for Salinas is extracted from the Pressure Subarea. The Pressure Area is a region of gradually declining groundwater elevations and is characterized by three confined aquifer systems, overlain and separated by thick clay layers that act as aquicludes. These aquifers are named for their relative depths, and are known as the "180-foot", the "400-foot", and "900-foot" aquifers, respectively. The groundwater level in the East Side Area is declining more rapidly than any other area in the groundwater basin. The East Side Area is comprised of unconfined, randomly scattered water bearing strata (Cal Water, 2015).

As described in Cal Water's 2015 UWMP, the groundwater basin was in an overdraft condition at the time the UWMP was adopted. The State has designated the 180-foot and

400-foot aquifers as critically overdrafted. While the basin remains unadjudicated, the California Department of Water Resources has listed the groundwater basin as a high priority. The main concern of the overdraft is not water level, but rather seawater intrusion into these two aquifers. Seawater intrusion threatens the quality of water extracted from the aquifers.

The proposed project would replace agricultural water uses with urban water uses. The net change in water demand derived from this conversion is the difference between the existing agricultural baseline demand and water demand from development within the Plan Area. The groundwater basin is currently in overdraft. If the proposed project results in increased water demand that must be met by expanded groundwater pumping within the Pressure Subarea and/or the East Side Subarea, the proposed project would likely exacerbate overdraft and seawater intrusion conditions. In such a case, the sufficiency of water supply entitlements from Cal Water could be in question given the impact. The following analysis examines the net change in water demand (as provided within the WSA).

An estimated 90% of the land in the Plan Area or 720 acres is presently used to grow irrigated crops – lettuce and various vegetables (strawberries, broccoli, cauliflower, and alfalfa). Between two and three crops are grown annually. General cropping practice is to rotate crops. While as many as three crops can be produced in a year, normal practice is to grow two crops. Irrigation is by sprinkler or drip systems, which are supplied by groundwater pumped from agricultural wells in the area.

Groundwater recharge from irrigated agricultural land is a function of many variables including weather, hydrologic conditions, irrigation practices, crops, soil types, soil conditions, etc. One approach to determining recharge is to collect data and make estimates of monthly irrigation, monthly precipitation, runoff, plant evapotranspiration, evaporation, initial soil moisture and the soil's available water holding capacity. (Recharge is the net of irrigation and precipitation minus water losses associated with other factors).

Estimated groundwater pumping for existing irrigated agricultural use in the Plan Area is 4,320 AFY (Cal Water, 2015). The estimated 4,320 AFY ground water pumping for existing agricultural use in the West Area Specific Plan is 2,947 AFY more than the total buildout estimated demand for the West Area Specific Plan in the Water Supply Assessment, which is 1,373 AFY. Therefore, the total buildout estimated water demand for the West Area Specific Plan is projected to use less water than required for current irrigated agricultural uses.

The estimated amount of recharge from existing irrigated agriculture use is 1,296 AFY (Cal Water, 2015). Estimated net consumptive water use by existing irrigated agriculture use in the Plan Area upon buildout of the West Area Specific Plan is 3,024 AFY. The estimated average indoor water use of the West Area Specific Plan is: 0.265 x 78% + 0.735 x 67% = ~ 70%. Assuming similar average percentages of indoor water use for the other use categories results in a total estimated outdoor annual water demand for the Plan Area at buildout is 412 AFY. Additionally, the estimated amount of indoor water use that will become sanitary

wastewater is 0.70 x 1,373 = 961 AFY (Cal Water, 2015). It should be noted that these values differ slightly than what was provided in the Cal Water SB 610 WSA, based on a calculation error (i.e. 1,373.4 AFY versus the 1,368 AFY provided in the WSA).

Sanitary wastewater is conveyed to the M1W Treatment Plant for tertiary treatment in compliance with California State Title 22 requirements. Approximately, 60% of treated effluent is used for agricultural crop irrigation through the Castroville Seawater Intrusion Project/purple pipe program.

The City of Salinas contributes approximately 60% of wastewater flows to the Regional Treatment Plant. Therefore, wastewater from the City of Salinas supplies approximately 36% of treated water used for crop irrigation (0.6 x 0.6 = 0.36). Treated sanitary wastewater (recycled water) from the Plan Area that will be used for agricultural irrigation is: 0.36 x 961 = 346 AFY. This recycled water is groundwater not pumped for agricultural irrigation assuming irrigators use a set amount of water annually for irrigation.

On the basis of this analysis, the estimated total amount of West Area Specific Plan consumptive water use at buildout would be 945 AFY. The estimated total amount of water consumptively used in the Plan Area for irrigating crops is 3,024 AFY (Cal Water, 2015). Therefore, conversion of the Plan Area from agricultural to urban land use could result in an estimated reduction of consumptive groundwater use (or increase in groundwater storage) of 2,078 AFY. This is a significant contribution in reducing overdraft in the Salinas Valley Ground Water basin. Therefore, buildout of the West Area Specific Plan would result in a **beneficial** impact relative impacts related to groundwater basin overdraft and the potential for seawater intrusion.

The Draft EIR concludes that water supplies are sufficient to meet the City's existing and projected future potable water demands, including those future water demands associated with the West Area Specific Plan, to the year 2035 under all hydrologic conditions. It is noted that the development of the West Area Specific Plan would reduce consumption of groundwater (equivalent to increasing groundwater storage), when compared to the existing agricultural uses; this would also have the effect of reducing the potential for seawater intrusion into the groundwater basin, when compared to the existing agricultural uses.

Nevertheless, the City has updated the setting description within Section 3.11 Utilities section of the EIR to incorporate relevant information from the MCWRA's *Recommendations to Address Expansion of Seawater Intrusion in the Salinas Valley Groundwater Basin*, Special Reports Series 17-01, dated October 2017. This updated information provides additional disclosure of issues related to seawater intrusion within the Salinas Valley Groundwater Basin. The City has also updated the following text to remove reference to the Salinas Valley Water Project Phase II (SVWP Phase II), as requested by this comment. To that end, the City has updated pages 3.11-28 through 3.11-29 within the Final EIR as follows, which is also noted in Section 3.0 (Errata) of the Final EIR (with <u>underline</u> for new text, ~~strike out~~ for deleted text):

~~**Salinas Valley Groundwater Project Phase II**. A conceptual design for Phase II of the Salinas Valley Water Project has been developed by MCWRA. Under this plan additional winter flood flows would be diverted from the Salinas River. These diversions, up to 135,000 AFY, could be directly used by urban customers. A technical memorandum was completed in 2013. Phase II incorporates two surface water diversion points and will be accompanied by conveyance and delivery facilities.~~

Pure Water Monterey Project. The approved Pure Water Monterey Groundwater Replenishment Project will serve northern Monterey County. The project will provide both purified recycled water for recharge of the Seaside Groundwater Basin that serves as drinking water supply, and recycled water to augment the existing Castroville Seawater Intrusion Project's crop irrigation supply. The project is jointly sponsored by the M1W and the Monterey Peninsula Water Management District, and also includes participation by the City of Salinas, the Marina Coast Water District, and the MCWRA. CEQA documentation has been completed for this project.

The project includes collection of a variety of new source waters and conveyance of that water to the M1W regional wastewater treatment plant (regional plant) for treatment and recycling. New source waters include: 1) water from the City of Salinas agricultural wash water system; 2) stormwater flows from the southern part of Salinas and the Lake El Estero facility in Monterey; 3) surface water and agricultural tile drain water that is captured in the Reclamation Ditch and Tembladero Slough; and 4) surface water and agricultural tile drain water that flows in the Blanco Drain. The project would enable California American Water Company to reduce its diversions from the Carmel River system by up to 3,500 acre-feet per year by injecting the same amount of purified recycled water into the Seaside Groundwater Basin. The project would also provide additional recycled water for agricultural irrigation in northern Salinas Valley through the Castroville Seawater Intrusion Project's agricultural irrigation system. It is anticipated that in normal and wet years approximately 4,500 to 4,750 acre-feet per year of additional recycled water supply could be created for agricultural irrigation purposes. In drought conditions, the project could provide up to 5,900 acre-feet per year for crop irrigation (Denise Duffy & Associates, 2016). It is this latter source of new agricultural water that would replace an equivalent volume that is now pumped from the groundwater basin and contributes to groundwater overdraft and seawater intrusion.

Other Water Supply Projects. The Cal Water UWMP includes discussion of new water supply projects from which Cal Water may be able to obtain water supply that would reduce its need to pump groundwater from the groundwater basin. These include Monterey Peninsula Water Supply Project (referenced in the UWMP as the former named Coastal Water Project) and the DeepWater Desal project in Moss Landing.

The Monterey Peninsula Water Supply Project is designed to supply supplemental water to consumers on the Monterey Peninsula. The primary purpose is to enable California American Water, the primary water purveyor for these customers, to reduce California American Water's diversion of water from the Carmel River as mandated by the State. Therefore, this project is not expected to have significant potential to reduce groundwater extraction within the Salinas Valley.

The DeepWater Desal project, proposed for a location in Moss Landing, is in the planning and environmental review stages. If approved, the project is projected to be operational in 2021. If the project proceeds as proposed, it could become a source of municipal water supply for the City of Salinas, thereby potentially reducing the volume of groundwater extracted to serve demand in the city.

Recommendations to Address the Expansion of Seawater Intrusion in the Salinas Valley Groundwater Basin

In October 2017, the MCWRA prepared a report (entitled Recommendations to Address the Expansion of Seawater Intrusion in the Salinas Valley Groundwater Basin) to discuss the current knowledge and related background information surrounding seawater intrusion pathways and potential impacts on the Salinas Valley Groundwater Basin. Within this report, the MCRWA provided six recommendations with the aim to slow or halt seawater intrusion and impacts related thereto, within the Salinas Valley Groundwater Basin, with each focused on a component that influences, or could be impacts by, the advancement of seawater intrusion. The recommendations include, in no particular order:

1. An immediate moratorium on groundwater extractions from new wells in the Pressure 400-Foot Aquifer within an identified Area of Impact4, except for the following use categories:

a. Wells operating under the auspices of the Castroville Seawater Intrusion Project; and,

b. Monitoring wells owned and maintained by the Agency or other water management agencies.

2. Enhancement and expansion of the Castroville Seawater Intrusion Project (CSIP) Service Area. The expansion should include, at a minimum, lands served by wells currently extracting groundwater within the Area of Impact.

3. Following expansion of the CSIP Service Area, termination of all pumping from existing wells Pressure 180-Foot or Pressure 400-Foot Aquifer wells within the Area of Impact, except for the following use categories:

a. Municipal water supply wells;

b. Wells operating under the auspices of the Castroville Seawater Intrusion Project; and,

c. Monitoring wells owned and maintained by the Agency or other water management agencies.

4. Initiate and diligently proceed with destruction of wells in Agency Zone 2B, in accordance with Agency Ordinance No. 3790, to protect the Salinas Valley Groundwater Basin against further seawater intrusion.

5. An immediate moratorium on groundwater extractions from new wells within the entirety of the Deep Aquifers of the 180/400 Foot Aquifer and Monterey Subbasins until such time as an investigation of the Deep Aquifers is completed and data pertaining to the hydraulic properties and long-term viability of the Deep Aquifers are available for knowledge-based water resource planning and decision making.

a. Monitoring wells, public agency wells, municipal water supply wells, wells for which a construction permit has already been issued, and well repairs should be considered for exemption from this recommendation.

b. The moratorium should include a prohibition of:

i. Replacement wells, unless it can be demonstrated that the installation of such a well will not result in further expansion of the seawater intrusion front; and,

ii. Deepening of wells from overlying aquifers into the Deep Aquifers, deepening of wells within the Deep Aquifers, and other activities that would expand the length, depth, or capacity of an existing well.

6. Initiate and diligently proceed with an investigation to determine the hydraulic properties and long-term viability of the Deep Aquifers.

The MCWRA as identified an Area of Impact, encompassing an area of the 180/400 Foot Aquifer and Monterey Subbasins that meets the following criterion:

- That portion of the 180/400 Foot Aquifer and Monterey Subbasins in which chloride concentrations in either the Pressure 180-Foot Aquifer or the Pressure 400-Foot Aquifer are 250 milligrams per liter (mg/L) or greater.

The location of areas where chloride concentrations in groundwater are 250 mg/L chloride concentration or greater will be defined by the most recently published data from the Agency; currently this is data from 2015. The use of the 250 mg/L threshold is applicable only to identifying the Area of Impact as it pertains to these recommendations. The Agency will continue to define the extent of seawater intrusion as the area in which chloride concentrations are 500 mg/L or greater.

It should be noted that the report recommends consideration of an exemption for new municipal water supply wells in the entirety of the Deep Aquifers.

Response D-8: The commentor states:

"The DEIR concludes the project would have a less than significant project level impact on the Salinas Valley Basin groundwater:

> *Water supplies are sufficient to meet the City's existing and projected future potable water demands, including those future water demands associated with the West Area Specific Plan, to the year 2035 under all hydrologic conditions. … Moreover, the development of the West Area Specific Plan would reduce consumption of groundwater (equivalent to increasing groundwater storage), when compared to the existing agricultural uses; this would also have the effect of reducing the potential for seawater intrusion into the groundwater basin, when compared to the existing agricultural uses. Therefore, overall, buildout of the West Area Specific Plan would result in a less than significant impact relative to this topic. (DEIR p. 3.11-41)*

A project-specific Water Supply Assessment (WSA) has been prepared to evaluate the City's current and future water demands (including those of the Plan Area) against water supplies to ensure that adequate water is, or will be, available to accommodate the West Area Specific Plan. This WSA was prepared in December 2015 (see West Area Specific Plan Salinas California SB610 Water Supply Assessment). This report feeds into the update to the Cal Water Salinas District Urban Water Management Plan (UWMP), in its 2015 Update). The studies conclude that adequate water supplies are available to serve the West Area Specific

Plan. However, the DEIR notes that the overdraft of the Salinas Valley Groundwater Basin is approximately 45,300 acre-feet per year in non-drought years. (DEIR 3.6-4).

While the project would use less water than current uses, it would continue to draw groundwater from a critically overdrafted groundwater basin. Because the basin continues to be severely overdrafted with no identified projects to reverse the trend, the City should find that water supplies are not sufficient to meet the projected water demand associated with the proposed project in addition to the existing and planned future uses.

The DEIR devotes two sentences to the Salinas Valley Basin Groundwater Sustainability Agency. (DEIR p. 3.11-35.) Yet it is this agency that is currently preparing plans to bring the critically overdrafted 180/400 foot sub-basin into sustainability with a plan due in 2020. While specific projects to address seawater intrusion have not been identified, broad categories of projects to reduce groundwater pumping are under consideration, including the fallowing of agricultural land. The EIR should acknowledge that, even though the proposed project would reduce groundwater pumping because it would replace agriculture with land uses with lower water demands, urban land uses cannot be fallowed.

The DEIR's comparison of a water supply used by agriculture and housing does not reflect the actual impact of committing a water supply to housing. Agricultural water demand is seasonal and can be discontinued if water is not available for some period or not available permanently. Unlike the use of water for agriculture, the use of water for housing requires a permanent commitment to protect the substantial capital investment for housing. Thus, for example, MCWRA has recommended exempting municipal supply wells from the proposed moratoria on pumping in the 400-foot and Deep Aquifers.

Groundwater supplies may be cut back in the future to address the currently unsustainable state of groundwater pumping in the Basin. The County, MCWRA, and the SVGBGSA all have the authority to order such cutbacks in the use of groundwater. And in fact, the County has recently ordered certain moratoriums on groundwater use. Those moratoriums have exempted water used for municipal supply purposes and have thus disproportionately targeted agricultural and industrial uses. As part of the mandated Sustainable Groundwater Plan, SGMA would require cutbacks in groundwater use if there were no other methods available to attain a sustainable basin. Currently, there are no funded, approved groundwater management projects that have the potential to prevent seawater intrusion and overdraft conditions, so cutbacks are the only certain means of SGMA compliance.

Thus, the commitment of groundwater that is now used for agriculture on an interruptible basis to be used instead for housing on a non-interruptible basis will limit the options for the future groundwater management. In short, diversion of groundwater to housing may deny groundwater to agriculture. As discussed above, unlike agricultural wells, municipal supply wells may be exempted from existing and future moratoriums on groundwater pumping, as

MCWRA has already recommended. Because of this likelihood, the EIR must acknowledge that the replacement of interruptible water demand with uninterruptible demand is a significant impact, even if the urban demand is less than the displaced agricultural demand.

Please evaluate the effect on competing uses, including agricultural uses and industrial uses, of committing a non-interruptible supply of water for the proposed housing."

The commentor states that the City should find that water supplies are not sufficient to meet the projected water demand associated with the proposed project in addition to the existing and planned future uses. As identified under Impact 3.1-6 of the Draft EIR, the Water Supply Assessment completed for the West Area Specific Plan demonstrates that the City's existing and additional potable water supplies are sufficient to meet the City's existing and projected future potable water demands, including those future water demands associated with the West Area Specific Plan, to the year 2035, under all hydrologic conditions. The West Area Specific Plan proposes to construct three wells with a minimum capacity of 1.72 million gallons per day (MGD) each to meet a maximum day demand at full plan development of 2,257.6 acre-feet/year with two wells in operation and one well in reserve as a backup. Well locations are chosen on the basis of water quality and potential production capabilities.

The Specific Plan Area is currently located on irrigated agricultural land. Hence, water demand from their development with urban uses will replace water demand for irrigation. Urban water supply to Salinas is currently derived exclusively from groundwater. Cal Water extracts groundwater from two hydraulically connected subbasins of the groundwater basin known as the Pressure Subarea and the East Side Subarea. Much of the water supply for Salinas is extracted from the Pressure Subarea. The Pressure Area is a region of gradually declining groundwater elevations and is characterized by three confined aquifer systems, overlain and separated by thick clay layers that act as aquicludes. These aquifers are named for their relative depths, and are known as the "180-foot", the "400-foot", and "900-foot" aquifers, respectively.

The proposed project would replace agricultural water uses with urban water uses. The net change in water demand derived from this conversion is the difference between the existing agricultural baseline demand and water demand from development within the Specific Plan Area. The groundwater basin is currently in overdraft. If the proposed project results in increased water demand that must be met by expanded groundwater pumping within the Pressure Subarea and/or the East Side Subarea, the proposed project would likely exacerbate overdraft and seawater intrusion conditions. However, the proposed project would not result in increased water demand when compared to the existing water demand. The project would result in a net reduction in water demand used within the Specific Plan Area.

As provided under Impact 3.1-6 of the Draft EIR, estimated groundwater pumping for existing irrigated agricultural use in the Specific Plan Area is 4,320 AFY (as provided in the Cal Water WSA). The estimated 4,320 AFY ground water pumping for existing agricultural use in the West Area Specific Plan is 2,947 AFY more than the total buildout estimated demand for the West Area Specific

Plan in the Water Supply Assessment, which is 1,373 AFY. Therefore, the total buildout estimated water demand for the West Area Specific Plan is projected to use less water than required for current irrigated agricultural uses. Furthermore, overall (as identified on page 3.11-41 of the Draft EIR), conversion of the Specific Plan Area from agricultural to urban land use could result in an estimated reduction of consumptive groundwater use (or increase in groundwater storage) of 2,078 AFY. This represents a significant contribution in reducing overdraft in the Salinas Valley Ground Water basin. Therefore, city water supplies would be sufficient to meet the projected water demand associated with the proposed project in addition to the existing and planned future uses. This is also true under cumulative conditions, as provided under Impact 3.11-7 (as identified on pages 3.11-41 through 3.11-43 of the Draft EIR). For these reasons, City staff does not concur that the City should find that water supplies are not sufficient to meet the projected water demand associated with the proposed project in addition to the existing and planned future uses.

It is acknowledged that, even though the proposed project would reduce groundwater pumping because it would replace agriculture with land uses with lower water demands, urban land uses cannot be fallowed. Therefore, the proposed project represents a more permanent, unchangeable demand on the groundwater basin than the current agricultural land uses. However, in 2014, the State of California enacted the Sustainable Groundwater Management Act (SGMA). The SGMA shifted planning and management of groundwater resources to Groundwater Sustainability Agencies, which are made up of local agencies (e.g. cities, counties, and water districts). The SGMA requires development of Groundwater Sustainability Plans (GSPs) by 2020 for priority basins, which includes the Salinas Valley. This law requires groundwater basins or subbasins that are designated as medium or high priority to be managed sustainably. The Salinas Valley Basin Groundwater Sustainability Agency is tasked with developing a comprehensive groundwater sustainability plan by 2020 and implementing the plan to achieve basin sustainability by 2040. Since a long-term solution to the region's groundwater sustainability is required by the State by 2040, and since buildout of the proposed project would take approximately 20 to 30 years, the region's groundwater is required by law to be in a sustainable state by the time of project buildout. Therefore, despite that the proposed project would require a more permanent, unchangeable demand on the groundwater basin than the current agricultural uses, the State's requirement for long-term sustainability of the underlying groundwater basin ensures that the impact to groundwater would be less than significant.

Response D-9: The commentor states:

> *"The DEIR finds the project would not have a significant and unavoidable cumulative impact on the groundwater basin:*
>
> > *There would be sufficient water resources available to provide supply for buildout of the cumulative scenario, so that no significant cumulative effect on the overall water supply would result. Therefore, this would result in a less than significant cumulative impact and a less than cumulatively considerable impact on water utilities. (DEIR p. 3.11-431)*

*The DEIR cumulative water supply impact analysis assumes, without evidence, that there is no impact from replacing agricultural land with urban uses as long as the on-site water use declines**. It should not be assumed that the water impact analysis can be confined to the on-site effects of replacing agricultural land with urban uses.***

Trend analysis of urbanization of agricultural land and of conversions of habitat land to agriculture indicate that displacement of agricultural use by urbanization causes conversion of additional habitat land to provide replacement farmland. For example, the 2010 Monterey County General Plan EIR projects that 10,253 acres of farmland will be added to the SVGB by conversion of previously uncultivated land available in the SVGB. (Final EIR, Monterey County General Plan, March 2010, p. 2-36, available at http://co.monterey.ca.us/home/showdocument?id=45384.) That analysis assumed that 2,571 acres of farmland would be lost to urbanization within the unincorporated area of the county during the life of the County General Plan. (Draft EIR, Monterey County General Plan, September 2008, p. 4.2-12, available at http://co.monterey.ca.us/home/showdocument?id=43988.) The West Area Specific Plan DEIR acknowledges that for every acre of agricultural land converted to urban uses, ten acres of previously unirrigated land (e.g., range land or open space land) have been converted to agricultural use. (DEIR, p. 3.11-42.) It is clear that conversion of land for new cultivation within the Salinas Valley Groundwater Basin exceeds the loss of agricultural land to urbanization. The evidence is that there is a continuing demand for new irrigated land in the Salinas Valley.

Accordingly, the conversion of the project site to urban uses, displacing existing agricultural use, could accelerate conversions of previously uncultivated land for agriculture, with the net effect of an increase in cumulative water demand from the Salinas Valley Groundwater Basin, ***even if the demand at the newly urbanized site declines. Thus, there is no basis to assume that the project's new water use will not increase overall water use in the Salinas Valley in light of the evidence that demand for agricultural land use is increasing and that displaced agricultural land is being replaced by conversion of other areas in the Valley to irrigated agriculture****.*

Please evaluate the effect on the demand for additional agricultural land conversions within the Salinas Valley Groundwater Basin caused by displacing the existing agricultural use from the project site.

Please estimate the water demand from new agricultural conversions that are attributable to this displacement."

The proposed project results in a conversion of agricultural land to an urban use, which will reduce total water consumption in the Specific Plan Area. This is a material fact that is the basis for the conclusion that water use will decrease. The proposed project does not propose any other

conversions of land to an alternative use outside the boundary of the Specific Plan Area, nor are there any indications that the proposed project would result in increased water use on another site outside of the Specific Plan Area. "The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable." (CEQA Guidelines section 15064(h)(4).) "Just as zero when added to any other sum results in no change to the final amount, so, too, when no environmental impacts cognizable under CEQA are added to the alleged environmental impacts of past projects, there is no cumulative increased impact." (Santa Monica Chamber of Commerce v. City of Santa Monica (2002) 101 Cal.App.4th 786, 799.)

Additionally, the City does not control any land use decision that is made outside the boundary of the City limits. Instead, the County of Monterey is the local land use authority that is responsible for land use decisions in the unincorporated boundary. The Agricultural Commission also has responsibility for agricultural use in the unincorporated parts of Monterey County. The notion that the City's action in approving the Specific Plan (should that occur) would be the proximate cause of the conversion of habitat lands to agricultural uses somewhere else is speculative. Even if it were true that the conversion of agricultural lands to urban uses sometimes facilitates the conversion of habitat lands to agricultural uses, it would be speculative for the City to try to predict exactly where with the Monterey County region such conversions might occur. Too many potential variables exist to allow for any kind of informed prediction, as any conversions of habitat lands to agriculture would occur only due to a multitude of individual decisions by individual actors in light of factors such as the cost of land, soil types in various areas, the cost of securing irrigation water, crop demands, crop prices, and the like. Any such conversions might also require discretionary decisions by Monterey County that could trigger CEQA review that would allow for public input prior to the conversion. At such times, issues relating to groundwater overdraft could be vetted. "[W]here future development is unspecified and uncertain, no purpose can be served by requiring an EIR to engage in sheer speculation as to future environmental consequences." (City of Maywood v. Los Angeles Unified School Dist. (2012) 208 Cal.App.4th 362, 399.)

The City acknowledges the commentor's reference to the County General Plan EIR, which notes that there is an estimated 10,253 acres of farmland that will be added in the Salinas Valley. But this projection of what *could* occur should be tempered by the reality of limited water supplies, which the commenter has emphasized. Water is a limited resource in Monterey County and the availability of water will dictate the ability for any currently uncultivated land to become cultivated in the future. It is highly speculative to assume that all demand for irrigated farmland will be met given that there is a limited resource (i.e., water) that must be considered in the equation. Such assumptions would be in conflict with the basic principles of supply and demand economics. A case in study is the vast uncultivated areas of the Central Valley and Imperial Valley, which remains unirrigated due to the lack of water available to irrigation. These potentially highly productive uncultivated areas, or in some cases, previously cultivated areas, cannot become cultivated though it is desirable, because

there is no available water. Again, water is a limited resource that affects the ability of land to be irrigated. If the following assumptions were to materialize on an uncultivated property in Monterey County then it is possible that that individual property could convert to an irrigated farm. The following would need to happen: 1) if a property owner desires to convert its property to an irrigated farmland, and 2) if the property owner gains the land use and environmental clearance approvals to convert the uncultivated land to irrigated farmland, and 3) if the property owner is able to purchase, or otherwise gain the water rights necessary to irrigate the land, then 4) it is possible that the individual property owner would be able to convert their property into an irrigated farmland operation. As such, if any property owner desires to convert uncultivated land within the SVGB to an irrigated farmland then there may be a path available for such an action, but alternatively, given that water is a limited resource, this path may not be available for all property owners in the future. A decision by a property owner in unincorporated Monterey County to pursue cultivation of its property is a decision made by that property owner, and is not proposed by the West Area Specific Plan and is not associated with the City's desire to plan its growth in the City's Future Growth Area.

Regardless, once a Groundwater Sustainability Plan (GSP) is in place and the region moves towards a sustainable groundwater situation by 2040 under the Sustainable Groundwater Management Act, any new groundwater pumping will have to operate within the legal framework set forth by the GSP.

Response D-10: The commentor states:

> *Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. Because implementation of the West Area Specific Plan under cumulative conditions would cause significant and unavoidable impacts to some facilities, implementation of the proposed project would make a cumulatively considerable contribution to significant traffic impacts. (DEIR p. 4.0-27).*
>
> *The proposed project is estimated to generate a total of approximately 221,017 average daily vehicle miles travelled (Average Daily VMT) at project buildout. (DEIR 3.4-46). Under the CEQA requirements for traffic analysis to be implemented by July 1, 2020, projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact. Please address the project's impact on transportation based on this criterion. Again, we note that increased residential unit density per acre would reduce VMT.*

The proposed project would add vehicle miles traveled in the Specific Plan Area compared to existing conditions. It is noted that increased residential unit density per acre would reduce VMT. As further noted by this comment, the CEQA requirements for traffic analysis to include VMT analysis is not required for proposed projects prior to July 1, 2020. (CEQA Guidelines section 15064.3(c).) Since the proposed project has already gone out for public review (prior to July 1, 2020), the traffic analysis provided within the Draft EIR, which is based off of the Transportation Impact Analysis developed

by Fehr & Peers, is currently adequate from the legal standpoint. The commenter is not contending otherwise. The existing Transportation Impact Analysis provided by Fehr & Peers, and the environmental impact analysis provided in Section 3.10 (Transportation and Circulation) of the EIR provides a thorough disclosure of and analysis of the transportation impacts of the West Area Specific Plan. The analysis follows the adopted methodology as established by the City of Salinas. It is noted that the City of Salinas will make the appropriate adjustments to include a VMT analysis in its adopted transportation analysis methodology prior to the July 1, 2020 deadline; however, such an analysis is not required for the proposed project.

Response D-11: This comment describes details of the project alternatives and is introductory text for two of the following comments (Comments D-12 and D-13), related to the project alternatives. See the responses to comments for Comments D-12 and D-13 for detailed responses to issues to this topic. No response to this comment is warranted here.

Response D-12: The commentor states:

> *"The DEIR purports to provide conclusions regarding the Reduced Land Area Project alternative (RLA Alternative) in Table 5.0-1 (Ability of Alternatives to Meet Proposed Project Objectives) and Table 5.0-10 (Comparison of Alternative Project Impacts to the West Area Specific Plan). The Tables contain unexplained and apparently erroneous conclusions.*
>
> *Public Services And Infrastructure Objective: Table 5.0-1 indicates without any explanation that the RLA Alternative would not "Provide public services and infrastructure improvements that achieve and maintain City service standards." Please indicate in what respect the RLA Alternative would fail to meet this objective. Which service standards would not be met by the RLA Alternative and why? We note that the DEIR states that the RLA Alternative would result in development of public facilities, such as schools and parks, and would be required to pay public safety impact fees. (DEIR, p. 5.0-25.)*
>
> *Table 5.0-1 does not indicate whether the West Area Specific Plan would itself meet this objective. Please indicate whether the West Area Specific Plan would itself meet this objective.*
>
> *Table 5.0-1 does not provide any explanation as to whether the RLA Alternative would better meet this objective than the West Area Specific Plan. Please indicate whether the RLA Alternative or the West Area Specific Plan would better meet this objective and why. We note that the DEIR states that the RLA Alternative "would have a slightly reduced impact to public services when compared to the proposed project" (DEIR, p. 5.0-25) and "the demand for utilities would be reduced under this alternative when compared to the proposed project" (DEIR, p. 5.0-26).*

The commentor states that Table 5.0-1 and 5.0-10 of the West Area Specific Plan draft EIR contain unexpected and apparently erroneous conclusions. A review of Table 5.0-1 by City staff shows that the information and conclusions are correct. The table shows that the Reduced Land Area Project Alternative does not fully meet the objective to "Provide public services and infrastructure improvements that achieve and maintain City service standards." The Reduced Land Area Project Alternative does not fully meet the project objective to "Provide public services and infrastructure improvements that achieve and maintain City service standards" because the Reduced Land Area Project Alternative would develop fewer roadways, bicycle and pedestrian pathways, and other infrastructure improvements (such as well sites) when compared with the proposed project. Under this alternative, APNs 211-011-008 and 211-011-009, as shown in Figure 5.0-1 of the Draft EIR, would not be developed. The effect of this area not developing in accordance with the General Plan, would result in the following roadways and infrastructure improvements not being developed:

- Natividad Road (Major Arterial) expansion frontage improvements;
- Russell Road (Major Arterial) expansion;
- Rogge Road frontage improvements;
- The proposed water well #3 and water treatment site;
- The supplemental stormwater basins along Natividad Road; and
- Neighborhood Park WA-3 (3-acre park).

Therefore, based on the above list of roadways and infrastructure improvements that would not be developed under this alternative, the ability of the City to provide public services and infrastructure improvements in accordance with the adopted General Plan would be hampered under the Reduced Land Area Project Alternative. It should be noted a similar rationale is also the basis for determining that the Smaller-Scale Project Alternative would not meet this project objective.

The proposed project would meet this objective, however, since it would, as detailed throughout the Draft EIR, provide public services and infrastructure improvements that meet and maintain City standards and are in accordance with the General Plan. Specifically, the proposed project would also meet this objective through incorporation of the mitigation measures provided in Section 3.10 (Transportation and Circulation), as well as consistency of the proposed project with the 2002 Salinas Bikeways Plan and other City plans and policies, as detailed within Impact 3.10-8 of the Draft EIR.

The commentor has noted a transcription error identified in Table 5.0-10 relating to the public services impacts of the Reduced Land Area Project Alternative. The table shows a conclusion of "Equal" impact on Public Services (Fire Service, Police Service, School Service, Park Service, and Other Public Facilities), while the alternative analysis for Public Services shows that there is a "Slightly Less" impact on public services impacts under this alternative. The analysis under this impact has not changed. Table 5.0-10 on pages 5.0-7 through 5.0-49 within the Final EIR warrants a

correction as follows, which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text):

TABLE 5.0-10: COMPARISON OF ALTERNATIVE PROJECT IMPACTS TO THE WEST AREA SPECIFIC PLAN

ENVIRONMENTAL TOPIC	PROPOSED PROJECT[1]	NO PROJECT (NO BUILD) ALTERNATIVE	REDUCED LAND AREA PROJECT ALTERNATIVE	REDUCED RESIDENTIAL INTENSITY/DENSITY ALTERNATIVE	SMALLER-SCALE PROJECT ALTERNATIVE
SECTION 3.9 - PUBLIC SERVICES (PS)					
PS Impact 3.9-1	LS/MM	Less	~~Equal~~Slightly Less	Slightly Less	Slightly Less
PS Impact 3.9-2	LS	Slightly Less	~~Equal~~Slightly Less	Slightly Less	Slightly Less
PS Impact 3.9-3	SU	Less	~~Equal~~Slightly Less	Slightly Less	Slightly Less
PS Impact 3.9-4	SU	Less	~~Equal~~Slightly Less	Slightly Less	Slightly Less
PS Impact 3.9-5	LS	Less	~~Equal~~Slightly Less	Slightly Less	Slightly Less
PS Impact 3.9-6	CC & SU	Less	Slightly Less	Slightly Less	Slightly Less

Response D-13: The commentor states:

> *Interconnected Pathway Objective: Table 5.0-1 indicates without any explanation that the RLA Alternative would not "Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole." Please indicate in what respect the RLA would fail to meet this objective. Note that the discussion of the RLA Alternative states that it would provide "greater opportunities for non-motorized transportation choices (such as walking or cycling)." (DEIR, p. 5-0-18, emphasis added.)*
>
> *Table 5.0--1 does not indicate whether the West Area Specific Plan would itself meet this objective. Please indicate whether the West Area Specific Plan would itself meet this objective. Table 5.0-1 does not provide any explanation as to whether the RLA Alternative would better meet this objective than the West Area Specific Plan. Please indicate whether the RLA Alternative or the West Area Specific Plan would better meet this objective and why.*

The Reduced Land Area Project Alternative does not meet the project objective to "Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole" because this alternative would leave a portion of the proposed project undeveloped (APNs 211-011-008 and 211-011-009), as shown in Figure 5.0-1 of the Draft EIR. This is an area located adjacent to the future Central Area Specific Plan (within the City's FGA). This means that there would be fewer interconnected sidewalks/pathways and available open space areas for City residents, and would limit the connectivity between the West Area Specific

Plan (the proposed project) and the planned for Central Area Specific Plan (a planned Specific Plan area that would be located just to the east of the proposed project). This reduced connectivity means that the Reduced Land Area Project Alternative would not establish an interconnected sidewalk/pathway and open space system which fully links with the greater FGA and the City as a whole. It should be noted that this rationale is also the basis for determining that the Smaller-Scale Project Alternative would not meet this Specific Plan objective. Specifically, the following roadways would not be developed under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane); and
- Rogge Road frontage improvements.

The proposed project would meet this objective through incorporation of the mitigation measures provided in Section 3.10 (Transportation and Circulation), and consistency of the proposed project with the 2002 Salinas Bikeways Plan and other City plans and policies. The proposed project would develop the full extent of Natividad Road (Major Arterial), Russell Road (Major Arterial), and Rogge Road. Class II bike lanes are proposed along Natividad Road and Russell Road, which would not be fully developed and provide planned for connections to the other portions of the City's FGA. For these reasons, while the proposed project would meet this objective, the Reduced Land Area Project alternative would not meet this objective.

Response D-14: The commentor states:

> *"Air Quality Impacts: Table 5.0-10 indicates that the RLA Alternative would have "greater" impacts with respect to AQ Impact 3.1-1, which is identified as "the potential to conflict with or obstruct implementation of the applicable air quality plan." This determination is unexplained and inconsistent with the determination in Table 5.0-10 and in the discussion section that in all other respects the RLA Alternative would have slightly less air quality impacts due to its more compact development size and reduction in mobile source emissions, the predominant source of air quality impacts. (DEIR, pp. 5.0-16 to 5.0-18.) Please explain how the RLA Alternative could have "greater impacts" with respect to AQ Impact 3.1-1 than the West Area Specific Plan."*
>
> *The DEIR identifies AQ Impact 3.1-1 as less than significant for the West Area Specific Plan. Please explain whether AQ Impact 3.1-1 would also be less than significant for the RLA Alternative.*

The proposed project alternatives, including the Reduced Land Area Project Alternative, would have greater impacts with respect to Air Quality Impact 3.1-1, which is identified as "the potential to conflict with or obstruct implementation of the applicable air quality plan." This is because the Association of Monterey Bay Area Governments (AMBAG), in consultation with the City of Salinas,

included the North of Boronda Future Growth Area (inclusive of the West Area Specific Plan) within the AMBAG 2018 Regional Growth Forecast. The AMBAG 2018 Regional Growth Forecast feeds into the Monterey Bay Air Resources Board's (MBARD) 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) as well as the future version of the Air Quality Management Plan (AQMP). Therefore, while an increase in density has the potential to reduce mobile source emissions, this is not guaranteed. Alteration of the proposed project to increase density would be less consistent with the region's air quality and transportation planning documents, since alternatives to the proposed project were not included or modeled within the relevant plans and forecasts. Therefore, although the Reduced Land Area Project Alternative is expected to have many reduced impacts as compared with the proposed project, given its increased residential density compared to the proposed project, since it was not specifically planned for in the MBARD planning documents and within the AMBAG forecasts, its impact to this topic is considered greater than that of the proposed project (for this particular impact). Nevertheless, as shown in Table 5.0-10, the Reduced Land Area Project Alternative is expected to have a slightly lower impact for each of the other air quality impacts.

Response D-15: The commentor further states:

> *Hydrological Impacts: Table 5.0-10 indicates that the RLA Alternative would have "slightly greater" impact with respect to HYD Impact 3.6-3, which is identified as the "potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge." Table 5.0-10 indicates that the RLA Alternative would have a "slightly greater" impact with respect to HYD Impact 3.6-10, which is identified as "Cumulative impacts related to degradation of groundwater supply or recharge." These determinations appear to be founded on the discussion that concludes that the areas "not to be developed would remain under agricultural production" and would "continue to require intensive groundwater pumping for the agricultural production." (DEIR, p. 5.0-23.) This analysis is inconsistent with the impact analysis used elsewhere in the DEIR, which considers only the difference in the water use for urban and agricultural uses in the area to be developed. Indeed, the RLA Alternative description states that "162 acres in the northeast corner of the plan Area would be removed." (DEIR, p. 5.0-17.) Because the 162 acres would not be part of the RLA Alternative it is improper to charge the RLA Alternative with the water that would be used in that area for purposes that are not part of the project.*

The baseline physical conditions of the Specific Plan Area include the entirety of the Specific Plan Area, even when considering the analysis of the significant effects of the proposed project and its alternatives. Therefore, even though the 162 acres in the northwest corner of the Specific Plan Area would be excluded from the Reduced Land Area Project Alternative, this area is included with the Specific Plan Area for the proposed project, and is thus part of the baseline physical conditions by which a significance determination is made. In order to make a proper comparison of the proposed project with each of the alternatives, the entire Specific Plan Area must be taken into account. For

this reason, the analysis of any alternative's impact relative to the proposed project includes an analysis of the area that would be excluded by the Reduced Land Area Project Alternative, to the extent that is included within the Specific Plan Area (i.e. project site) for the proposed project. Since agricultural water use is currently occurring in the entire Specific Plan Area, it is reasonably foreseeable that, if only a portion of the planning area were developed, agricultural water use would continue on the remainder.

Support for the City's approach on this issue is provided in CEQA Guidelines Section 15125 (Environmental Setting): "*An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to an understanding of the significant effects of the proposed project and its alternatives."*

Response D-16: The commentor states:

> *Furthermore, the comparison of hydrological impacts of the RLA Alternative and the West Area Specific Plan omits any consideration of two critical differences. First, as the DEIR admits, the RLA Alternative "would have a greater chance of groundwater recharge because it would reduce the amount of impervious surfaces by 20 percent as compared to the West Area Specific Plan." Second, the DEIR fails to assess the reduction in per-unit water use for denser residential development. Multi-family residential use and smaller single-family lots uses less water. Please estimate the reduction in per-unit and overall water use attributable to increased recharge and denser residential development in the RLA Alternative compared to the West Area Specific Plan.*

The Reduced Land Area Alternative "would have a greater chance of groundwater recharge compared with the proposed project because it would reduce the amount of impervious surfaces by 20 percent as compared to the West Area Specific Plan," and there could be a reduction in per-unit water use for denser residential development. The City does not agree, however, that these factors make the Reduced Land Area Alternative less water-intensive than the proposed project, as the remaining agricultural water use under this alternative would involve greater volumes of water than would be saved through increased recharge in the undeveloped areas. The Draft EIR goes into detail to describe the dramatically increased water usage associated with agricultural land uses when compared to proposed project land uses. Therefore, the existing analysis of hydrological impacts of the Reduced Land Area Alternative, which asserts that overdraft conditions would worsen in the Salinas Valley Ground Water basin under this alternative when compared to the proposed project, remains valid. This is due to the dramatically higher water usage under the current irrigated agricultural cultivation uses as compared with developed residential and/or commercial uses.

Response D-17: The commentor states:

> *Population And Housing Impacts: Table 5.0-10 indicates that the RLA Alternative would have "greater" impact with respect to POP Impact 3.8-1, which is identified as the "potential to induce substantial population growth in an area." Table 5.0-10 indicates that the RLA Alternative would have a "greater" impact with respect to POP Impact 3.8-2, which is identified as "Cumulative impact on the potential to induce substantial population growth in an area." These determinations are based on the erroneous statement in the discussion section that under the RLA Alternative "fewer units would be build" and the City would have to look to other undeveloped areas to accommodate the demand that would have been met by the West Area Specific Plan. (DEIR, p. 5.0-24.) This is not true. The RLA Alternative is described as increasing the residential density from 9 to 11.3 units per acre by reducing the footprint 20% "while retaining the same number of residences, mixed use commercial areas, schools, parks, etc. as the proposed project."[1] (DEIR, p. 5.0-6, emphasis added.) Please correct the erroneous determination that the RLA Alternative would have greater population and housing impacts which is founded on a mischaracterization of the RLA Alternative.*

This comment warrants a text on page 5.0-24 as follows, which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text):

> **Population and Housing**
>
> The City anticipates growth within the community over time, and has responded to the anticipated growth by establishing a Future Growth Area (FGA). The FGA was established through a community process that focused on allowing new development to specific areas of the city that have been determined to have adequate infrastructure and resources to accommodate the growth. The Plan Area is within the North of Boronda FGA, and the West Area Specific Plan is a planning document that implements the City's intent to focus new development, and the growth that goes along with the new development, into the FGA. The West Area Specific Plan would not displace substantial numbers of existing housing and/or substantial numbers of people, but would instead provide new housing consistent with the City's General Plan. The West Area Specific Plan does not divide the community, but rather, it is an extension of the existing community.
>
> Under the Reduced Land Area Project Alternative, the project footprint~~development~~ would be reduced by 20 percent when compared with the proposed project. However, although the residential density would increase from approximately 9.0 to 11.3 residential units per acre under this alternative, the number of residences developed under this alternative would be the same as for the proposed project.~~Development of housing would still occur under this alternative, but fewer units would be built. Growth would still be anticipated to occur within the region, but it would not be fully accommodated in the North of Boronda FGA which has undergone extensive planning efforts by the City and community for over a decade. This would not be consistent with the FGA and General Plan.~~

[1] *If the RLA Alternative does not in fact retain the same number of residential units, then a reduced area alternative that does retain the same number of units should be evaluated.*

~~The City would need to look to other undeveloped areas of the region to develop for new housing which would be expected to have environmental impacts that have not yet been assessed but could well be worse than those of the West Area Specific Plan, particularly with respect to prime agricultural land, which is abundant in the region.~~ Overall, this alternative would have an equal ~~greater~~ impact when compared to the proposed project.

We have also updated Table 5.0-10 on page 5.0-48 within the Final EIR as follows, which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text):

TABLE 5.0-10: COMPARISON OF ALTERNATIVE PROJECT IMPACTS TO THE WEST AREA SPECIFIC PLAN

ENVIRONMENTAL TOPIC	PROPOSED PROJECT[1]	NO PROJECT (NO BUILD) ALTERNATIVE	REDUCED LAND AREA PROJECT ALTERNATIVE	REDUCED RESIDENTIAL INTENSITY/DENSITY ALTERNATIVE	SMALLER-SCALE PROJECT ALTERNATIVE
SECTION 3.8 - POPULATION & HOUSING (POP)					
POP Impact 3.8-1	LS	Greater	~~Slightly Greater~~Equal	Slightly Greater	Slightly Greater
POP Impact 3.8-2	LS & LCC	Greater	~~Slightly Greater~~Equal	Slightly Greater	Slightly Greater

Response D-18: The commentor states:

> *Transportation Impacts: Table 5.0-10 indicates that the RLA Alternative would have "slightly greater" impact with respect to TC Impact 3.10-7, which is identified as "impacts related to emergency access." There is no apparent basis for this determination. The discussion section states that the RLA Alternative would have less of an overall traffic impact than the proposed project. Please explain the basis for the determination that the RLA Alternative would have "slightly greater" impact with respect to TC Impact 3.10-7.*
>
> *The DEIR identifies TC Impact 3.10-7 as less than significant for the West Area Specific Plan. Please explain whether TC Impact 3.10-7 would also be less than significant for the RLA Alternative.*
>
> *Table 5.0-10 indicates that the RLA Alternative would have a "slightly greater" impact with respect to TC Impact 3.10-8, which is identified as "conflict with adopted multi-modal circulation policies, plans, or programs" or a "decrease [in] the performance or safety of public transit, bicycle, or pedestrian facilities." There is no apparent basis for this determination. The discussion section states that the RLA Alternative would have less of an overall traffic impact than the proposed project. Furthermore, it states that the more compact development of the RLA Alternative would provide "greater opportunities for non-motorized transportation choices (such as walking or cycling)," i.e., greater opportunity for multi-modal circulation. (DEIR, p. 5.0-18.) Please explain the basis for the determination that the RLA Alternative would have "slightly greater" impact with respect to TC Impact 3.10-8.*

The Reduced Land Area Project Alternative would have "slightly greater" impact with respect to Transportation and Circulation Impact 3.10-7, which is identified as "impacts related to emergency access." The basis for this determination is that the increased density of the proposed project would increase congestion on existing and planned roadways as compared to the proposed project, given that fewer roadways would be developed under this alternative (because the APNs 211-011-008 and 211-011-009 would not be developed under this alternative). Specifically, Natividad Road (Major Arterial), Russell Road (Major Arterial), and Rogge Road would not be expanded with full frontage improvements under this alternative. Congestion is also expected to be slightly higher under this alternative compared to the proposed project, given the increased density of traffic (based on fewer roadway miles being developed under this alternative compared with the proposed project), and the increased density of the proposed project (to 11.3 residential units per acre under this alternative, compared to 9.0 residential units per acre under the proposed project). This represents a slightly greater impact with respect to emergency access within the Specific Plan Area. It is noted that the significance determination under Transportation and Circulation Impact 3.10-7 would likely still be less than significant for the Reduced Land Area Alternative, similar to the proposed project; however, the roadway network will not have the same capacity as under the proposed project so the determination remains "slightly greater."

Additionally, the Reduced Land Area Project Alternative would have a "slightly greater" impact with respect to Transportation and Circulation Impact 3.10-8, which is identified as "conflict with adopted multi-modal circulation policies, plans, or programs" or a "decrease [in] the performance or safety of public transit, bicycle, or pedestrian facilities." The basis for this determination is that the following roadways would not be developed in full under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane);
- Rogge Road frontage improvements.

Since these roadways would not be developed in full, as planned for by the proposed project, connectivity with the remainder of the City and County, including other areas within the City's FGA, would be more limited under the Reduced Land Area Project Alternative as compared to the proposed project.

These determinations are consistent with the conclusions provided in Table 5.0-10 for Transportation and Circulation Impact 3.10-8.

Response D-19: The commentor states:

> *Loss of Agricultural Land: As this project's DEIR acknowledges, the Salinas General Plan EIR acknowledges that there is a significant and unavoidable impact related to the loss of important farmland. (DEIR, p. 1.0-16.) The mitigation required by the General Plan EIR and*

by regulation will not render this impact less than significant for this project. However, the adoption of the RLA Alternative will serve to substantially reduce this significant impact by reducing the loss of agricultural land by 20%. This DEIR's alternatives analysis should identify the reduction in this significant impact to agricultural land as a benefit of the RLA Alternative compared to the proposed West Area Specific Plan."

Although the Reduced Land Area Project Alternative would have fewer adverse effects than the proposed project on agricultural lands, the fact that the effects would be diminished is not considered a "benefit" under a standard CEQA analysis. Rather, both alternatives would have adverse effects, though those of the Reduced Land Area Project Alternative would be less severe.

The loss of agricultural land associated with new development contemplated by the City's General Plan was addressed previously and was not revisited at length in the text of this EIR, though the issue is discussed in the Initial Study for the project (Appendix A to the Draft EIR). This EIR tiered from, and relied upon, the City's General Plan EIR with respect to this subject matter.

The Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) noted that General Plan buildout would result in the conversion of 3,525 acres of agriculture lands to urban uses. The Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) also indicated that General Plan buildout would result in agricultural activity in proximity to residential and other urban uses, which may result in conflicts between the uses. It is noted that agricultural activity can cause nuisances related to air quality and noise that may disturb surrounding development. Urban activities may also negatively affect nearby agricultural uses, as increased vandalism often occurs and the introduction of domestic animals may disturb certain agricultural activities.

Any future development under the approved General Plan, which includes all development under the proposed project, would be required to comply with the regulations, policies, and standards referenced within the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002). As stated within the Draft EIR, and recapitulated in the comment, implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). Therefore, the agricultural resources topic was determined to not warrant additional analysis and was not addressed further in the Draft EIR.

Response D-20: The commentor states:

"The Smaller-Scale Project Alternative is identified as the Environmentally Superior Alternative even though it does not meet the number of residential units as provided in the Salinas General Plan. (DEIR 5.0-45.) However, the Reduced Land Area Alternative meets all the same project objectives as the Smaller-Scale alternative as identified in Table 5.0-1.

Furthermore, as discussed above, there appears to be no basis for the determinations in Table 5.0-1 that the RLA Alternative does not meet the project objectives related to public service standards or connected pathways as well as the proposed West Area Specific Plan would meet these two objectives.

Compared to the proposed West Area Specific Plan, the RLA Alternative would increase density to 11.3 units per acre, meet the number of residential units as provided in the Salinas General Plan, and reduce the project foot print by 162 acres. As discussed above, there is no basis for the determinations in Table 5.0-10 that any specific impacts for the RLA alternative are greater, or even slightly greater, than for the West Area Specific Plan.

Please explain whether the Reduced Land Area Project Alternative is environmentally superior to the proposed West Area Specific Plan."

The Reduced Land Area Project Alternative would generate some impacts that would be greater, or slightly greater, than the West Area Specific Plan. As provided within Table 5.0-1 of the Draft EIR, and as amended by the errata changes described herein, these include:

- Air Quality Impact 3.1-1;
- Hydrology and Water Quality Impact 3.6-3;
- Hydrology and Water Quality Impact 3.6-10;
- Transportation and Circulation Impact 3.10-7; and
- Transportation and Circulation Impact 3.10-8.

As previously identified, the Reduced Land Area Project Alternative would have greater impacts with respect to Air Quality Impact 3.1-1, which is identified as "the potential to conflict with or obstruct implementation of the applicable air quality plan." This is because the Association of Monterey Bay Area Governments (AMBAG), in consultation with the City of Salinas, included development of the entirety of the North of Boronda Future Growth Area (inclusive of the West Area Specific Plan) within the AMBAG 2018 Regional Growth Forecast. The AMBAG 2018 Regional Growth Forecast feeds into the Monterey Bay Air Resources Board's (MBARD) 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) as well as the future version of the Air Quality Management Plan (AQMP). Therefore, while an increase in density has the potential to reduce mobile source emissions, this is not guaranteed. Alteration of the proposed project to increase density would be less consistent with the region's air quality and regional transportation planning plan documents, since alternatives to the proposed project were not included or modeled within the relevant plans and forecasts. Therefore, although the Reduced Land Area Project Alternative is expected to have many reduced impacts as compared with the proposed project, given its increased residential density compared to the proposed project, since it was not specifically planned for in the MBARD planning documents and within the AMBAG forecasts, its impact to this topic is considered greater than that of the proposed project (for this particular impact).

With respect to impacts, the baseline physical conditions of the Specific Plan Area include the entirety of the Specific Plan Area, even when considering the analysis of the significant effects of the proposed project and its alternatives. Therefore, even though the 162 acres in the northwest corner of the Specific Plan Area would be excluded from the Reduced Land Area Project Alternative, this area is included with the Specific Plan Area for the proposed project, and is thus part of the baseline physical conditions by which a significance determination is made. In order to make a proper comparison of the proposed project with each of the alternatives, the entire Specific Plan Area must be taken into account. For this reason, the analysis of any alternative's impact relative to the proposed project includes an analysis of the area that would be excluded by the Reduced Land Area Project Alternative, to the extent that is included within the Specific Plan Area (i.e. project site) for the proposed project. Since the Reduced Land Area Project Alternative would leave a large area of the Specific Plan Area as agricultural land, based on the substantially higher water usage levels for agricultural land compared with developed land (as detailed extensively throughout the Draft EIR), the Reduced Land Area Project Alternative would have a greater potential to deplete groundwater supplies or interfere with groundwater recharge, and generate cumulative impacts related to degradation of groundwater supply or recharge, as compared to the proposed project.

Furthermore, as previously identified, the Reduced Land Area Project Alternative would have a greater impact than the proposed project for Transportation and Circulation Impact 3.10-7, which is identified as "impacts related to emergency access", and Transportation and Circulation Impact 3.10-8, which is identified as the potential to "conflict with adopted multi-modal circulation policies, plans, or programs" or a cause "decrease [in] the performance or safety of public transit, bicycle, or pedestrian facilities". The basis for these determinations is that the increased density of the proposed project would increase congestion on existing and planned roadways as compared to the proposed project, given that fewer roadways would be developed under this alternative (because the APNs 211-011-008 and 211-011-009 would not be developed under this alternative). Specifically, Natividad Road (Major Arterial), Russell Road (Major Arterial), and Rogge Road would not be expanded with full frontage improvements under this alternative. Congestion is also expected to be slightly higher under this alternative compared to the proposed project, given the increased density of traffic (based on fewer roadway miles being developed under this alternative compared with the proposed project), and the increased density of the proposed project (to 11.3 residential units per acre under this alternative, compared to 9.0 residential units per acre under the proposed project). This represents a slightly greater impact with respect to emergency access within the Specific Plan Area.

Additionally, the Reduced Land Area Project Alternative would have a "slightly greater" impact with respect to Transportation and Circulation Impact 3.10-8, which is identified as "conflict with adopted multi-modal circulation policies, plans, or programs" or a "decrease [in] the performance or safety of public transit, bicycle, or pedestrian facilities." The basis for this determination is that the following roadways would not be developed in full under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane);
- Rogge Road frontage improvements.

Since these roadways would not be developed in full, as planned for by the proposed project, connectivity with the remainder of the City and County, including other areas within the City's FGA, would be more limited under the Reduced Land Area Project Alternative as compared to the proposed project. This would lead to a decrease in the safety of bicycle and pedestrian facilities in the Specific Plan Area.

In conclusion, as stated in Section 5.0 of the Draft EIR, the No Project Alternative is the environmentally superior alternative in the Draft EIR because it results in the fewest adverse environmental impacts when compared to the proposed project. However, as required by CEQA, when the No Project Alternative is the environmentally superior alternative, the environmentally superior alternative among the others must be identified. The Smaller-scale Project Alternative is the next best alternative, even though the number of residential units under this alternative would not meet the minimum of 3,553 residential units as provided within the City of Salinas General Plan (as provided on page 5.0-7 of the Draft EIR). The Smaller-scale Project Alternative ranks equal or better than the proposed project for every environmental issue (in aggregate), and ranks better than the other remaining alternatives (i.e. the Reduced Land Area Project Alternative and the Reduced Residential Intensity/Density Alternative), as shown in Table 5.0-10 of the Draft EIR. Additionally, even after incorporation of the errata changes made, as provided throughout this Response in Comments, the Smaller-scale Project Alternative remains the superior alternative based on such criteria.

The commenter assumes that, in identifying the environmentally superior alternative in an EIR, a lead agency must take into account the extent to which particular alternatives do or do not meet project objectives. No such requirement exists. Indeed, the CEQA requirement to identify an environmentally superior alternative consists of a single sentence within CEQA Guidelines section 15126.6(e)(2):

> If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Nothing in these sparse words suggests that the lead agency's determination takes any account of feasibility issues. Rather, the required determinations should be focused solely on environmental considerations. Notably, moreover, the Natural Resources Agency has provided no specific rules or directives to guide lead agencies' analyses, leaving such agencies very considerable discretion as to how they undertake such analyses.

Even so, however, the City will address the issue of consistency with project objectives, as the commenter has raised it. As previously stated under Response D-12, the Reduced Land Area Project Alternative would not meet the following two project objectives:

- "Provide public services and infrastructure improvements that achieve and maintain City service standards; and
- "Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole".

The Reduced Land Area Alternative would not meet these objectives, while the proposed project would meet these objectives, for the following reasons:

- The Reduced Land Area Project Alternative does not fully meet the project objective to "Provide public services and infrastructure improvements that achieve and maintain City service standards" because the Reduced Land Area Project Alternative would develop fewer roadways, bicycle and pedestrian pathways, and other infrastructure improvements (such as well sites) when compared with the proposed project. The proposed project has been planned for by the City for many years. Since a portion of the Specific Plan Area would not be developed under this alternative (represented by APNs 211-011-008 and 211-011-009, as shown in Figure 5.0-1 of the Draft EIR), the following roadways and infrastructure improvements would not be developed under this alternative:

    - Natividad Road (Major Arterial) expansion frontage improvements;
    - Russell Road (Major Arterial) expansion;
    - Rogge Road frontage improvements;
    - The proposed water well #3 and water treatment site;
    - The supplemental stormwater basins along Natividad Road; and
    - Neighborhood Park WA-3 (3-acre park).

    Therefore, the ability to provide public services and infrastructure improvements that achieve and maintain City service standards would be hindered under this alternative, which is not the case for the proposed project. It should be noted a similar rationale is also the basis for determining that the Smaller-Scale Project Alternative would not meet this project objective.

- The Reduced Land Area Project Alternative does not meet the project objective to "Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole" because this alternative would leave a portion of the proposed project that would remain undeveloped (APNs 211-011-008 and 211-011-009), as shown in Figure 5.0-1 of the Draft EIR. Under the Reduced Land Area Project Alternative, there would be fewer interconnected sidewalks/pathways and available open space areas for City residents, which would limit the connectivity between the West

Area Specific Plan (the proposed project) and the planned for Central Area Specific Plan (a planned Specific Plan are that would be located just to the east of the proposed project). For example, Russell Road (a Major Arterial) would no longer connect with Natividad Road (a Major Arterial) under this alternative. Frontage improvements (such as sidewalks, pedestrian pathways, and bike routes that are associated with the extension of these roadways) would no longer be developed in full. This reduced connectivity means that the Reduced Land Area Project Alternative would not establish an interconnected sidewalk/pathway and open spaced system that fully links with the greater FGA, in contrast to the proposed project. It should be noted that a similar rationale is also the basis for determining that the Smaller-Scale Project Alternative would not meet this objective.

The Reduced Land Area Project Alternative is environmentally superior to the proposed West Area Specific Plan, in aggregate (as demonstrated in Table 5.0-10 within the Draft EIR). However, the Smaller-scale Project Alternative was determined to be the environmentally superior alternative (after the No Project Alternative). The Reduced Land Area Project Alternative appears to be only slightly inferior to the Smaller-scale Project Alternative (as shown in Table 5.0-10 within the Draft EIR).

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION
CALTRANS DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
www.dot.ca.gov/dist05/

Making Conservation a California Way of Life.

April 12, 2019

MON-1-91.002
SCH#2000021072

Jill Miller
Senior Planner
City of Salinas Community Development
65 West Alisal Street (Second Floor)
Salinas, CA 93901

Dear Ms. Miller:

COMMENTS FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) – WEST AREA SPECIFIC PLAN, SALINAS, CA

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the West Area Specific Plan which will provide up to 4,340 new residences, 571,500 square feet of commercial/office space, 5 schools, and associated infrastructure. Caltrans offers the following comments in response to the DEIR:

1. Caltrans supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel and development. Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Strategies) are supported by Caltrans and are consistent with our mission, vision, and goals. E-1

2. Caltrans requests the traffic study be updated using the most current Highway Capacity Manual (HCM) 6 methodology for Level of Service (LOS) calculations. Both the HCM 2000 and HCM 2010 are outdated methods. In response to the LOS information provided, Caltrans requests that the cusp of C/D be used as standard for all state facilities. E-2

3. Please note, the optimization of traffic signals is not acceptable as mitigation unless the configuration of the intersection or phase changes are proposed as part of the mitigation. Please provide the signal timing sheets used for the existing signal timing, and the proposed optimization for review. E-3

4. Caltrans requests the Synchro and Sidra sheets to verify the traffic impact analysis findings. Also, Synchro and Sidra sheets should show the signal timing for existing, near term, and cumulative conditions. E-4

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

5. We request a Leisch weaving analysis be used for analyzing freeway weaving segments. E-5

6. The heavy vehicle percentages need to be based on the traffic count percentages; knowing the nature of the transportation network being impacted (heavy agriculture and commercial-oriented) the assumptions in the DEIR appear low at 2-5%. Caltrans would also like to review the traffic counts with heavy vehicle percentages along with the peak hour calculations. E-6

Thank you for the opportunity to review and comment on the proposed project. In light of the significant technical and methodology concerns with the traffic analysis, we request a meeting with the City to provide assistance in revising the analysis or clarifying the comments in this letter. Please contact me at (805) 549-3157 or email christopher.bjornstad@dot.ca.gov to arrange the meeting. E-7

Sincerely,

Chris Bjornstad

Chris Bjornstad
Transportation Planner
District 5 Development Review

cc: Mike Zeller, TAMC
Heather Adamson, AMBAG
Chad Alinio, Monterey County DPW

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Response to Letter E: Chris Bjornstad, California Department of Transportation (Caltrans) District 5

Response E-1: The commentor provides introductory text, and then offers six sub-comments on the response to the Project DEIR. Caltrans states:

> "*Caltrans supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel and development. Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Strategies) are supported by Caltrans and are consistent with our mission, vision, and goals.*"

This comment serves as introductory text and no response is warranted.

Response E-2: Caltrans states:

> *"Caltrans requests the traffic study be updated using the most current Highway Capacity Manual (HCM) 6 methodology for Level of Service (LOS) calculations. Both the HCM 2000 and HCM 2010 are outdated methods. In response to the LOS information provided, Caltrans requests that the cusp of C/D be used as standard for all state facilities".*

The transportation analysis conducted for the project incorporates the guidelines and standards of the City of Salinas. Level of Service (LOS) calculations are performed using the methodology of the Transportation Research Board's *Highway Capacity Manual*. In most instances, the HCM 2010 methodology was used; however, there were a small number of facilities wherein the HCM 2000 methodology was incorporated due to the inability of the HCM 2010 to evaluate a particular intersection's phasing. The HCM 6 methodology referenced by the comment was not available until 2016, after the WASP NOP was published and the majority of the transportation analysis was complete. The City of Salinas has not yet adopted it into its published guidelines for the preparation of transportation studies. If it was to be incorporated, none of the conclusions of the report would be altered as the differences between the methodology and procedures between manuals are extremely minor. The main change between the HCM 2010 and HCM 6 manuals was a modest increase in capacity at roundabouts as recent research has shown drivers becoming more comfortable in their navigation. Other changes between manuals, such as the addition of diverging diamond interchanges, have no bearing on the project's transportation study.

For facilities of regional significance (i.e. basic freeway segments and ramps), the transition between level of service D and E is used as the standard of significance. This transition is commonly used as a standard of significance by local and regional agencies and is the adopted LOS standard of the City of Salinas and the County of Monterey. The Transportation Authority for Monterey County (TAMC) previously used the LOS D to E transition as its standards of significance; however, TAMC no longer publishes significance standards and does not actively use LOS as a measure of effectiveness at this

time. As noted by the comment, Caltrans has adopted the transition from LOS C to D as its "target" for state facilities.

Free flow speeds on basic freeway segments within LOS C and D are similar, with both serving traffic at 55 miles an hour or higher (*Highway Capacity Manual*, Transportation Research Board, 2010, Exhibit 12-16 LOS Criteria and Speed-Flow Curves for Basic Freeway Segments). When a basic freeway segment enters LOS E, speeds begin to deteriorate below 55 miles per hour and below the speed limit. As freeways function at 55 miles per or greater on both sides of the LOS C/D threshold, but begin to deteriorate once in LOS E, the use of the LOS D/E threshold was found to be more applicable to the determination of significance for regional facilities. The project's transportation study reflects the use of current state of the practice tools, guidelines and applicable local and national standards; further analysis is not required.

Response E-3: Caltrans states:

> *"Please note, the optimization of traffic signals is not acceptable as mitigation unless the configuration of the intersection, or phase changes are proposed as part of the mitigation, Please provide the signal timing sheets used for the existing signal timing, and the proposed optimization for review."*

Signal optimization is an acceptable mitigation measure and is incorporated as a means to improve traffic operating conditions under the existing plus project scenario. Traffic signal optimization is used as mitigation for existing plus project scenarios for instances wherein project generated traffic results in adverse effects to current operations (i.e., not for cumulative future year scenarios). At those locations where the project significantly alters traffic levels and traveling patterns through an intersection resulting in the need for traffic signal timing modifications, those changes/improvements are identified as mitigation. The project is responsible for implementing those modifications as mitigation. Without these changes, the intersections would continue to operate poorly as resources do not exist to conduct the analysis and perform the necessary work in the field to implement the required modifications. It should be noted that signal optimization is not proposed as mitigation for any intersection under the jurisdiction of Caltrans. The Synchro analysis worksheets for all scenarios, including the mitigated condition are attached in the transportation study's technical appendices. The City has provided the transportation study's full technical appendices to Caltrans, in response to this comment letter.

Response E-4: Caltrans states:

> *"Caltrans requests the Synchro and Sidra sheets to verify the traffic impact analysis findings. Also, Synchro and Sidra sheets should show the signal timing for existing, near term, and cumulative conditions".*

The transportation study's technical appendices (the Draft EIR) include the Synchro and Sidra worksheets for all analysis scenarios. The worksheets show traffic signal phasing, green-time, phase durations, yellow-time, red-time and other signal timing details. The City has provided the transportation study's full technical appendices to Caltrans, in response to this comment letter.

Response E-5: Caltrans states:

> "*We request a Leisch weaving analysis be used for analyzing freeway weaving segments.*"

The project's transportation study's evaluation of freeway facilities (i.e. US 101) includes a detailed assessment of ten freeway segments and nine ramp merge-diverge junctions, which were identified as those locations wherein the project could potentially result in an adverse impact. The only weaving section that currently exists near the project site is located between the Boronda Road and Sala Road interchanges. This freeway segment was identified as operating at Level of Service B/C in the Existing Condition and Level of Service B/C in the Cumulative plus Project condition. Further, more detailed, operational assessments of this section, including a Leisch weaving analysis, of US 101 are not expected to identify significant adverse impacts or operational deficiencies.

Response E-6: Caltrans states:

> *"The heavy vehicle percentages need to be based on the traffic count percentages; knowing the nature of the transportation network being impacted (heavy agriculture and commercial-oriented) the assumptions in the DER appear low at 2-5%. Caltrans would also like to review the traffic counts with heavy vehicle percentages along with the peak hour calculations."*

The transportation study utilizes a standard assumption of two percent heavy vehicles on non-truck routes within the City and five percent heavy vehicles on designated truck routes. An assumption of five percent heavy vehicles is included within all freeway and ramp junction analyses. These assumptions are consistent with recent measurements of heavy vehicles within the City. It should also be noted that the transportation assessment focuses on conditions during the AM and PM peak hours of travel. These periods tend to be those times wherein automobile commute traffic is highest and truck traffic is lowest (both as a percentage of overall travel and as a whole as to not be delayed by peak commute conditions). The most recent available data from Caltrans on US 101 (http://pems.dot.ca.gov/ - accessed May 3, 2019) shows a peak hour heavy vehicle percentage between four and five percent on US 101 in the City of Salinas. This data supports the approach utilized within the project's transportation study.

Response E-7: This comment serves as a conclusion and closing statement. Caltrans requests a meeting with the City to provide assistance in revising the analysis or clarifying comments in this letter. The City concurs with Caltrans request to meet. No further response is warranted.

Salinas Union High School District

Dan Burns
Superintendent
dan.burns@salinasuhsd.org

Dr. Blanca Baltazar-Sabbah
Associate Superintendent
Instructional Services
blanca.baltazar@salinasuhsd.org

Alberto Verduzco
Interim Assistant Superintendent
Human Resources
alberto.verduzco@salinasuhsd.org

Ana V. Aguillon
Manager of
Business Services/CBO
ana.aguillon@salinasuhsd.org

April 12, 2019

City of Salinas
Community Development Department
Attn: Jill Miller, Senior Planner
65 West Alisal Street
Salinas, California 93901

Re: Comments to the Draft Environmental Impact Report for the West Area Specific Plan

Dear Ms. Miller:

Please accept this letter as the Salinas Union High School District's ("District") comments to the Draft Environmental Impact Report ("Draft EIR") for the West Area Specific Plan ("Specific Plan").

The District's major area of concern is the Draft EIR's failure to consider the realities of school facilities funding, and in turn, its failure to appropriately analyze and address the impacts that will result from development of the Specific Plan without the necessary school facilities in place. The 4,340 new homes included in the Specific Plan will generate approximately 900 high school students within the District's boundaries. The Specific Plan will also generate between 1,300 and 2,000 elementary and middle school students, the vast majority of which will make their way into the District's system. The crucial issue here is that there is simply insufficient school facilities to house these students and no available funding to construct new facilities. What will occur instead is an influx of students to the District's existing school facilities, which are already at or exceeding capacity.

F-1

The law does not excuse a lead agency from conducting environmental review of impacts other than those that are direct impacts on school facilities. Here, there will be impacts resulting directly the inability to construct new school facilities and the influx of students to the District's existing facilities. This includes, but is not limited, to increased traffic, air quality, noise, and other reasonably foreseeable impacts needed to serve students from the Specific Plan development. The Specific Plan alone causes these impacts, and the Draft EIR needs to analyze and address them appropriately.

F-2

431 West Alisal Street, Salinas, CA 93901 • Phone: (831) 796-7000 • Fax: (831) 796-7005 • www.salinasuhsd.org

Capacity of Existing School Facilities and Generation of New Students

The District understands that the Specific Plan includes up to 4,340 residential units and 571,500 square feet of mixed-use/commercial development. There is no question that such growth will generate additional students to be served by the District. However, the Specific Plan and Draft EIR fail to consider the true impacts of such growth on a school district that already has more students than seats.

The District currently operates four high school sites, with a fifth set to open in the fall at full capacity. The District's enrollment has continued to increase during the past several years, and student enrollment currently exceeds the capacity of the District's school facilities. The District expects student enrollment to continue to increase over the next several years (without even considering students generated by the Specific Plan). The new high school has been planned for nearly 15 years and has always been intended to alleviate overcrowding at the District's other high school sites. This new school site was not built with the Specific Plan in mind, and will already be at or near capacity when opened in the fall of 2019. F-3

With respect to student generation, the Draft EIR provides that a minimum of 600 and a maximum of 731 high school students will be generated by the development of the Specific Plan. (See Draft EIR, Table 3.9-9.) The District believes that these numbers are too low, and that actual student generation will be considerably higher. Using the student generation rates from the District's recent facilities needs analysis, the District expects the number of high school students generated by the Specific Plan will be approximately 900 students. As mentioned above, this is in addition to the roughly 2,000 elementary and middle school students that will also be generated by the Specific Plan and will make their way into the District. These students—whether generated immediately as high school students or after they funnel through the elementary and middle schools—must be served by the District, which will continue to exceed its own capacity (despite opening a brand new school in the Fall) and is continuing to increase in enrollment each year. F-4

Lack of Specific School Funding

The Specific Plan and Draft EIR are non-committal with respect to the development and funding of school facilities, leaving these responsibilities solely to the District. The Specific Plan notes that the "[responsibility for development of public schools lies with District]", with school facilities to be built "based on the projections of the need for those facilities" in a phased approach as "determined and controlled" by the District. (Specific Plan, Section 2.1 & 9.4). This concept is reinforced by the Draft EIR, which provides that "public schools . . . will be constructed based on projections of the need for these facilities," with the District to "determine the appropriate phasing of [its] facilities" as driven by increased demand and enrollment. (Draft EIR, Section 2.0.) F-5

What the Draft EIR does not do is consider the possibility that funding may not be available to fund new school facilities, and if that is the case, what will be the Specific Plan's impact on the environment if students are housed at the District's existing sites. Both the Draft EIR and Specific Plan provide only that the school development impact fees (also known as "developer fees") will be paid prior to development of the Specific Plan area. (See Draft EIR, Mitigation Measure 3.9-2; Specific Plan, Sections 8.4, 8.5, 8.6, & 9.2.1.) Unfortunately, such reliance on

school development impact fees to fund school facilities is woefully optimistic. Construction costs for the District's fifth high school will exceed $80 million, and this does not include site acquisition costs, design costs, or other related expenses. The funds needed to build another high school facility would meet or exceed that number, in addition to other significant costs, like site acquisition. While the actual amount of school development impact fees to be collected is unknown, such fees will not be sufficient to cover the site acquisition and construction costs for an additional high school site.

Based on the District's experience, school development impact fees are generally insufficient to cover all of the costs associated with the necessary infrastructure around schools and other impacts to schools caused by the development, let alone the construction of the additional schools themselves. It must also be noted that school impact fees would be collected incrementally across the 20 to 30 year build-out period of the Specific Plan, and are not funds that the District would receive up front or at once. It is also vital to recognize that school development impact fees will be needed to mitigate the immediate impacts of overcrowding at existing sites (installing portables, etc.), and all development impact fees collected will not necessarily go towards construction of new school sites.

F-5 (Cont'd)

The only other funding mechanisms for school facilities referenced in either document is in Table 8.1 of the Specific Plan, which suggests that "TAMC and State or Federal" funding sources may be available for the construction of new school facilities. The District is not aware of any school facilities funding available through TAMC (the Transportation Agency for Monterey County) or any Federal source, and does not believe that such funding exists for California K-12 facilities construction. Simply put, neither TAMC funds nor Federal funds are a viable option, and it is misleading for the Draft EIR to suggest that such funds may be available for the District's school facilities. Additionally, the District cannot reasonably expect to rely on State money to fund all of the necessary school facilities. While the District will aggressively pursue State facilities funding, such funding is in a perpetual state of flux and it is not certain if, or when, the District would receive State funding. In fact, no State facilities funds have been available in recent times.

Neither the Specific Plan nor the Draft EIR provide realistic options for securing funds that will be necessary to construct school facilities to accommodate students generated by the Specific Plan. Without a specific funding mechanism in place before development of the Specific Plan there will not be sufficient school facilities to house students. These students will be directed to the District's existing facilities, which are already at capacity.

Impacts to Existing Schools

The District's facilities are at capacity and there is simply insufficient funding to construct the school facilities needed to house students generated by the Specific Plan. The District has an obligation to serve students residing in its boundaries, and when they arrive, the District will have few options available to address this influx. One option, which is often the first utilized in these situations, is to install portable classrooms at existing school sites. This may be coupled with expansion to existing school facilities and/or the construction of new facilities at existing sites. Another option is reorganizing attendance boundaries, which leads to sending students to other existing school sites that can best accommodate them. If facilities are overcrowded, parents may also seek transfers to another high school, in which case students will travel to

F-6

another school site within the District. These options are not mutually exclusive, and it is very likely that any or all would be utilized in an attempt to offset the influx of students generated within the District by the Specific Plan.

Here, the crux of the matter is that the Draft EIR fails to address the environmental impacts that will result from the Specific Plan's implications for school facilities needs. Installation of portables and ongoing construction on existing sites will affect noise levels, air quality, loss of greenspace or play areas, and other reasonably foreseeable impacts connected with adding or modifying school facilities at existing school sites. Changing of attendance boundaries, bussing, or parents electing to send their children to other school sites will increase traffic (both vehicular and pedestrian), and will similarly affect noise, and air quality/pollution. The increased traffic in or around existing school sites also raises significant concerns regarding the safety of school visitors, whether it be District staff or students and their families. These impacts are a direct result of the Specific Plan and the Draft EIR is required to analyze and address them appropriately. The current Draft EIR fails in this regard.

F-6 (Cont'd)

Conclusion and Requested Mitigation

The Specific Plan proposes a "balanced, walkable community" comprised of different neighborhoods, each of which is supported by school facilities that are nearby and accessible to the residents in the Specific Plan area. The City of Salinas General Plan also acknowledges the goal of the City to "continue to work with the school districts . . . to ensure adequate school and recreational facilities are provided and maintained by the community." Under the existing Specific Plan and Draft EIR, neither goal is achieved.

The Specific Plan and Draft EIR do not guarantee that new school facilities will be constructed prior to residential development. Rather, these documents assume that the facilities will be constructed, ignoring the true reality of the situation: the District serving the Specific Plan area is already at capacity and lacks the funding necessary for construction of new school facilities necessary to accommodate student enrollment growth from the Specific Plan. This reality will result in environmental impacts which must be appropriately analyzed and addressed. Without adequate school facilities, the entire concept of these communities will fail.

F-7

The District remains an active and cooperative partner and welcomes discussions with the City of Salinas and the developers of the Specific Plan. We are hopeful for the opportunity to discuss our concerns and work together to reach a solution that ensures that quality school facilities can be provided to accommodate the families residing within the Specific Plan. Should you have any questions or would like to discuss these issues further, please feel free to contact the District office directly.

Sincerely,

Dan Burns
Superintendent

Response to Letter F: Dan Burns, Salinas Union High School District

Response F-1: The commentor states:

> *"The District's major area of concern is the Draft EIR's failure to consider the realities of school facilities funding, and in turn, its failure to appropriately analyze and address the impacts that will result from development of the Specific Plan without the necessary school facilities in place. The 4,340 new homes included in the Specific Plan will generate approximately 900 high school students within the District's boundaries. The Specific Plan will also generate between 1,300 and 2,000 elementary and middle school students, the vast majority of which will make their way into the District's system. The crucial issue here is that there is simply insufficient school facilities to house these students and no available funding to construct new facilities. What will occur instead is an influx of students to the District's existing school facilities, which are already at or exceeding capacity."*

Impacts associated with schools are analyzed in Section 3.9 Public Services. Page 3.9-12 of the Draft EIR presents the City's policy toward working with School Districts to identify land needed for new schools, and to consider impacts of proposed projects on school enrollment and facilities when considering new projects. The City's policies are as follows:

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

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

Page 3.9-20 of the Draft EIR states that the proposed project includes five schools within the Specific Plan Area. One of these schools (McKinnon Elementary School) has already been constructed and another (a new high school) is currently under construction on Rogge Road. A description of the additional planned schools (including the high school, which is under construction) are listed below:

- Two elementary schools are planned to be constructed on opposite sides of the Specific Plan Area. One school will be located on a 10.0-acre site in Neighborhood 2, while the other will be located in Neighborhood 3 on a 10.0-acre site. The two new elementary schools would be expected to serve students residing in the Specific Plan Area and adjacent areas. Attendance areas will ultimately be adopted by the SRUSD Board of Trustees.
- The Specific Plan provides a site for one middle school. The middle school site, approximately 20 acres in size, is located adjacent to and north of the community park. The middle school is expected serve students residing in the Specific Plan Area as well as adjacent areas as determined by attendance areas ultimately adopted by the SRUSD Board of Trustees.

- A high school site is located in the northern portion of the Specific Plan Area adjacent to Rogge Road. The site is approximately 38 acres and it has already been acquired by the Salinas Union High School District and the high school facility is currently under construction. The high school is expected to serve students both within and outside of the Specific Plan Area. Attendance areas will ultimately be adopted by the SUHSD Board of Trustees.

The purpose for identifying sites for new schools is to ensure that there is adequate land set aside for the development of new school facilities within the Specific Plan Area. Ultimately, the Education Code tasks the School District with the responsibility for design and construction of its own schools. While the City is not the lead agency responsible for school development, the City fully supports the School District with the provision of infrastructure and land to facilitate school facility development (including the reservation and or dedication of school sites as required by Subdivision Map Act), as well as the collection of school impact fees to fund new school development. It is standard for the City to require all development projects to adhere to the State's laws regarding the funding of school facilities, including the payment of school impact fees that are established by the School District through their nexus study/fee justification efforts. The City, however, does not establish the school impact fees; instead, that responsibility lies with the applicable School District. Education Code (EC) section 17620 grants the School District the authority to impose school impact fees, and the School District has established impact fees that are applicable to development in the Specific Plan Area. The City will fully cooperate with the School District, as they have in the past, in the collection of the school impact fees that have been established by School District.

Response F-2: The commentor states:

> *"The law does not excuse a lead agency from conducting environmental review of impacts other than those that are direct impacts on school facilities. Here, there will be impacts resulting directly the inability to construct new school facilities and the influx of students to the District's existing facilities. This includes, but is not limited, to increased traffic, air quality, noise, and other reasonably foreseeable impacts needed to serve students from the Specific Plan development. The Specific Plan alone causes these impacts, and the Draft EIR needs to analyze and address them appropriately."*

The City believes that, in assessing the impacts of developing the entire Specific Plan Area, the EIR has sufficiently addressed, at least in general terms, the physical impacts of constructing new schools within the Specific Plan Area. The footprint-related impacts of the schools are subsumed within the analysis of the footprint of the entire Specific Plan. The same is true of impacts involving air pollutant emissions, greenhouse gas emissions, traffic, and demands on public services and utilities.

In addressing public service demand issues under CEQA, the appropriate focus is on the environmental effects of the steps that might be necessary to achieve or maintain adequate service. For example, if proposed new development would create an increased demand for public services,

an EIR should inquire as to whether new or expanded physical facilities may be required in order to provide such service. The "impacts" addressed under CEQA are the physical effects of providing service, not any possible failure to provide adequate service under applicable standards. (See City of Hayward v. Board of Trustees of the Cal. State University (2015) 242 Cal.App.4th 833, 843 ["[t]he need for additional fire protection services is not an environmental impact that CEQA requires a project proponent to mitigate"]; Goleta Union School Dist. v. Regents of Univ. of Cal. (1995) 37 Cal.App.4th 1025, 1031–1034 [school overcrowding attributable to new development is not an environmental effect subject to CEQA, though the physical effects of new facility construction to serve new students would be]; and CEQA Guidelines, § 15131, subd. (a) ["[e]conomic or social effects of a project shall not be treated as significant effects on the environment"].)

Page 3.9-21 of the Draft EIR discusses the environmental impacts associated with school development in the Specific Plan Area. This includes physical impacts from construction of the five school sites within the Specific Plan Area. The purpose of the new schools is to serve the new residents/students generated by the Specific Plan development. The Draft EIR discloses that there would be impacts related to relevant environmental topics included throughout the Draft EIR, such as: air quality (Section 3.1), biological resources (Section 3.2), cultural resources (Section 3.3), greenhouse gas emissions and climate change (Section 3.4), hazards and hazardous materials (Section 3.5), hydrology and water quality (Section 3.6), noise (Section 3.7) population (Section 3.8), public services (Section 3.9), transportation (Section 3.10), and utilities (Section 3.11). Page 3.9-21 of the Draft EIR states that "A detailed discussion of relevant operational and construction impacts can be found in each respective section of this EIR. Furthermore, site-specific environmental review would be required for each school by the responsible School District prior to approval of a design for the facility and would consider any site-specific impacts unknown at this time." The analysis in the Draft EIR considers the physical development of the sites that are identified in the Specific Plan, as well as operational impacts associated with a school facility in those locations. The City, however, does not have a specific school design for three of the school sites given that the School District has not yet approved a design at those locations. As such, the Draft EIR does not speculate beyond the material facts that are available for each site at the time the Specific Plan is being considered.

Cumulative impacts from public facilities resulting from the construction of public facilities, including schools, is addressed under Impact 3.9-6 (pages 3.9-24 and 3.9-25 of the DEIR). As provided under Impact 3.9-6, the 2002 General Plan Final Program EIR analyzed impacts to public services (including schools), and found that General Plan policies addressed the public services needs of future development resulting from implementation of the General Plan. The specific environmental impact of constructing new facilities could not be determined at the time, but the Final Program EIR found that construction and operation of such facilities could potentially cause significant impacts. These potential impacts, however, were addressed and mitigated to the greatest extent feasible by the General Plan policies and mitigation measures included in Sections 5.1 through 5.12 of the Salinas General Plan Final Program EIR.

It is important to consider the statutory requirements that apply to school facilities impacts in this discussion. According to Government Code Section 65996, the development fees authorized by Senate Bill 50 (1998) are deemed to be "full and complete school facilities mitigation" for impacts caused by new development. Section 65996 also prohibits public agencies from using CEQA or "any other provision of state or local law" to deny approval of "a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property or any change in governmental organization or reorganization" on the basis of the project's impacts on school facilities.

In Chawanakee Unified School Dist. v. County of Madera (June 21, 2011) 196 Cal.App.4th 1016, the court determined that Government Code section 65996(a) obviated the need to analyze and mitigate a development's direct impacts on existing school facilities in an EIR because Education Code sets forth "exclusive methods" for consideration and mitigation of such impacts. The School District has established the appropriate fee for all development in the City of Salinas. This fee established by the School District, following the requirements of State law, is the fair share funding that the City will require of this development. By statute, the City and School District cannot require fees beyond that allowed by the State law, and affirmed by the District through their approved nexus study. The City will fully cooperate with the School District, as they have in the past, in the collection of the school impact fees that have been established by School District.

Response F-3: The commentor states:

> *"The District understands that the Specific Plan includes up to 4,340 residential units and 571,500 square feet of mixed-use/commercial development. There is no question that such growth will generate additional students to be served by the District. However, the Specific Plan and Draft EIR fail to consider the true impacts of such growth on a school district that already has more students than seats.*
>
> *The District currently operates four high school sites, with a fifth set to open in the fall at full capacity. The District's enrollment has continued to increase during the past several years, and student enrollment currently exceeds the capacity of the District's school facilities. The District expects student enrollment to continue to increase over the next several years (without even considering students generated by the Specific Plan). The new high school has been planned for nearly 15 years and has always been intended to alleviate overcrowding at the District's other high school sites. This new school site was not built with the Specific Plan in mind, and will already be at or near capacity when opened in the fall of 2019."*

The City recognizes the commenter's concerns regarding school facilities, and their capacity to serve the population. Because of these concerns, the City has established policies toward working with School Districts to identify land needed for new schools, and to consider impacts of proposed

projects on school enrollment and facilities when considering new projects. The City's policies are as follows:

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

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

As discussed on page 3.9-20 of the Draft EIR, the proposed project includes five schools within the Specific Plan Area, including the new High School as referenced in the comment. The City recognizes that the High School has been planned for more than a decade, which is consistent with the fact that the Specific Plan Area is part of the City's Future Growth Area, which has been planned for growth since 2002. Placing a new High School within new growth areas is a common land use planning exercise to ensure that new students have school facilities proximate to their homes. The site of the new High School is a product of collaboration between the City and the School District dating back to the time the Future Growth Area was first contemplated by the City. At that time, the City worked to ensure that there is adequate land set aside for the development of new school facilities within the Future Growth Area. That planning effort by the City resulted in the new high school and the other new school sites that are within the Specific Plan Area, as well as other schools in other parts of the Future Growth Area that are outside the Specific Plan Area. Ultimately, the Education Code tasks the School District with the responsibility for design and construction of their own schools. While the City is not the lead agency responsible for school development, the City fully supports the School District with the provision of infrastructure and land to facilitate school facility development, as well as the collection of school impact fees to fund new school development. It is standard for the City to require all development projects to adhere to the State's laws regarding the funding of school facilities, including the payment of school impact fees that are established by the School District through their nexus study/fee justification efforts. The City, however, does not establish the school impact fees; instead, that responsibility lies with the School District. Education Code (EC) section 17620 grants the School District the authority to impose school impact fees, and the School District has established impact fees that are applicable to development in the Specific Plan Area. The City will fully cooperate with the School District, as it has in the past, in the collection of the school impact fees that have been established by School District.

Response F-4: The commentor further states:

> *"With respect to student generation, the Draft EIR provides that a minimum of 600 and a maximum of 731 high school students will be generated by the development of the Specific Plan. (See Draft EIR, Table 3.9-9.) The District believes that these numbers are too low, and that actual student generation will be considerably higher. Using the student generation*

rates from the District's recent facilities needs analysis, the District expects the number of high school students generated by the Specific Plan will be approximately 900 students. As mentioned above, this is in addition to the roughly 2,000 elementary and middle school students that will also be generated by the Specific Plan and will make their way into the District. These students—whether generated immediately as high school students or after they funnel through the elementary and middle schools—must be served by the District, which will continue to exceed its own capacity (despite opening a brand new school in the Fall) and is continuing to increase in enrollment each year."

Based on this comment, and based on the data available at this time, the City has updated Table 3.9-9 on page 3.3-15 within the Final EIR as follows, to reflect the most recent version of the student generation rates provided in School District's School Facility Needs Analysis, which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text):

~~TABLE 3.9-9: PROJECTED PLAN AREA STUDENT GENERATION ESTIMATES~~

~~DU TYPE~~	~~MIN. DU~~	~~MAX. DU~~	~~EDUCATION LEVEL~~	~~GENERATION FACTOR~~	~~STUDENTS GENERATED~~		~~ESTIMATED NUMBER OF STUDENTS GENERATED BY EDUCATION LEVEL (MIN. / MAX.)~~
					~~MIN.~~	~~MAX.~~	
~~SFD~~	~~1,114~~	~~1,361~~	~~Elementary~~	~~.3416~~	~~380~~	~~465~~	~~Elementary 910 / 1,114~~
			~~Middle~~	~~.1948~~	~~217~~	~~265~~	
			~~High~~	~~.149~~	~~166~~	~~202~~	
~~SFA~~	~~1,476~~	~~1,803~~	~~Elementary~~	~~.1967~~	~~290~~	~~355~~	~~Middle School 417 / 509~~
			~~Middle~~	~~.0738~~	~~109~~	~~133~~	
			~~High~~	~~.149~~	~~220~~	~~268~~	
~~MF~~	~~963~~	~~1,176~~	~~Elementary~~	~~.2492~~	~~240~~	~~294~~	~~High School 600 / 731~~
			~~Middle~~	~~.0944~~	~~91~~	~~111~~	
			~~High~~	~~.222~~	~~214~~	~~261~~	
~~Total~~	~~3,553~~	~~4,340~~			~~1,927~~	~~2,354~~	~~1,927 / 2,354~~

~~SOURCE: SALINAS UNION HIGH SCHOOL DISTRICT (JANUARY 2014), SANTA RITA UNION SCHOOL DISTRICT/COOPERATIVE STRATEGIES (OCTOBER 2018).~~

TABLE 3.9-9: PROJECTED SPECIFIC PLAN AREA STUDENT GENERATION ESTIMATES

DWELLING UNIT TYPE	TOTAL DWELLING UNITS	EDUCATION LEVEL	GENERATION FACTOR	STUDENTS GENERATED
SINGLE-FAMILY (NE AND NG-1)	3,164	Elementary	0.3148	996
		Middle	0.1955	619
		High	0.208	658
MULTIFAMILY (NG-2 AND VILLAGE CENTER)	1,176	Elementary	0.5715	672
		Middle	0.1892	223
		High	0.041	48
Total				3,216

SOURCE: SALINAS UNION HIGH SCHOOL DISTRICT: 2018 SCHOOL FACILITY NEEDS ANALYSIS AND JUSTIFICATION REPORT; SANTA RITA UNION SCHOOL DISTRICT SCHOOL FACILITIES NEEDS ANALYSIS MARCH 6, 2018.

NOTE: TABLE ASSUMES (HIGH) SINGLE FAMILY (SF) DETACHED UNITS FOR ALL SF UNITS, DUE TO LACK OF DETAILED LOT COUNTS

FOR ATTACHED AND DETACHED SFU'S.

The proposed project is expected to generate approximately between 1,927 and 2,3543,216 additional students for the SUHSD and SRUSD, as shown in Table 3.9-9. It is also important to understand that special legal principles apply to impacts to school facilities. According to Government Code Section 65996, the development fees authorized by Senate Bill 50 (1998) (described earlier) are deemed to be "full and complete school facilities mitigation" for impact caused by new development. The legislation also recognized the need for the fee to be adjusted periodically to keep pace with inflation. The legislation indicated that in January 2000, and every two years thereafter, the State Allocation Board would increase the maximum fees according to the adjustment for inflation in the statewide index for school construction. However, even where applicants have agreed to pay school impact mitigation fees, if the proposed development requires the construction or expansion of additional facilities that would cause other physical environmental impacts, then those physical impacts to non-school resources may be analyzed under CEQA (Gov. Code § 65995(i)).

Response F-5: The commentor states:

The Specific Plan and Draft EIR are non-committal with respect to the development and funding of school facilities, leaving these responsibilities solely to the District. The Specific Plan notes that the "[responsibility for development of public schools lies with District]", with school facilities to be built "based on the projections of the need for those facilities" in a phased approach as "determined and controlled" by the District. (Specific Plan, Section 2.1 & 9.4).

This concept is reinforced by the Draft EIR, which provides that "public schools . . . will be constructed based on projections of the need for these facilities," with the District to "determine the appropriate phasing of [its] facilities" as driven by increased demand and enrollment. (Draft EIR, Section 2.0.)

What the Draft EIR does not do is consider the possibility that funding may not be available to fund new school facilities, and if that is the case, what will be the Specific Plan's impact on the environment if students are housed at the District's existing sites. Both the Draft EIR and Specific Plan provide only that the school development impact fees (also known as "developer fees") will be paid prior to development of the Specific Plan area. (See Draft EIR, Mitigation Measure 3.9-2; Specific Plan, Sections 8.4, 8.5, 8.6, & 9.2.1.) Unfortunately, such reliance on school development impact fees to fund school facilities is woefully optimistic. Construction costs for the District's fifth high school will exceed $80 million, and this does not include site acquisition costs, design costs, or other related expenses. The funds needed to build another high school facility would meet or exceed that number, in addition to other significant costs, like site acquisition. While the actual amount of school development impact fees to be collected is unknown, such fees will not be sufficient to cover the site acquisition and construction costs for an additional high school site.

Based on the District's experience, school development impact fees are generally insufficient to cover all of the costs associated with the necessary infrastructure around schools and other impacts to schools caused by the development, let alone the construction of the additional schools themselves. It must also be noted that school impact fees would be collected incrementally across the 20 to 30 year build-out period of the Specific Plan, and are not funds that the District would receive up front or at once. It is also vital to recognize that school development impact fees will be needed to mitigate the immediate impacts of overcrowding at existing sites (installing portables, etc.), and all development impact fees collected will not necessarily go towards construction of new school sites.

The only other funding mechanisms for school facilities referenced in either document is in Table 8.1 of the Specific Plan, which suggests that "TAMC and State or Federal" funding sources may be available for the construction of new school facilities. The District is not aware of any school facilities funding available through TAMC (the Transportation Agency for Monterey County) or any Federal source, and does not believe that such funding exists for California K-12 facilities construction. Simply put, neither TAMC funds nor Federal funds are a viable option, and it is misleading for the Draft EIR to suggest that such funds may be available for the District's school facilities. Additionally, the District cannot reasonably expect to rely on State money to fund all of the necessary school facilities. While the District will aggressively pursue State facilities funding, such funding is in a perpetual state of flux and it is not certain if, or when, the District would receive State funding. In fact, no State facilities funds have been available in recent times.

Neither the Specific Plan nor the Draft EIR provide realistic options for securing funds that will be necessary to construct school facilities to accommodate students generated by the Specific Plan. Without a specific funding mechanism in place before development of the Specific Plan there will not be sufficient school facilities to house students. These students will be directed to the District's existing facilities, which are already at capacity."

It is important to consider the statutory requirements that apply to school facilities impacts in this discussion. According to Government Code Section 65996, the development fees authorized by Senate Bill 50 (1998) are deemed to be "full and complete school facilities mitigation" for impacts caused by new development. Section 65996 also prohibits public agencies from using CEQA or "any other provision of state or local law" to deny approval of "a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property or any change in governmental organization or reorganization" on the basis of the project's impacts on school facilities.

The School District has established the appropriate fee for all development in the City of Salinas. This fee established by the School District, following the requirements of State law, is the fair share funding that the City will require of this development. By statute, the City and School District cannot require fees beyond that allowed by the State law, and affirmed by the District through their approved nexus study. Nor may the City deny the project proponents' request for approval of the

Specific Plan solely due to projected funding shortfalls. The City will fully cooperate with the School District, as it has in the past, in the collection of the school impact fees that have been established by School District.

The City has established sites for new schools to ensure that there is adequate land set aside for the development of new school facilities within the Specific Plan Area. Ultimately, the Education Code tasks the School District with the responsibility for design and construction of its own schools. While the City is not the lead agency responsible for school development, the City fully supports the School District with the provision of infrastructure and land to facilitate school facility development, as well as the collection of school impact fees to fund new school development. It is standard for the City to require all development projects to adhere to the State's laws regarding the funding of school facilities, including the payment of school impact fees that are established by the School District through their nexus study/fee justification efforts. The City, however, does not establish the school impact fees; instead, that responsibility lies with the School District. Education Code (EC) section 17620 grants the School District the authority to impose school impact fees, and the School District has established impact fees that are applicable to development in the Specific Plan Area.

Response F-6: The commentor states:

> *"The District's facilities are at capacity and there is simply insufficient funding to construct the school facilities needed to house students generated by the Specific Plan. The District has an obligation to serve students residing in its boundaries, and when they arrive, the District will have few options available to address this influx. One option, which is often the first utilized in these situations, is to install portable classrooms at existing school sites. This may be coupled with expansion to existing school facilities and/or the construction of new facilities at existing sites. Another option is reorganizing attendance boundaries, which leads to sending students to other existing school sites that can best accommodate them. If facilities are overcrowded, parents may also seek transfers to another high school, in which case students will travel to another school site within the District. These options are not mutually exclusive, and it is very likely that any or all would be utilized in an attempt to offset the influx of students generated within the District by the Specific Plan.*
>
> *Here, the crux of the matter is that the Draft EIR fails to address the environmental impacts that will result from the Specific Plan's implications for school facilities needs. Installation of portables and ongoing construction on existing sites will affect noise levels, air quality, loss of greenspace or play areas, and other reasonably foreseeable impacts connected with adding or modifying school facilities at existing school sites. Changing of attendance boundaries, bussing, or parents electing to send their children to other school sites will increase traffic (both vehicular and pedestrian), and will similarly affect noise, and air quality/pollution. The increased traffic in or around existing school sites also raises significant concerns regarding the safety of school visitors, whether it be District staff or students and their families. These impacts are a direct result of the Specific Plan and the*

Draft EIR is required to analyze and address them appropriately. The current Draft EIR fails in this regard."

The potential scenarios described by the commenter are too speculative to give rise to meaningful environmental assessment, particularly since, if they occur, they will occur over an extended period of time (perhaps 20 to 30 years), consistent with buildout of the Specific Plan Area. Just as the number of students living in the Specific Area will gradually ramp up over time, so too will the District have the ability to make decisions as to where such students should attend schools, if no on-site school facilities are yet in place. The specific decisions the District will have to make cannot be predicted with any level of certainty at present, and, in any event, are beyond the City's control. In particular, the City has no way at present to try to predict boundary changes the District might impose in future years. Although such decisions could affect traffic and other environmental resources, any details of such impacts cannot be predicted at present. The same is true of options such as student transfers, the construction of other, currently unplanned schools at other sites, or changes in current patterns of school bussing. To the extent that the District contemplates the installation of additional portable classrooms at existing school facilities, the City notes that CEQA provides a categorical exemption (Class 14) for "minor additions to existing schools within existing school grounds where the addition does not increase original student capacity by more than 25% or ten classrooms, whichever is less."

Response F-7: This comment serves as a conclusion and closing statement. This comment is noted and no further response is warranted.

ALISAL UNION SCHOOL DISTRICT

OFFICE OF THE SUPERINTENDENT
155 Bardin Road, Salinas, CA 93905
(831)753-5700 • FAX (831)753-5709

Board of Trustees
Noemi Armenta
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Fernando Mercado
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Dr. Héctor A. Rico, Superintendent

April 15, 2019

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APR 15 2019
COMMUNITY DEVELOPMENT
DEPARTMENT

City of Salinas
Community Development Department
Attn: Jill Miller, Senior Planner
65 West Alisal Street
Salinas, California 93901

Re: Comments to the Draft Environmental Impact Report for the West Area Specific Plan

Dear Ms. Miller:

Please accept this letter as the Alisal Union School District's ("District") comments to the Draft Environmental Impact Report ("Draft EIR") for the West Area Specific Plan ("Specific Plan"). The District's major area of concern is the Draft EIR's failure to consider the realities of school facilities funding, and in turn, its failure to appropriately analyze and address the impacts that will result from development of the Specific Plan without the necessary school facilities in place.

G-1

The 4,340 new homes included in the Specific Plan will generate between 1,300 and 2,000 elementary and middle school students. The critical issue here is that there is insufficient school facilities to house these students and no available funding to construct new facilities. There is nothing in the Specific Plan or Draft EIR that ensures funding for the school facilities necessary to accommodate students generated by the Specific Plan, and the funding mechanisms that are referenced are both inadequate and woefully optimistic. The bottom line is that the Specific Plan and Draft EIR simply assume that new school facilities will be provided, despite the fact funding for such facilities does not exist. This will result in an influx of students to the existing facilities of the school district serving the Specific Plan area as well as other school districts in the area, including the District.

The law does not excuse a lead agency from conducting environmental review of impacts other than those that are direct impacts on school facilities. In this instance, there will be impacts resulting directly from the affected school districts' inability to construct new school facilities and the influx of students to existing school facilities. Installation of portables and ongoing construction on existing sites necessary to accommodate these students will affect noise levels, air quality, loss of greenspace or play areas, and other reasonably foreseeable impacts connected with adding or modifying school facilities at existing school sites. The changing of attendance boundaries, bussing, and inter-district transfer or parents electing to send their children to other school districts or school sites will increase traffic (both vehicular and pedestrian), and will similarly affect noise, and air quality/pollution. The increased traffic in or around existing school sites also raises significant concerns regarding the safety of school visitors, whether it be staff or students and their families. These impacts are a direct result of the Specific Plan and the Draft EIR is required to analyze and address them appropriately. The current Draft EIR fails in this regard.

G-2

The Specific Plan's failure to ensure funding for necessary school facilities and the resulting inadequacies of the Draft EIR are a significant concern for every local educational agency serving the City of Salinas. The

District is aware that other local educational agencies have submitted letters commenting on the inadequacy of the Specific Plan and Draft EIR. The District fully supports these agencies and agrees with the issues raised in their respective comment letters.

G-2 (Cont'd)

We are hopeful for the opportunity to discuss our concerns and work together to reach a solution that ensures that quality school facilities can be provided. Should you have any questions or would like to discuss these issues further, please feel free to contact the District office directly.

G-3

Sincerely,

Dr. Héctor A. Rico

Response to Letter G: Dr. Hector A. Rico, Alisal Union School District

Response G-1: The commentor expresses concerns regarding the insufficiency of school funding. The commentor claims that the Draft EIR does not address the realities of school facilities funding, which is therefore a failure to appropriately analyze and address the impacts that will result from development of the proposed project without the necessary school facilities in place. The commentor specifically states the following:

> *"Please accept this letter as the Alisal Union School District's ("District") comments to the Draft Environmental Impact Report ("Draft EIR") for the West Area Specific Plan ("Specific Plan"). The District's major area of concern is the Draft EIR's failure to consider the realities of school facilities funding, and in turn, its failure to appropriately analyze and address the impacts that will result from development of the Specific Plan without the necessary school facilities in place.*
>
> *The 4,340 new homes included in the Specific Plan will generate between 1,300 and 2,000 elementary and middle school students. The critical issue here is that there is insufficient school facilities to house these students and no available funding to construct new facilities. There is nothing in the Specific Plan or Draft EIR that ensures funding for the school facilities necessary to accommodate students generated by the Specific Plan, and the funding mechanisms that are referenced are both inadequate and woefully optimistic. The bottom line is that the Specific Plan and Draft EIR simply assume that new school facilities will be provided, despite the fact funding for such facilities does not exist. This will result in an influx of students to the existing facilities of the school district serving the Specific Plan area as well as other school districts in the area, including the District.*

Impacts associated with schools are analyzed in Section 3.9 Public Services. Page 3.9-12 of the Draft EIR presents the City's policy toward working with School Districts to identify land needed for new schools, and to consider impacts of proposed projects on school enrollment and facilities when considering new projects. The City's policies are as follows:

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

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

Page 3.9-20 of the Draft EIR states that the proposed project includes five schools within the West Area Specific Plan Area. One of these schools (McKinnon Elementary School) has already been constructed and another (a new high school) is currently under construction on Rogge Road. However, the Alisal Union School District boundaries do not encompass the Specific Plan Area.

Nevertheless, a description of the additional planned schools (including the high school, which is under construction) are listed below:

- Two elementary schools are planned to be constructed on opposite sides of the Specific Plan Area. One school will be located on a 10.0-acre site in Neighborhood 2, while the other will be located in Neighborhood 3 on a 10.0-acre site. The two new elementary schools would be expected to serve students residing in the Specific Plan Area and adjacent areas. Attendance areas will ultimately be adopted by the SRUSD Board of Trustees.
- The Specific Plan provides a site for one middle school. The middle school site, approximately 20 acres in size, is located adjacent to and north of the community park. The middle school is expected serve students residing in the Specific Plan Area as well as adjacent areas as determined by attendance areas ultimately adopted by the SRUSD Board of Trustees.
- A high school site is located in the northern portion of the Specific Plan Area adjacent to Rogge Road. The site is approximately 38 acres and it has already been acquired by the Salinas Union High School District and the high school facility is currently under construction. The high school is expected to serve students both within and outside of the Specific Plan Area. Attendance areas will ultimately be adopted by the SUHSD Board of Trustees.

The purpose for identifying sites for new schools is to ensure that there is adequate land set aside for the development of new school facilities within the West Area Specific Plan Area. Ultimately, the Education Code tasks the applicable School Districts with the responsibility for design and construction of their own schools. While the City is not the lead agency responsible for school development, the City fully supports the applicable School Districts with the provision of infrastructure and land to facilitate school facility development, as well as the collection of school impact fees to fund new school development. It is standard for the City to require all development projects to adhere to the State's laws regarding the funding of school facilities, including the payment of school impact fees that are established by the School District through their nexus study/fee justification efforts. The City, however, does not establish the school impact fees; instead, that responsibility lies with the school district. Education Code (EC) section 17620 grants the School District the authority to impose school impact fees, and the School District has established impact fees that are applicable to development in the Specific Plan Area. The City will fully cooperate with the SUSD and SUHSD, as it has in the past, in the collection of the school impact fees that have been established by School District.

Response G-2: The commentor states the following:

> *"The law does not excuse a lead agency from conducting environmental review of impacts other than those that are direct impacts on school facilities. In this instance, there will be impacts resulting directly from the affected school districts' inability to construct new school facilities and the influx of students to existing school facilities. Installation of portables and*

ongoing construction on existing sites necessary to accommodate these students will affect noise levels, air quality, loss of greenspace or play areas, and other reasonably foreseeable impacts connected with adding or modifying school facilities at existing school sites. The changing of attendance boundaries, bussing, and inter-district transfer or parents electing to send their children to other school districts or school sites will increase traffic (both vehicular and pedestrian), and will similarly affect noise, and air quality/pollution. The increased traffic in or around existing school sites also raises significant concerns regarding the safety of school visitors, whether it be staff or students and their families. These impacts are a direct result of the Specific Plan and the Draft EIR is required to analyze and address them appropriately. The current Draft EIR fails in this regard.

The Specific Plan's failure to ensure funding for necessary school facilities and the resulting inadequacies of the Draft EIR are a significant concern for every local educational agency serving the City of Salinas. The District is aware that other local educational agencies have submitted letters commenting on the inadequacy of the Specific Plan and Draft EIR. The District fully supports these agencies and agrees with the issues raised in their respective comment letters."

The City believes that, in assessing the impacts of developing the entire Specific Plan Area, the EIR has sufficiently addressed, at least in general terms, the physical impacts of constructing new schools within the Specific Plan Area. The footprint-related impacts of the schools are subsumed within the analysis of the footprint of the entire Specific Plan. The same is true of impacts involving air pollutant emissions, greenhouse gas emissions, traffic, and demands on public services and utilities.

In addressing public service demand issues under CEQA, the appropriate focus is on the environmental effects of the steps that might be necessary to achieve or maintain adequate service. For example, if proposed new development would create an increased demand for public services, an EIR should inquire as to whether new or expanded physical facilities may be required in order to provide such service. The "impacts" addressed under CEQA are the physical effects of providing service, not any possible failure to provide adequate service under applicable standards. (See City of Hayward v. Board of Trustees of the Cal. State University (2015) 242 Cal.App.4th 833, 843 ["[t]he need for additional fire protection services is not an environmental impact that CEQA requires a project proponent to mitigate"]; Goleta Union School Dist. v. Regents of Univ. of Cal. (1995) 37 Cal.App.4th 1025, 1031–1034 [school overcrowding attributable to new development is not an environmental effect subject to CEQA, though the physical effects of new facility construction to serve new students would be]; and CEQA Guidelines, § 15131, subd. (a) ["[e]conomic or social effects of a project shall not be treated as significant effects on the environment"].)

Page 3.9-21 of the Draft EIR discusses the environmental impacts associated with school development in the Specific Plan Area. This includes physical impacts from construction of the five school sites within the Specific Plan Area. The purpose of the new schools is to serve the new residents/students generated by the Specific Plan development. The Draft EIR discloses that there

would be impacts related to relevant environmental topics included throughout the Draft EIR, such as: air quality (Section 3.1), biological resources (Section 3.2), cultural resources (Section 3.3), greenhouse gas emissions and climate change (Section 3.4), hazards and hazardous materials (Section 3.5), hydrology and water quality (Section 3.6), noise (Section 3.7) population (Section 3.8), public services (Section 3.9), transportation (Section 3.10), and utilities (Section 3.11). Page 3.9-21 of the Draft EIR states that "A detailed discussion of relevant operational and construction impacts can be found in each respective section of this EIR. Furthermore, site-specific environmental review would be required for each school by the responsible school district prior to approval of a design for the facility and would consider any site-specific impacts unknown at this time." The analysis in the Draft EIR considers the physical development of the sites that are identified in the Specific Plan, as well as operational impacts associated with a school facility in those locations. The City, however, does not have a specific school design for three of the school sites given that the School District has not yet approved a design at those locations. As such, the Draft EIR does not speculate beyond the material facts that are available for each site at the time the Specific Plan is being considered.

Cumulative impacts from public facilities resulting from the construction of public facilities, including schools, is addressed under Impact 3.9-6 (pages 3.9-24 and 3.9-25 of the DEIR). As provided under Impact 3.9-6, the 2002 General Plan Final Program EIR analyzed impacts to public services (including schools), and found that General Plan policies addressed the public services needs of future development resulting from implementation of the General Plan. The specific environmental impact of constructing new facilities could not be determined at the time, but the Final Program EIR found that construction and operation of such facilities could potentially cause significant impacts. These potential impacts, however, were addressed and mitigated to the greatest extent feasible by the General Plan policies and mitigation measures included in Sections 5.1 through 5.12 of the Salinas General Plan Final Program EIR.

It is important to consider the statutory requirements that apply to school facilities impacts in this discussion. According to Government Code Section 65996, the development fees authorized by Senate Bill 50 (1998) are deemed to be "full and complete school facilities mitigation" for impacts caused by new development. Section 65996 also prohibits public agencies from using CEQA or "any other provision of state or local law" to deny approval of "a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property or any change in governmental organization or reorganization" on the basis of the project's impacts on school facilities.

In Chawanakee Unified School Dist. v. County of Madera (June 21, 2011) 196 Cal.App.4th 1016, the court determined that Government Code section 65996(a) obviated the need to analyze and mitigate a development's direct impacts on existing school facilities in an EIR because Education Code sets forth "exclusive methods" for consideration and mitigation of such impacts. The School District has established the appropriate fee for all development in the City of Salinas. This fee established by the School District, following the requirements of State law, is the fair share funding

that the City will require of this development. By statute, the City and School District cannot require fees beyond that allowed by the State law, and affirmed by the District through their approved nexus study. Nor may the City deny the project proponents' request for approval of the Specific Plan solely due to projected funding shortfalls. The City will fully cooperate with the School District, as they have in the past, in the collection of the school impact fees that have been established by School District.

Response G-3: This comment serves as a conclusion and closing statement. This comment is noted and no further response is warranted.

Monterey Bay Air Resources District
Serving Monterey, San Benito, and Santa Cruz Counties

24580 Silver Cloud Court
Monterey, CA 93940
PHONE: (831) 647-9411 • FAX: (831) 647-8501

April 15, 2019

Jill Miller, Senior Planner
City of Salinas
Community Development Department
65 West Alisal Street
Salinas, CA 93901
Email: jill.miller@ci.salinas.ca.us

SUBJECT: WEST AREA SPECIFIC PLAN DRAFT EIR

Dear Ms. Miller,

Thank you for providing the Monterey Bay Air Resources District (Air District) with the opportunity to comment on the above-referenced project. The Air District has reviewed the document and has the following comments: H-1

- Chapter 3: 3.1 Air Quality, Impact 3.1-2 and 3.1-7
    - The California Supreme Court's opinion in Sierra Club v. County of Fresno on December 24, 2018 identifies that if a project's NOx and ROG emissions (precursors to Ozone formation) are estimated to be significant and unavoidable, the EIR must include an analysis that correlates the project's emission of air pollutants to its impact on human health (or must provide an explanation of why this analysis is not possible) and accurately reflect the net health effect of the proposed air quality mitigation measures so that the public can understand how the bare numbers translate into adverse health impacts. This analysis must be included in the DEIR in order to meet the intent of the Court's opinion. H-2
    - The Air District prefers that emissions from mobile sources be mitigated at the project level. Since both impacts listed above cannot reduce emissions below the significance thresholds, the Air District requests that the City of Salinas cooperate with the Air District to develop off-site mitigation measures. Please contact David Frisbey, Planning and Air Monitoring Manager, at 831.718.8016 or dfrisbey@mbard.org for assistance in developing the off-site mitigation measures. H-3
    - Mitigation Measure 3.1.8 should include the following mitigation clarifications: H-4
        - The use of cleaner construction equipment that conforms to EPA's Tier 3 or Tier 4 emission standards
        - Further, where feasible, construction equipment should include the use of alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.

Richard A. Stedman, Air Pollution Control Officer

- Mitigation Measure 3.1.7 should include:
  - The installation of Level 2 electric vehicle (EV) charge stations at workplace sites with 50 or more employees (10% of total available parking spaces)
  - Publically available dual post Level 2 charge stations throughout the Plan Area.

  Note: A local annual funding opportunity from the Air District is available for EV charging infrastructure.

H-4 Cont'd

- Chapter 3: 3.10 Transportation and Circulation
  - All Mitigation Measures addressing new signalized intersections throughout the Plan Area should:
    - Include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design

    Note: A local annual funding opportunity from the Air District is available for ATCS projects.

  - All Mitigation Measures addressing timing optimization for existing signalized intersections throughout the Plan Area should:
    - Include the use of currently available ATCS in the intersection design

    Note: A local annual funding opportunity from the Air District is available for ATCS projects.

H-5

  - All Mitigation Measures addressing the widening or physical change to existing intersections throughout the Plan Area should:
    - Include roundabout design and construction as an alternative mitigation

    Note: A local annual funding opportunity from the Air District is available for roundabout design and construction.

H-6

The Air District appreciates the level of detail and analysis provided in the Air Quality section and looks forward to the success of the City of Salinas West Area Specific Plan. If there are any questions regarding this comment letter please feel free to contact Alan Romero at aromero@mbard.org or a direct office line 831.718.8030.

H-7

Best Regards,

Alan Romero
Air Quality Planner III

Richard A. Stedman, Air Pollution Control Officer

Response to Letter H: Alan Romero, Monterey Bay Air Resources District

Response H-1: The comment serves as introductory text. No response is required.

Response H-2: The Monterey Bay Air Resources District (MBARD) states:

> *"The California Supreme Court's opinion in Sierra Club v. County of Fresno on December 24, 2018 identifies that if a project's NOx and ROG emissions (precursors to Ozone formation) are estimated to be significant and unavoidable, the EIR must include an analysis that correlates the project's emission of air pollutants to its impact on human health (or must provide an explanation of why this analysis is not possible) and accurately reflect the net health effect of the proposed air quality mitigation measures so that the public can understand how the bare numbers translate into adverse health impacts. This analysis must be included in the DEIR in order to meet the intent of the Court's opinion."*

The Draft EIR addresses the California Supreme Court's opinion *in Sierra Club v. County of Fresno* on December 24, 2018. Specifically, the Draft EIR addresses the California Supreme Court's opinion *in Sierra Club v. County of Fresno* on page 3.1-21 of the Draft EIR, as follows:

> "Even though the Specific Plan, viewed in the context of the City of Salinas, appears to cover a substantial land area, the emissions of ozone precursors such as ROG and NOx attributable to the Specific Plan would not be substantial enough on a regional basis for the City to be able, with currently available technical tools, to predict how the emissions of such pollutants would translate into either physical environmental changes, such as measurable effects on ambient ozone concentrations within the NCCAB, or health effects, such as increased respiratory problems, within any discrete population within the City or the region. Such an analysis is not reasonably feasible within the meaning of CEQA."

As stated within the preceding text (and as contained on page 3.1-21 of the Draft EIR), current technical tools are not available to be able to accurately predict how the emissions of ozone precursors such as ROG and NOx attributable to the Specific Plan would translate precisely into either physical environmental changes or health effects within any discrete population within the City or the region. As stated within this text, such an analysis for this project is not reasonably feasible within the meaning of CEQA. This fact, as provided within the Draft EIR itself, provides sufficient explanation for why this analysis is not possible, consistent with the California Supreme Court's opinion in *Sierra Club v. County of Fresno* on December 24, 2018.

The Air Quality analysis does not ignore the issue of potential health effects from air pollutants. Far from it. It is generally feasible to assess potential health effects from air pollutant concentrations occurring on a more localized level (compared with regional ozone levels created by vehicle emissions and other sources of ROG and NOx). But, because the proposed project is a land use plan as opposed to a specific development project with specific air pollution sources at specific locations, further analysis will become possible as individual projects within the Specific Plan Area are submitted for processing and approval in future years. The Air Quality section of the Draft EIR includes an analysis of the potential for the proposed project to generate a carbon monoxide

hotspot impact, and cause public exposure to toxic air contaminants. Mitigation Measure 3.1-9 requires the project applicant to perform prioritization screening in accordance with the Air Toxics "Hot Spots" program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act, for those uses that would emit toxic air contaminants (such as gas stations). The prioritization screening is required to be conducted consistent with the guidance provided by the Monterey Bay Air Resources District, which is responsible for determining which facilities based on their prioritization screening score must perform a health risk assessment. If a health risk assessment is warranted for a facility based on its prioritization score, the project applicant would be required to assess the facilities for the potential to expose the public to toxic air contaminants in excess of the applicable thresholds (utilizing an air dispersion modelling program such as AERMOD). Health Risk prioritization screening, and/or AERMOD modeling is not possible at this stage in the Specific Plan because the details of the sites with the potential to have a toxic emitter is not known (i.e., no commercial development site plans are available for the commercial land uses).

While the Draft EIR currently provides some discussion and analysis related to health effects from air emissions, this comment warrants additional text to amplify the discussion provided in the Draft EIR as it relates to health effects of Criteria Pollutants. To that end, the City has updated pages 3.1-2 through 3.1-4 within the Final EIR as follows, which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text):

CRITERIA POLLUTANTS

All criteria pollutants can have human health and environmental effects at certain concentrations. The United States Environmental Protection Agency (EPA) uses six "criteria pollutants" as indicators of air quality, and has established for each of them a maximum concentration above which adverse effects on human health may occur. These threshold concentrations are called National Ambient Air Quality Standards (NAAQS). In addition, California establishes ambient air quality standards, called California Ambient Air Quality Standards (CAAQS). California law does not require that the CAAQS be met by a specified date as is the case with NAAQS.

The ambient air quality standards for the six criteria pollutants (as shown in Table 3.1-1) are set to public health and the environment within an adequate margin of safety (as provided under Section 109 of the Federal Clean Air Act). Epidemiological, controlled human exposure, and toxicology studies evaluate potential health and environmental effects of criteria pollutants, and form the scientific basis for new and revised ambient air quality standards. Principal characteristics and possible health and environmental effects from exposure to the six primary criteria pollutants generated by the project are discussed below.

Ozone (O_3) is a photochemical oxidant and the major component of smog. While O_3 in the upper atmosphere is beneficial to life by shielding the earth from harmful ultraviolet radiation from the sun, high concentrations of O_3 at ground level are a major health and environmental concern. O_3 is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of volatile organic compounds (VOC) and

oxides of nitrogen (NO_x) in the presence of sunlight. These reactions are stimulated by sunlight and temperature so that peak O_3 levels occur typically during the warmer times of the year. Both VOCs and NO_x are emitted by transportation and industrial sources. VOCs are emitted from sources as diverse as autos, chemical manufacturing, dry cleaners, paint shops and other sources using solvents. Relatedly, reactive organic compounds (ROG) are defined as the subset of VOCs that are reactive enough to contribute substantially to atmospheric photochemistry.

The reactivity of O_3 causes health problems because it damages lung tissue, reduces lung function and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O_3 not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O_3 for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.

Studies show associations between short-term ozone exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to ozone may increase the risk of respiratory-related deaths (U.S. Environmental Protection Agency 2019a). The concentration of ozone at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of ozone and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggest that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum ozone concentration reaches 80 parts per billion (U.S. Environmental Protection Agency 2019b). The average background level of ozone in the California and Nevada is approximately 48.3 parts per billion, which represents approximately 77 percent of the total ozone in the western region of the U.S. (NASA, 2015).

In addition to human health effect, ozone has been tied to crop damage, typically in the form of stunted growth, leaf discoloration, cell damage, and premature death. O_3 can also act as a corrosive and oxidant, resulting in property damage such as the degradation of rubber products and other materials.

Carbon monoxide (CO) is a colorless, odorless and poisonous gas produced by incomplete burning of carbon in fuels. Carbon monoxide is harmful because it binds to hemoglobin in the blood, reducing the ability of blood to carry oxygen. This interferes with oxygen delivery to the body's organs. The most common effects of CO exposure are fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress. Inadequate oxygen delivery to the heart muscle leads to chest pain and decreased

exercise tolerance. Unborn babies whose mothers experience high levels of CO exposure during pregnancy are at risk of adverse developmental effects (California Air Resources Board, 2019c). Exposure to CO at high concentrations can also cause fatigue, headaches, confusion, dizziness, and chest pain. There are no ecological or environmental effects to ambient CO (California Air Resources Board, 2019d).

Very high levels of CO are not likely to occur outdoors. However, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability for getting oxygenated blood to their hearts in situations where the heart needs more oxygen than usual. They are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina (EPA, 2016). Such acute effects may occur under current ambient conditions for some sensitive individuals, while increases in ambient CO levels increases the risk of such incidences.

~~When CO enters the bloodstream, it reduces the delivery of oxygen to the body's organs and tissues. Health threats are most serious for those who suffer from cardiovascular disease, particularly those with angina or peripheral vascular disease. Exposure to elevated CO levels can cause impairment of visual perception, manual dexterity, learning ability and performance of complex tasks.~~

Nitrogen oxides (NO_x) is a brownish, highly reactive gas that is present in all urban atmospheres. The main effect of increased NO_2 is the increased likelihood of respiratory problems. Under ambient conditions, NO_2 can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections. Nitrogen oxides are an important precursor both to ozone (O_3) and acid rain, and may affect both terrestrial and aquatic ecosystems. Longer exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly are generally at greater risk for the health effects of NO_2.

The major mechanism for the formation of NO_2 in the atmosphere is the oxidation of the primary air pollutant nitric oxide (NOx). NOx plays a major role, together with VOCs, in the atmospheric reactions that produce O_3. NOx forms when fuel is burned at high temperatures. The two major emission sources are transportation and stationary fuel combustion sources such as electric utility and industrial boilers.

~~are an important precursor both to ozone and acid rain, and may affect both terrestrial and aquatic ecosystems. NO_x plays a major role, together with VOCs, in the atmospheric reactions that produce O_3. NO_x forms when fuel is burned at high temperatures. The two major emission sources are transportation and stationary fuel combustion sources such as electric utility and industrial boilers. Nitrogen dioxide (NO_2), a form of NO_x is a brownish, highly reactive gas that is present in all urban atmospheres. The major mechanism for the formation of NO_2 in the atmosphere is the oxidation of the primary air pollutant nitric oxide~~

~~(NO). NO_2 can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections.~~

Sulfur dioxide (SO_2) is one of the multiple gaseous oxidized sulfur species and is formed during the combustion of fuels containing sulfur, primarily coal and oil. The largest anthropogenic source of SO_2 emissions in the U.S. is fossil fuel combustion at electric utilities and other industrial facilities. SO_2 is also emitted from certain manufacturing processes and mobile sources, including locomotives, large ships, and construction equipment.

SO_2 affects breathing and may aggravate existing respiratory and cardiovascular disease in high doses. Sensitive populations include asthmatics, individuals with bronchitis or emphysema, children and the elderly. SO_2 is also a primary contributor to acid deposition, or acid rain, which causes acidification of lakes and streams and can damage trees, crops, historic buildings and statues. In addition, sulfur compounds in the air contribute to visibility impairment in large parts of the country. This is especially noticeable in national parks. Ambient SO_2 results largely from stationary sources such as coal and oil combustion, steel mills, refineries, pulp and paper mills and from nonferrous smelters.

Short-term exposure to ambient SO_2 has been associated with various adverse health effects. Multiple human clinical studies, epidemiological studies, and toxicological studies support a causal relationship between short-term exposure to ambient SO_2 and respiratory morbidity. The observed health effects include decreased lung function, respiratory symptoms, and increased emergency department visits and hospitalizations for all respiratory causes. These studies further suggest that people with asthma are potentially susceptible or vulnerable to these health effects. In addition, SO_2 reacts with other air pollutants to form sulfate particles, which are constituents of fine particulate matter ($PM_{2.5}$). Inhalation exposure to $PM_{2.5}$ has been associated with various cardiovascular and respiratory health effects (EPA, 2017). Increased ambient SO_2 levels would lead to increased risk of such effects.

SO_2 emissions that lead to high concentrations of SO_2 in the air generally also lead to the formation of other sulfur oxides (SO_x). SO_x can react with other compounds in the atmosphere to form small particles. These particles contribute to particulate matter (PM) pollution. Small particles may penetrate deeply into the lungs and in sufficient quantity can contribute to health problems.

Particulate matter (PM) includes dust, dirt, soot, smoke and liquid droplets directly emitted into the air by sources such as factories, power plants, cars, construction activity, fires and natural windblown dust. Particles formed in the atmosphere by condensation or the transformation of emitted gases such as SO_2 and VOCs are also considered particulate matter. PM is generally categorized based on the diameter of the particulate matter: PM_{10} is particulate matter 10 micrometers or less in diameter (known as respirable particulate matter), and $PM_{2.5}$ is particulate matter 2.5 micrometers or less in diameter (known as fine particulate matter).

Based on studies of human populations exposed to high concentrations of particles (sometimes in the presence of SO_2) and laboratory studies of animals and humans, there are major effects of concern for human health. These include effects on breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular disease, alterations in the body's defense systems against foreign materials, damage to lung tissue, carcinogenesis and premature death. Small particulate pollution causes health impacts even at very low concentrations – indeed no threshold has been identified below which no damage to health is observed.

Respirable particulate matter (PM_{10}) consists of small particles, less than 10 microns in diameter, of dust, smoke, or droplets of liquid which penetrate the human respiratory system and cause irritation by themselves, or in combination with other gases. Particulate matter is caused primarily by dust from grading and excavation activities, from agricultural activities (as created by soil preparation activities, fertilizer and pesticide spraying, weed burning and animal husbandry), and from motor vehicles, particularly diesel-powered vehicles. PM_{10} causes a greater health risk than larger particles, since these fine particles can more easily penetrate the defenses of the human respiratory system.

Fine particulate matter ($PM_{2.5}$) consists of fine particles, which are less than 2.5 microns in size. Similar to PM_{10}, these particles are primarily the result of combustion in motor vehicles, particularly diesel engines, as well as from industrial sources and residential/agricultural activities such as burning. It is also formed through the reaction of other pollutants. As with PM_{10}, these particulates can increase the chance of respiratory disease, and cause lung damage and cancer. In 1997, the EPA created new Federal air quality standards for $PM_{2.5}$.

The major subgroups of the population that appear to be most sensitive to the effects of particulate matter include individuals with chronic obstructive pulmonary or cardiovascular disease or influenza, asthmatics, the elderly and children. Particulate matter also impacts soils and damages materials, and is a major cause of visibility impairment.

Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lunch function, and increased respiratory symptoms. Studies show that every 1 microgram per cubic meter reduction in $PM_{2.5}$ results in a one percent reduction in mortality rate for individuals over 30 years old (Bay Area Air Quality Management District, 2017). Long-term exposures, such as those experienced by people living for many years in areas with high particle levels, have been associated with problems such as reduced lung function and the development of chronic bronchitis – and even premature death. Additionally, depending on its composition, both PM_{10} and $PM_{2.5}$ can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (U.S. Environmental Protection Agency 2019c).

Lead (Pb) exposure can occur through multiple pathways, including inhalation of air and ingestion of Pb in food, water, soil or dust. Once taken into the body, lead distributes throughout the body in the blood and is accumulated in the bones. Depending on the level

of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system. Lead exposure also affects the oxygen carrying capacity of the blood. Excessive Pb exposure can cause seizures, mental retardation and/or behavioral disorders. Low doses of Pb can lead to central nervous system damage. Recent studies have also shown that Pb may be a factor in high blood pressure and subsequent heart disease.

Lead is persistent in the environment and can be added to soils and sediments through deposition from sources of lead air pollution. Other sources of lead to ecosystems include direct discharge of waste streams to water bodies and mining. Elevated lead in the environment can result in decreased growth and reproductive rates in plants and animals, and neurological effects in vertebrates.

Lead exposure is typically associated with industrial sources; major sources of lead in the air are ore and metals processing and piston-engine aircraft operating on leaded aviation fuel. Other sources are waste incinerators, utilities, and lead-acid battery manufacturers. The highest air concentrations of lead are usually found near lead smelters. As a result of the EPA's regulatory efforts, including the removal of lead from motor vehicle gasoline, levels of lead in the air decreased by 98 percent between 1980 and 2014 (EPA, 2019d). Based on this reduction of lead in the air over this period, and since most new developments to not generate an increase in lead exposure, the health impacts of ambient lead levels are not typically monitored by the California Air Resources Board.

This comment also warrants additional text to amplify the discussion provided in the Draft EIR for the Regulatory Setting (Federal Clean Air Act) relative to health effects of Criteria Pollutants. To that end, the City has updated pages 3.1-10 within the Final EIR as follows, which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text):

FEDERAL

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: NAAQS for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The EPA is responsible for administering the FCAA. The FCAA requires the EPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health (with an adequate margin of safety, including for sensitive populations such as children, the elderly, and individuals suffering from respiratory diseases), and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

NAAQS standards define clean air and represent the maximum amount of pollution that can be present in outdoor air without any harmful effects on people and the environment. Existing violations of the ozone and $PM_{2.5}$ ambient air quality standards indicate that certain individuals exposed to these pollutants may experience certain health effects, including increased incidence of cardiovascular and respiratory ailments.

NAAQS standards have been designed to accurately reflect the latest scientific knowledge and are reviewed every five years by a Clean Air Scientific Advisory Committee (CASAC), consisting of seven members appointed by the USEPA administrator. Reviewing NAAQS is a lengthy undertaking and includes the following major phases: Planning, Integrated Science Assessment (ISA), Risk/Exposure Assessment (REA), Policy Assessment (PA), and Rulemaking. The process starts with a comprehensive review of the relevant scientific literature. The literature is summarized and conclusions are presented in the ISA. Based on the ISA, USEPA staff perform a risk and exposure assessment, which is summarized in the REA document. The third document, the PA, integrates the findings and conclusions of the ISA and REA into a policy context, and provides lines of reasoning that could be used to support retention or revision of the existing NAAQS, as well as several alternative standards that could be supported by the review findings. Each of these three documents is released for public comment and public peer review by the CASAC. Members of CASAC are appointed by the USEPA Administrator for their expertise in one or more of the subject areas covered in the ISA. The committee's role is to peer review the NAAQS documents, ensure that they reflect the thinking of the scientific community, and advise the Administrator on the technical and scientific aspects of standard setting. Each document goes through two to three drafts before CASAC deems it to be final.

Although there is some variability among the health effects of the NAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. NAAQS standards were last revised for each of the six criteria pollutant as listed below, with detail on what aspects of NAAQS changed during the most recent update:

- Ozone: On October 1, 2015, the U.S. EPA lowered the national eight-hour standard from 0.075 ppm to 0.070 ppm, providing for a more stringent standards consistent with the current California state standard.

- CO: In 2011, the primary standards were retained from the original 1971 level, without revision. The secondary standards were revoked in 1985.

- NO_2: The national NO_2 standard was most recently revised in 2010 following an exhaustive review of new literature pointed to evidence for adverse effects in asthmatics at lower NO_2 concentrations than the existing national standard.

- SO_2: On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national

standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb.

- PM: the national annual average $PM_{2.5}$ standard was most recently revised in 2012 following an exhaustive review of new literature pointed to evidence for increased risk of premature mortality at lower $PM_{2.5}$ concentrations than the existing standard.

- Lead: The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. In 2016, the primary and secondary standards were retained.

The law recognizes the importance for each state to locally carry out the requirements of the FCAA, as special consideration of local industries, geography, housing patterns, etc. are needed to have full comprehension of the local pollution control problems. As a result, the EPA requires each state to develop a State Implementation Plan (SIP) that explains how each state will implement the FCAA within their jurisdiction. A SIP is a collection of rules and regulations that a particular state will implement to control air quality within their jurisdiction. CARB is the state agency that is responsible for preparing the California SIP.

This comment also warrants additional text to amplify the discussion provided in the Draft EIR for the Regulatory Setting (California Air Quality Standards) relative to health effects of Criteria Pollutants. To that end, the City has updated pages 3.1-11 within the Final EIR as follows, which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text):

California Air Quality Standards

Although NAAQS are determined by the USEPA, states have the ability to set standards that are more stringent than the federal standards. As such, California established more stringent ambient air quality standards. Federal and state ambient air quality standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, suspended particulates (PM_{10}) and lead. In addition, California has created standards for pollutants that are not covered by federal standards. Although there is some variability among the health effects of the CAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. The existing state and federal primary standards for major pollutants are shown in Table 3.1-1.

Air quality standard setting in California commences with a critical review of all relevant peer reviewed scientific literature. The Office of Environmental Health Hazard Assessment (OEHHA) uses the review of health literature to develop a recommendation for the standard. The recommendation can be for no change, or can recommend a new standard. The review, including the OEHHA recommendation, is summarized in a document called the draft Initial Statement of Reasons (ISOR), which is released for comment by the public, and also for public peer review by the Air Quality Advisory Committee (AQAC). AQAC members

are appointed by the President of the University of California for their expertise in the range of subjects covered in the ISOR, including health, exposure, air quality monitoring, atmospheric chemistry and physics, and effects on plants, trees, materials, and ecosystems. The Committee provides written comments on the draft ISOR. The ARB staff next revises the ISOR based on comments from AQAC and the public. The revised ISOR is then released for a 45-day public comment period prior to consideration by the Board at a regularly scheduled Board hearing.

In June of 2002, the CARB adopted revisions to the PM_{10} standard and established a new $PM_{2.5}$ annual standard. The new standards became effective in June 2003. Subsequently, staff reviewed the published scientific literature on ground-level ozone and nitrogen dioxide and the CARB adopted revisions to the standards for these two pollutants. Revised standards for ozone and nitrogen dioxide went into effect on May 17, 2006 and March 20, 2008, respectively. These revisions reflect the most recent changes to the CAAQS.

~~National Ambient Air Quality Standards (NAAQS) are determined by the U.S. EPA. The standards include both primary and secondary ambient air quality standards. Primary standards are established with a safety margin. Secondary standards are more stringent than primary standards and are intended to protect public health and welfare. States have the ability to set standards that are more stringent than the federal standards. As such, California established more stringent ambient air quality standards.~~

~~Federal and State ambient air quality standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, suspended particulates (PM_{10}) and lead. In addition, California has created standards for pollutants that are not covered by federal standards. The State and federal primary standards for major pollutants are shown in Table 3.1-1.~~

This comment also warrants additional text to amplify the discussion provided in the Draft EIR that describes the methodologies for assessing health effects of Criteria Pollutants, as well as the accuracy and feasibility of assessing impacts. To that end, the City has updated pages 3.1-18 within the Final EIR as follows, which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text):

IMPACTS RELATED TO PROJECT-GENERATED POLLUTANTS OF HUMAN HEALTH CONCERN

In December 2018, the California Supreme Court issued its decision in *Sierra Club v. County of Fresno* (226 Cal.App.4th 704) (hereafter referred to as the Friant Ranch Decision). The case reviewed the long-term, regional air quality analysis contained in the EIR for the proposed Friant Ranch development. The Friant Ranch project is a 942-acre master-plan development in unincorporated Fresno County within the San Joaquin Valley Air Basin, an air basin currently in nonattainment for the ozone and $PM_{2.5}$ NAAQS and CAAQS. The Court found that the air quality analysis was inadequate because it failed to provide enough detail "for the public to translate the bare [criteria pollutant emissions] numbers provided into

adverse health impacts or to understand why such a translation is not possible at this time." The Court's decision clarifies that the agencies authoring environmental documents must make reasonable efforts to connect a project's air quality impacts to specific health effects or explain why it is not technically feasible to perform such an analysis.

All criteria pollutants that would be generated by the project are associated with some form of health risk (e.g., asthma). Criteria pollutants can be classified as either regional or localized pollutants. Regional pollutants can be transported over long distances and affect ambient air quality far from the emissions source. Localized pollutants affect ambient air quality near the emissions source. Ozone is considered a regional criteria pollutant, whereas CO, NO_2, SO_2, and lead (Pb) are localized pollutants. PM can be both a local and a regional pollutant, depending on its composition. As discussed above, the primary criteria pollutants of concern generated by the project are ozone precursors (ROG and NO_x) and PM (including Diesel PM). The MBARD does not currently have a methodology that would correlate the expected air quality emissions of projects to the likely health consequences of the increased emissions.

REGIONAL PROJECT-GENERATED CRITERIA POLLUTANTS (OZONE PRECURSORS AND REGIONAL PM)

Adverse health effects induced by regional criteria pollutant emissions generated by the project (ozone precursors and PM) are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, the number and character of exposed individuals [e.g., age, gender]). For these reasons, ozone precursors (ROG and NO_x) contribute to the formation of ground-borne ozone on a regional scale, where emissions of ROG and NO_x generated in one area may not equate to a specific ozone concentration in that same area. Similarly, some types of particulate pollutants may be transported over long-distances or formed through atmospheric reactions. As such, the magnitude and locations of specific health effects from exposure to increased ozone or regional PM concentrations are the product of emissions generated by numerous sources throughout a region, as opposed to a single individual project.

Models and tools have been developed to correlate regional criteria pollutant emissions to potential community health impacts. Appendix B contains a table that summarizes many of these tools, identifies the analyzed pollutants, describes their intended application and resolution, and analyzes whether they could be used to reasonably correlate project-level emissions to specific health consequences. As provided in Appendix B, while there are models capable of quantifying ozone and secondary PM formation and associated health effects, these tools were developed to support regional planning and policy analysis and have limited sensitivity to small changes in criteria pollutant concentrations induced by individual projects. Therefore, translating project generated criteria pollutants to the locations where specific health effects could occur or the resultant number of additional days of nonattainment cannot be estimated with a high degree of accuracy.

Technical limitations of existing models to correlate project-level regional emissions to specific health consequences are recognized by air quality management districts throughout the state, including the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast Air Quality Management District (SCAQMD), who provided amici curiae briefs for the Friant Ranch legal proceedings. In its brief, SJVAPCD (2015) acknowledges that while health risk assessments for localized air toxics, such as DPM, are commonly prepared, "it is not feasible to conduct a similar analysis for criteria air pollutants because currently available computer modeling tools are not equipped for this task." The air district further notes that emissions solely from the Friant Ranch project (which equate to less than one-tenth of one percent of the total NO_x and VOC in the Valley) is not likely to yield valid information," and that any such information should not be "accurate when applied at the local level." SCAQMD presents similar information in their brief, stating that "it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels"[2].

As discussed above, air districts develop region-specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment or nonattainment designations under the NAAQS and CAAQS. The NAAQS and CAAQS are informed by a wide range of scientific evidence that demonstrates there are known safe concentrations of criteria pollutants. While recognizing that air quality is cumulative problem, air districts typically consider projects that generate criteria pollutant and ozone precursor emissions below these thresholds to be minor in nature and would not adversely affect air quality such that the NAAQS or CAAQS would be exceeded. Emissions generated by the project could increase photochemical reactions and the formation of tropospheric ozone and secondary PM, which at certain concentrations, could lead to increased incidence of specific health consequences. Although these health effects are associated with ozone and particulate pollution, the effects are a result of cumulative and regional emissions. As such, a project's incremental contribution cannot be traced to specific health outcomes on a regional scale, and a quantitative correlation of project-generated regional criteria pollutant emissions to specific human health impacts is not included in this analysis.

LOCALIZED CARBON MONOXIDE CONCENTRATIONS

Heavy traffic congestion can contribute to high levels of CO, and individuals exposed to such hot spots may have a greater likelihood of developing adverse health effects. The MBARD recommends that the guidance provided in Section 3.1 of the most recent Caltrans' *SER Air Quality Conformity Analysis Annotated Outline* (last published in 2014) should be used for analysis of this potential impact for the proposed project (MBARD, 2017). ("SER" stands for Standard Environmental Reference.) Section 3.1 of the *SER Air Quality Conformity Analysis Annotated Outline* advises that, if a project is located in an area that is designated

[2] For example, SCAQMD's analysis of their 2012 Air Quality Attainment Plan showed that modeled NOx and ROG reductions of 432 and 187 tons per day, respectively, only reduced ozone levels by 9 parts per billion. Analysis of SCAQMD's Rule 1315 showed that emissions of NOx and ROG of 6,620 and 89,180 pounds per day, respectively, contributed to 20 premature deaths per year and 89,947 school absence (South Coast Air Quality Management District, 2015).

attainment-unclassified for CO, no project-level conformity analysis is necessary for CO (Caltrans, 2014).

MODELS AND TOOLS TO CORRELATE PROJECT-GENERATED CRITERIA POLLUTANT EMISSIONS TO HEALTH IMPACTS

Several models and tools capable of translating mass emissions of criteria pollutants to various health endpoints have been developed. The table provided in Appendix B summarizes key tools, identifies the analyzed pollutants, describes their intended application and resolution, and analyzes whether they could be used to reasonably correlate project-level emissions to specific health consequences. As shown in the table provided in Appendix B, almost all tools were designed to be used at the national, state, regional, and/or city-levels. Several of the methods have additional problems related to their applicability for translating mass emissions of criteria pollutants to various health endpoints. These tools are not well suited to analyze small or localized changes in pollutant concentrations associated with individual projects. Accordingly, they are generally not recommended for CEQA analyses.

The impact analysis does not directly evaluate airborne lead. Neither construction nor future operations would generate quantifiable lead emissions because of regulations that require unleaded fuel and that prohibit lead in new building materials.

TAC emissions associated with project construction that could affect surrounding areas are evaluated qualitatively. The potential for the project operations to expose residents to TAC emissions that would exceed applicable health standards is also discussed qualitatively.

Lastly, the MBARD recommends that odor impacts be addressed in a qualitative manner. Such an analysis must determine if the project would result in excessive nuisance odors, as defined under MBARD's Rule 402 and California Code of Regulations, Health and Safety Code Section 41700, Air Quality Public Nuisance.

This comment also warrants additional text to amplify the impact analysis provided in the Draft EIR as it relates to health effects of Criteria Pollutants from Operational Emissions. To that end, the City has updated the analysis under Impact 3.1-2 on pages 3.1-21 within the Final EIR as follows, which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text):

PROJECT EFFECTS ON PUBLIC HEALTH

Monterey County has a state designation of Nonattainment for ozone and PM_{10}. As shown in Table 3.1-9, operation of the project would generate ozone precursors (ROG and NO_x) and PM exhaust in excess of the MBARD's numeric thresholds for operational emissions. The MBARD developed these project-level thresholds based on the emissions that would exceed a CAAQS or contribute substantially to an existing or projected violation of a CAAQS. Ambient levels of these criteria pollutants are likely to decrease in the future, based on

current and future implementation of federal and/or state regulatory requirements, such as improvements to the statewide vehicle fleet over time (including the long-term replacement of internal combustion engine vehicles with electric vehicles in coming decades).

As shown in the table provided in Appendix B, almost all tools available to measure criteria pollutant emissions were designed to be used at the national, state, regional, and/or city-levels. These tools are not well suited to analyze small or localized changes in pollutant concentrations associated with individual projects. Accordingly, they are not recommended by the MBARD for CEQA analyses. Instead, the following analysis of health effects is presented qualitatively.

Ozone

O_3 is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of volatile organic compounds (VOC) (also known as ROG) and oxides of nitrogen (NO_x) in the presence of sunlight. The reactivity of O_3 causes health problems because it damages lung tissue, reduces lung function and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O_3 not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O_3 for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.

Studies show associations between short-term ozone exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to ozone may increase the risk of respiratory-related deaths (U.S. Environmental Protection Agency 2019a). The concentration of ozone at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of ozone and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggest that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum ozone concentration reaches 80 parts per billion (U.S. Environmental Protection Agency 2019b).

The project would generate emissions of ROG and NOx during project operational activities, as shown in Table 3.1-9. Although the exact effects of project-level emissions on local health are not precisely known, it is likely that the increases in ROG and NOx generated by the proposed project would especially affect people with impaired respiratory systems, but also healthy adults and children located in the immediate vicinity of the Specific Plan Area. However, the increases of these pollutants generated by the proposed project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, based on the size of the proposed project in comparison to Monterey County as a whole. Instead, the increases in ROG and NOx generated by the proposed

project when combined with the existing ROG and NOx emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of the Specific Plan Area.

Particulate Matter

Based on studies of human populations exposed to high concentrations of particles (sometimes in the presence of SO_2) and laboratory studies of animals and humans, PM can cause major effects of concern for human health. These include effects on breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular disease, alterations in the body's defense systems against foreign materials, damage to lung tissue, carcinogenesis and premature death. Small particulate pollution has health impacts even at very low concentrations – indeed no threshold has been identified below which no damage to health is observed. The major subgroups of the population that appear to be most sensitive to the effects of particulate matter include individuals with chronic obstructive pulmonary or cardiovascular disease or influenza, asthmatics, the elderly and children.

Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms. Studies show that every 1 microgram per cubic meter reduction in $PM_{2.5}$ results in a one percent reduction in mortality rate for individuals over 30 years old (Bay Area Air Quality Management District, 2017). Long-term exposures, such as those experienced by people living for many years in areas with high particle levels, have been associated with problems such as reduced lung function and the development of chronic bronchitis – and even premature death. Additionally, depending on its composition, both PM_{10} and $PM_{2.5}$ can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (U.S. Environmental Protection Agency 2019c).

The project would generate emissions of PM during project operational activities, as shown in Table 3.1-9. Although the exact effects of such emissions on local health are not known, it is likely that the increases in PM generated by the proposed project would especially affect people with impaired respiratory systems, but also healthy adults and children located in the immediate vicinity of the Specific Plan Area. However, the increases of these pollutants generated by the proposed project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, based on the size of the project in comparison the Monterey County as a whole. Instead, the increases in PM generated by the proposed project when combined with the existing PM emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of the Specific Plan Area.

Discussion

As previously discussed, the magnitude and locations of any potential changes in ambient air quality, and thus health consequences, from these additional emissions cannot be quantified with a high level of certainty due to the dynamic and complex nature of pollutant formation and distribution (e.g., meteorology, emissions sources, sunlight exposure), as well

as the variabilities in the receptors that reside in a particular area. Additionally, MBARD has not established any methodology or thresholds (quantitative or qualitative) for assessing the health effects from criteria pollutants. From a qualitative perspective, it is well documented from scientific studies that criteria pollutants can have adverse health effects. The federal and state governments have established the NAAQS or CAAQS as an attempt to regionally, and cumulatively, assess and control the health effects that criteria pollutants have within Air Basins. It is anticipated that public health will continue to be affected by the emission of criteria pollutants, especially by those with impaired respiratory systems in the City of Salinas and the surrounding region so long as the region does not attain the CAAQS or NAAQS. However, the increases of these pollutants generated by the proposed project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, based on the size of the project in comparison the Monterey County as a whole. Instead, the increases in criteria pollutants generated by the proposed project when combined with the existing criteria pollutants emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of the Specific Plan Area.

This comment also warrants additional text to amplify the impact analysis provided in the Draft EIR as it relates to health effects of Criteria Pollutants from Construction Emissions. To that end, the City has updated the analysis under Impact 3.1-3 on pages 3.1-24 within the Final EIR as follows, which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text):

PROJECT EFFECTS ON PUBLIC HEALTH

Monterey County has a state designation of Nonattainment for ozone and PM_{10}. As shown in Table 3.1-11, construction of the project would generate PM_{10} exhaust in excess of the MBARD's numeric threshold for construction emissions. The MBARD developed this project-level threshold based on the emissions that would exceed a CAAQS or contribute substantially to an existing or projected violation of a CAAQS. Ambient levels of these criteria pollutants are likely to decrease in the future, based on current and future implementation of federal and/or state regulatory requirements, such as improvements to the statewide vehicle fleet over time (including the long-term replacement of internal combustion engine vehicles with electric vehicles in coming decades).

As shown in the table provided in Appendix B, almost all tools available to measure criteria pollutant emissions were designed to be used at the national, state, regional, and/or city-levels. These tools are not well suited to analyze small or localized changes in pollutant concentrations associated with individual projects. Accordingly, they are not recommended by the MBARD for CEQA analyses. Instead, the following analysis of health effects is presented qualitatively.

Ozone

O_3 is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of volatile organic compounds (VOC) (also known as ROG) and oxides of nitrogen (NO_x) in the presence of sunlight. The reactivity of O_3 causes health problems because it damages lung tissue, reduces lung function and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O_3 not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O_3 for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.

Studies show associations between short-term ozone exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to ozone may increase the risk of respiratory-related deaths (U.S. Environmental Protection Agency 2019a). The concentration of ozone at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of ozone and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggest that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum ozone concentration reaches 80 parts per billion (U.S. Environmental Protection Agency 2019b).

As previously stated, precursors of ozone (ROG and NO_x) are accommodated in the emission inventories of State- and federally-required air plans and would not have a significant impact on the attainment and maintenance of ozone AAQS. Therefore, only the MBARD construction air emissions threshold for PM_{10} is applicable for the purposes of this impact analysis. Although the exact effects of ROG and NO_x emissions on local health are not known, it is likely that the increases in ROG and NOx generated by the proposed project would especially affect people with impaired respiratory systems, but also healthy adults and children located in the immediate vicinity of the Specific Plan Area. However, the increases of these pollutants generated by the proposed project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, based on the size of the proposed project in comparison to Monterey County as a whole. Instead, the increases in ROG and NOx generated by the proposed project when combined with the existing ROG and NOx emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of the Specific Plan Area.

Particulate Matter

Based on studies of human populations exposed to high concentrations of particles (sometimes in the presence of SO_2) and laboratory studies of animals and humans, PM can cause major effects of concern for human health. These include effects on breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular disease,

alterations in the body's defense systems against foreign materials, damage to lung tissue, carcinogenesis and premature death. Small particulate pollution has health impacts even at very low concentrations – indeed no threshold has been identified below which no damage to health is observed. The major subgroups of the population that appear to be most sensitive to the effects of particulate matter include individuals with chronic obstructive pulmonary or cardiovascular disease or influenza, asthmatics, the elderly and children.

Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms. Studies show that every 1 microgram per cubic meter reduction in $PM_{2.5}$ results in a one percent reduction in mortality rate for individuals over 30 years old (Bay Area Air Quality Management District, 2017). Long-term exposures, such as those experienced by people living for many years in areas with high particle levels, have been associated with problems such as reduced lung function and the development of chronic bronchitis – and even premature death. Additionally, depending on its composition, both PM_{10} and $PM_{2.5}$ can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (U.S. Environmental Protection Agency 2019c).

The project would generate emissions of PM during project construction activities, as shown in Table 3.1-11. Although the exact effects of such emissions on local health are not known, it is likely that the increases in PM generated by the proposed project would especially affect people with impaired respiratory systems, but also healthy adults and children located in the immediate vicinity of the Specific Plan Area. However, the increases of these pollutants generated by the proposed project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, based on the size of the project in comparison the Monterey County as a whole. Instead, the increases in PM generated by the proposed project when combined with the existing PM emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of the Specific Plan Area.

Discussion

As previously discussed, the magnitude and locations of any potential changes in ambient air quality, and thus health consequences, from these additional emissions cannot be quantified with a high level of certainty due to the dynamic and complex nature of pollutant formation and distribution (e.g., meteorology, emissions sources, sunlight exposure). However, it is known that public health will continue to be affected in the City of Salinas and the surrounding region so long as the region does not attain the CAAQS or NAAQS. However, the increases of these pollutants generated by the proposed project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, based on the size of the project in comparison the Monterey County as a whole.

This comment also warrants additional text to amplify the impact analysis provided in the Draft EIR as it relates to health effects of Carbon Monoxide emissions. To that end, the City has updated the

analysis under Impact 3.1-4 on pages 3.1-25 within the Final EIR as follows, which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text):

> **Impact 3.1-4: The proposed project has the potential to have carbon monoxide hotspot impacts (Less than Significant)**
>
> Very high levels of CO are not likely to occur outdoors. However, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability for getting oxygenated blood to their hearts in situations where the heart needs more oxygen than usual. They are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina (USEPA, 2016). Such acute effects may occur under current ambient conditions for some sensitive individuals, while increases in ambient CO levels could increase the risk of such incidences.

Response H-3: The MBARD states (with regard to operational NOx and ROG emissions):

> *"The Air District prefers that emissions from mobile sources be mitigated at the project level. Since both impacts listed above cannot reduce emissions below the significance thresholds, the Air District requests that the City of Salinas cooperate with the Air District to develop off-site mitigation measures. Please contact David Frisbey, Planning and Air Monitoring Manager, at 831.718.8016 or dfrisbey@mbard.org for assistance in developing the off-site mitigation measures."*

The City is supportive of the Air District's rules and regulations, and requires all projects to comply with all Air District rules and regulations. The Draft EIR contains many mitigation measures that address NOx and ROG emissions from mobile sources, both directly and indirectly. For example, Mitigation Measures 3.1-1, 3.1-2, 3.1-6, and 3.1-7 as contained within Section 3.1 (Air Quality) provide operational mobile-related measures that would reduce NOx and ROG emissions. Furthermore, Mitigation Measure 3.4-1 within the Draft EIR specifies that the project applicant must develop a Greenhouse Gas Reduction Plan (GGRP) aimed at achieving the specific required greenhouse gas operational emissions level (a per capita operational emissions level of 1.94 MT CO_2e/service population per year by 2035, and 0.80 MT CO_2e/service population/year by year 2050), as feasible. The requirements contained within Mitigation Measure 3.4-1 would also reduce NOx and ROG emissions. As specified under Mitigation Measure 3.4-1, the GGRP may include "off-site" measures, such as participation in a community-wide GHG reduction program(s), if any are adopted, or payment of GHG reduction fees (carbon offsets) into a qualified existing program, if one is in place, may be considered after all feasible on-site reduction measures are considered. While Mitigation Measure 3.4-1 is intended to reduce GHG emissions (and is not directed at criteria pollutant emissions such as NOx and ROG), the use of off-site mitigation would be required after all feasible on-site reduction measures are applied, which would typically have the indirect benefit of reducing NOx and ROG emissions. This is consistent with the Air District's request to cooperate with

the Air District to develop off-site mitigation measures (as needed), relative to NOx and ROG emissions.

Based on this comment, the City has consulted with the Air District (per. comm. Alan Romero, 7/22/19). The Air District indicated that it does not have a Basin-wide offsite mitigation program; rather, instead it recommends that offsite mitigation programs be developed on a project-by-project basis and in consultation with the Air District. Further, the District recommended for a long-range planning document, such as the West Area Specific Plan, that an off-site mitigation program be developed for individual phases of the project as they move forward. The District recommended against having an offsite mitigation program developed to cover the entire Planning Area because the program may become dated, and not relevant, for later phases of the project. Moreover, based on this comment, and after further consultation with the Air District, the proposed project would incorporate an additional mitigation measure (numbered Mitigation Measure 3.1-8), which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text), as follows:

> ***Mitigation Measure 3.1-8****: Prior to the approval of individual phases (i.e. tentative maps, commercial design review, etc.), the project applicant(s) shall develop an offsite mitigation program that provides funding to offset the project-generated air emissions that are still above the Air District's operational criteria pollutant thresholds after the adoption of other applicable air quality mitigation measures. The offsite mitigation program is subject to the review and approval of the Air District and the City of Salinas on a project-by-project basis (or phase-by-phase), and is intended to be in addition to offsets that are obtained through any on-site mitigation measures. Example projects that could be included in the offsite mitigation program may include, but are not limited to, the following:*
>
> - *Replace existing agricultural combustion-based generators/pumps with electric agricultural water pumps (in place of generators/pumps;);*
> - *Replace combustion school buses with electric school buses within the local community;*
> - *Install adaptive traffic control systems;*
> - *Install solar photovoltaic (PV) systems.*

Response H-4: The MBARD states:

- *"Mitigation Measure 3.1.8 should include the following mitigation clarifications:*
  - *The use of cleaner construction equipment that conforms to EPA's Tier 3 or Tier 4 emission standards*
  - *Further, where feasible, construction equipment should include the use of alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.*
- *Mitigation Measure 3.1.7 should include:*

- *The installation of Level 2 electric vehicle (EV) charge stations at workplace sites with 50 or more employees (10% of total available parking spaces)*
- *Publically available dual post Level 2 charge stations throughout the Plan Area."*

These additional measures recommended by the commentor would provide additional reductions in emissions, and have been added to Mitigation Measures 3.1.7 and 3.1.8 (it should also be noted that the mitigation measure that the Air District refers to as Mitigation Measure 3.1-8 has been renumbered to Mitigation Measure 3.1-9). Because of the resulting reductions, the City has updated the CalEEMod model used to model air quality and greenhouse gas emissions for the proposed project. The results of the updated CalEEMod models show a reduction in emissions, which is an improvement from what was reflected in the Draft EIR. The results of the CalEEMod model run replace the results contained in Appendix B of the Draft EIR. The results of the updated CalEEMod model affect many of numerical air pollutant emissions (including greenhouse gases) and energy usage estimates contained within the following sections of the Draft EIR: Sections 3.1 (Air Quality), 3.4 (GHG, Climate Change, and Energy), and Chapter 4.0 (Other CEQA-Required Topics). Errata changes to reflect the updated results from the CalEEMod model are provided below.

Based on this comment, the proposed project Mitigation Measure 3.1-8 (note: now renumbered as 3.1-9) has been updated to incorporate the mitigation clarifications provided by the commentor, which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text), as follows:

> ***Mitigation Measure 3.1-~~8~~9****: Prior to the issuance of grading permits, the project applicant shall prepare a grading plan subject to review and approval by the City. In the event that ground-disturbance exceeds 2.2 acres per day for initial site preparation activities that involve extensive earth-moving activities (e.g., grubbing, excavation, rough grading), and 8.1 acres per day for activities that involve minimal earth-moving (e.g., finish grading), the required grading plans shall include the following measures to be implemented as needed to prevent visible dust emissions:*
>
> - *Water all active construction sites to prevent visible dust emissions. Frequency should be based on the type of operation, soil, and wind exposure;*
> - *Prohibit grading and earthmoving activities, and cover stock piles, during periods of high wind (over 15 mph);*
> - *Limit vehicle speed on construction sites to 15 mph.*
> - *Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);*
> - *Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area;*
> - *Maintain at least 1-foot of freeboard in each haul truck;*

- *Provide windbreaks on the windward perimeter of construction projects where adjacent to open land;*
- *Cover inactive storage piles;*
- *Sweep streets if visible soil material is carried out from the construction site; ~~and/or~~*
- *Post a publicly visible sign written in English and Spanish which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District (MBARD) shall be visible to ensure compliance with Rule 402 (Nuisance). The sign shall be in accordance with MBARD and/or City requirements, as applicable;*
- *Use cleaner construction equipment that conforms to EPA's Tier 3 or Tier 4 emission standards; and/or*
- *Further, where feasible construction should include the use of alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.*

Additionally, based on this comment, the proposed project Mitigation Measure 3.1-7 has been updated to incorporate the mitigation clarifications provided by the commentor, which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text), as follows:

> ***Mitigation Measure 3.1-7****: Prior to the issuance of development review permit(s), the project applicant(s) shall incorporate of one or more of the following additional Specific Plan Area requirements, as determined by the City of Salinas:*
>
> - *Install secured bicycle storage facilities (bike lockers, cages, interior space, or similar as approved by the City Engineer) at all commercial and public facilities with 50 employees or more;*
> - *Incorporate a park-and-ride lot~~s.~~;*
> - *Install Level 2 electric vehicle (EV) charge stations at workplace sites with 50 or more employees (10% of total available parking spaces); and*
> - *Install publicly-available dual post Level 2 charge stations within commercial zones, and/or other zones as deemed acceptable by the City of Salinas. (Note: The 'level' of the charging station refers to the voltage that the electric vehicle charger uses. Level 1 charging is your typical traditional home outlet, while level 2 is a 240 Volt Portable Cordset or Wall-mounted Charging Station (2-10 hours charging).*

The CalEEMod model warranted an update to reflect these additional emission reduction measures recommended by the Air District. The updated model run is provided in Section 3.0 Errata and the appropriate emission outputs are provided in an Errata for the Section 3.1 (Air Quality) and Section 3.4 (GHG, Climate Change, and Energy) within the Final EIR.

Lastly, Mitigation Measure 3.1-9 has been renumbered as Mitigation Measure 3.1-10, which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text), as follows:

Mitigation Measure 3.1-~~9~~10*: Prior to issuance of building permits or commencing operation of any commercial building/use that would emit toxic air contaminants (such as gas stations or dry cleaning operations), the project applicant shall, at a minimum, perform prioritization screening in accordance with the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act. The prioritization screening shall be performed in accordance with the California Air Pollution Control Officers Association Air Toxic "Hot Spots" Program guidance. The prioritization screening shall also be conducted consistent with the guidance provided by the Monterey Bay Air Resources District, which will be responsible for determining which facilities based on their prioritization screening score, must perform a health risk assessment. In determining the need to prepare a health risk assessment, the Monterey Bay Air Resources District considers the potency, toxicity, quantity, and volume of hazardous materials released from the facility, the proximity of the facility to potential receptors, and any other factors specific to the facility that indicate that it may pose a significant health risk.*

If a health risk assessment is warranted for a facility based on its prioritization score, the project applicant shall assess the facilities for the potential to expose the public to toxic air contaminants in excess of the applicable thresholds (utilizing an air dispersion modelling program such as AERMOD). As of the time of this writing, the commonly accepted threshold for cancer risk is 10 in a million for carcinogens, and the reference exposure level for non-carcinogens (HI = 1). Facilities that exceed the applicable threshold(s) have the potential to expose the public to toxic air contaminants levels that would be considered significant. Facilities that exceed the applicable threshold(s) must incorporate mitigation to reduce the risks from emission of toxic air contaminants to an acceptable level (i.e., to a level that does not exceed the applicable threshold[s]). Potential mitigation includes: reducing the size of the facility area; rearranging the site to reduce the potential for impacts on the nearest sensitive receptors; and utilizing products that reduce the level of toxic air contaminants, or removal of such products from the operational phase of the project.

Response H-5: The MBARD commentor states:

"*Chapter 3: 3.10: Transportation and Circulation*

- *All Mitigation Measures addressing new signalized intersections throughout the Plan Area should:*
  - *Include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design;*

Note: A local annual funding opportunity from the Air District is available for ATCS projects.

- *All Mitigation Measures addressing timing optimization for existing signalized intersections throughout the Plan Area should:*

- *Include the use of currently available ATCS in the intersection design*

Note: A local annual funding opportunity from the Air District is available for ATCS projects."

Based on this comment, the City has updated each of the mitigation measures that address new signalized intersections or timing optimization for existing signalized intersections throughout the Specific Plan Area. The changes include incorporating text stating that such intersections will use currently available ATCS in the intersection design, or at least consider using such technology, depending on the particular intersection (based on consultation with City of Salinas Traffic Engineer Andrew Easterling). The following updated mitigation measures are also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text), as follows:

Mitigation Measure 3.10-1*: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal at San Juan Grade Road/Van Buren Avenue, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans for each stage of project development shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

Mitigation Measure 3.10-2*: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of the existing signal timing at San Juan Grade Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

Mitigation Measure 3.10-3*: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the signalization of the intersection at Hemingway Drive/East Boronda Road or equivalent traffic control (such as a roundabout), in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of a roundabout), this measure shall include the use of currently*

available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

***Mitigation Measure 3.10-4**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings at North Main Street/West Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

***Mitigation Measure 3.10-6**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal or equivalent traffic control (such as a roundabout) at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of a roundabout), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

***Mitigation Measure 3.10-7**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings and to add an eastbound left turn pocket at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. This mitigation includes the addition of an eastbound left turn pocket and optimization of the existing signal timing to better accommodate the expected changes in traffic distribution and volume with implementation of the proposed project. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

***Mitigation Measure 3.10-8**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the addition a southbound left turn lane and optimization of the traffic signal's timing at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for*

non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share requirement. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

***Mitigation Measure 3.10-10**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

***Mitigation Measure 3.10-13**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of a traffic signal at the intersection of Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

***Mitigation Measure 3.10-14**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at the South Sanborn/North Sanborn/John Street intersection, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

***Mitigation Measure 3.10-15**: Each project applicant for development within the Specific Plan Area shall contribute its fair-share of funding to the TAMC Regional Development Impact Fee provides mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Southbound Ramps/Echo Valley Road/Crazy Horse Canyon Road. Regional fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of*

currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

***Mitigation Measure 3.10-16**: Each project applicant for development within the Specific Plan Area shall contribute its fair-share of the TAMC Regional Development Impact Fee to provide mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Northbound Ramps/Crazy Horse Canyon Road. Total fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

***Mitigation Measure 3.10-17**: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Crazy Horse Canyon Road/San Juan Grade Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

***Mitigation Measure 3.10-18**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Rogge Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

***Mitigation Measure 3.10-19**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Russell Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

***Mitigation Measure 3.10-22**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at the*

intersection of Old Stage Road/Williams Road/Private Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

***Mitigation Measure 3.10-28~~9~~**: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Old Stage Road/Hebert Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

Response H-6: The commentor states:

- *"All Mitigation Measures addressing the widening or physical change to existing intersections throughout the Plan Area should:*
  - *Include roundabout design and construction as an alternative mitigation*

Note: A local annual funding opportunity from the Air District is available for roundabout design and construction."

The City has recently started to consider the use of roundabouts as an alternative to typical signalized intersections. In 2018, the City has evaluated and approved a roundabout project along East Boronda Road, which is along the boundary of the Specific Plan Area. Mitigation provided in the Draft EIR requires payment of fair-share funding for the intersection improvements necessary to maintain acceptable levels of service. The City recognizes that there are additional funding opportunities from the Air District for roundabout design and construction at intersections, and these will be considered as individual projects are considered. However, from a traffic impact perspective, a typical signalization design and a roundabout can functionally work to mitigate traffic impacts to an insignificant level. At the time of writing this Draft EIR, CalEEMod was used for Air Quality modeling in accordance with the Air District's recommendations. This model does not have the capability of refining mobile source emissions to reflect the design and construction of roundabouts in-lieu of typical signalized intersections. The City recognizes that there are some anticipated emissions reductions that can be associated with roundabouts. The impacts of roundabouts on greenhouse gas (GHG) emissions depend on their effect on traffic flow, particularly traffic speeds, accelerations, and decelerations for the vehicles traveling through the roundabout.

There are limited studies available at this time, and some of the data is conflicting (i.e., some show increases in emissions and some show reductions in emissions). It is generally accepted by the scientific community that replacing an intersection controlled by stop signs (stop-controlled) or by signals with a roundabout will have some level of reduction on mobile source emissions, fuel consumption, or both. The reductions are mainly attributed to reduced delay, which affects fuel consumption. However, some studies also show that there are higher rates of deceleration and acceleration, which can increase fuel consumption at roundabouts. The data available at this stage is not definitive, and cannot be universally applied to roundabout projects. It is noted that CAPCOA currently includes a Neighborhood/Site Enhancement Measure (SDT-2) that suggests that a roundabout can reduce VMT by .25-1.00%, which would in effect reduce mobile source emissions. However, such a reduction should be used with caution given that roundabout itself would effectively reduce delay, but not necessarily reduce VMT. Given the current data available regarding roundabouts impacts on emissions reductions, the City cannot definitely conclude that emissions would be reduced, so the City declines to make it a mitigation requirement of this project. However, the City will continue its evaluations of individual intersection improvement designs, which have shifted in recent years to considering roundabouts as an alternative.

Response H-7: This comment serves as a conclusion and closing statement. The commentor states that the Air District appreciates the level of detail and analysis provided in the Air Quality section and looks forward to the success of the City of Salinas West Area Specific Plan. No response is required.

Lozano Smith
ATTORNEYS AT LAW

Devon B. Lincoln
Attorney at Law

E-mail: dlincoln@lozanosmith.com

April 15, 2019

By Overnight Mail and Email (jill.miller@ci.salinas.ca.us)

City of Salinas
Community Development Department
Attn: Jill Miller, Senior Planner
65 West Alisal Street
Salinas, California 93901

Re: Comments to the Draft Environmental Impact Report for the West Area Specific Plan

Dear Ms. Miller:

Our office represents the Santa Rita Union School District ("District"). Please accept this letter as the District's comments to the Draft Environmental Impact Report ("Draft EIR") for the West Area Specific Plan ("Specific Plan").

The District's major area of concern is the Draft EIR's failure to consider the realities of school facilities funding, and in turn, its failure to appropriately analyze and address the impacts that will result from development of the Specific Plan without the necessary school facilities in place. The 4,340 new homes included in the Specific Plan will generate approximately 2,000 elementary and middle school students within the District's boundaries, enough to completely fill two new elementary schools and one new middle school. The crucial issue here is that there is simply insufficient funding for these school facilities, and they will not be constructed in the manner assumed by the Specific Plan and Draft EIR. What will occur, however, is an influx of students to the District's other school facilities, which are already at or exceeding capacity. I-1

The law does not excuse a lead agency from conducting environmental review of impacts other than those that are direct impacts on school facilities. Here, there will be impacts resulting directly from the inability to construct new school facilities and the influx of students to the District's existing facilities. This includes, but is not limited, to increased traffic, air quality, noise, and other reasonably foreseeable impacts needed to serve students from the Specific Plan development. The Specific Plan alone causes these impacts, and the Draft EIR needs to analyze and address them appropriately. I-2

Limited Liability Partnership

4 Lower Ragsdale Drive, Suite 200 Monterey, California 93940-5758 Tel 831-646-1501 Fax 831-646-1801

Capacity of Existing School Facilities and Generation of New Students

The District understands that the Specific Plan includes up to 4,340 residential units and 571,500 square feet of mixed-use/commercial development. There is no question that such growth will generate additional students to be served by the District, however, the Specific Plan and Draft EIR fail to consider the true impacts of such growth on a school district that already has more students than seats.

I-3

The District operates four elementary schools and two middle schools. Since the 2010–2011 school year, elementary and middle school enrollment has continued to increase, with the District's school facilities reaching an "at capacity" level during the 2016–2017 year. During the 2017–2018 year, the District had a cumulative shortage of 54 seats at the elementary school level and shortage of four (4) seats at the middle school level, thereby exceeding the capacity of its school facilities. (See Draft EIR, Tables 3.9-4 and 3.9-5.) The District's capacity issues have continued into the current school year, with total enrollment continuing to exceed available seats.

With respect to student generation, the Draft EIR provides that a minimum of 1,327 and a maximum of 1,623 elementary and middle school students will be generated by the development of the Specific Plan. (See Draft EIR, Table 3.9-9.) The District's own calculations demonstrate even greater numbers of students generated. Using the student generation rates from the District's recent facilities' needs analysis, the District expects the number of elementary and middle school students generated by the Specific Plan to exceed 2,000 students (approximately 1,425 elementary school and 608 middle school students).[1] This would not only completely fill, but would exceed, the expected capacity of two new elementary schools and one new middle school.

I-4

While there may be some disagreement as to the specific number of additional students to be generated by the Specific Plan, the crucial issue—and one that is not disputed—is that a significant number of students will be generated within the District's boundaries. These students must be served by the District, which is already exceeding its own capacity and is continuing to increase in enrollment each year.

Lack of Specific School Funding

The Specific Plan and Draft EIR are non-committal with respect to the development and funding of school facilities, leaving these responsibilities solely to the District. The Specific Plan notes that the "[r]esponsibility for development of public schools lies with [District]," with school facilities to be built "based on the projections of the need for those facilities" in a phased approach as "determine[d] and control[led]" by the District. (Specific Plan, Section 2.1 & 9.4).

I-5

[1] The District's estimate of student generation is based on the student generation rates derived from the District's 2017/2018 School Facilities Need Analysis/Development School Fee Justification Study. The District consider this estimate to be both reasonable and conservative, and the District—on multiple occasions—has shared this information with the proposed developers and the City of Salinas and requested that it be incorporated into the Specific Plan and Draft EIR.

This concept is reinforced by the Draft EIR, which provides that "public schools . . . will be constructed based on projections of the need for these facilities," with the District to "determine the appropriate phasing of [its] facilities" as driven by increased demand and enrollment. (Draft EIR, Section 2.0.)

What the Draft EIR does not do is consider the possibility that funding may not be available to fund new school facilities, and if that is the case, what will be the Specific Plan's impact on the environment if students are housed at the District's existing sites. Both the Draft EIR and Specific Plan provide only that the school development impact fees (also known as "developer fees") will be paid prior to development of the Specific Plan area. (See Draft EIR, Mitigation Measure 3.9-2; Specific Plan, Sections 8.4, 8.5, 8.6, & 9.2.1.) Unfortunately, such reliance on school development impact fees to fund school facilities is woefully optimistic. The District's conservative estimate of the costs to acquire property and construct the three new schools contemplated by the Specific Plan is approximately $127.5 million.[2] School development impact fees are expected to be approximately $36 million—creating a $90 million shortfall. It must also be noted that school impact fees would be collected incrementally across the 20 to 30 year build-out period of the Specific Plan, and the estimated $36 million does not represent funds that the District would receive up front or at once. It is also vital to recognize that school development impact fees will be needed to mitigate the immediate impacts of overcrowding (installing portables, etc.), and all development impact fees collected will not necessarily go towards construction of new school sites.

The only other funding mechanisms for school facilities referenced in either document is in Table 8.1 of the Specific Plan, which suggests that "TAMC and State or Federal" funding sources may be available for the construction of new school facilities. The District is not aware of any school facilities' funding available through TAMC (the Transportation Agency for Monterey County) or any Federal source, and does not believe that such funding exists for California K-12 facilities construction. Simply put, neither TAMC funds nor Federal funds are a viable option, and it is misleading for the Draft EIR to suggest that such funds may be available for the District's school facilities.

I-5
(Cont'd)

Additionally, the District cannot reasonably expect to rely on State money to fund all of the necessary school facilities. While the District will aggressively pursue State facilities funding, such funding is in a perpetual state of flux and it is not certain if, or when, the District would receive State funding. In fact, no State facilities funds have been available in recent times. Assuming, *arguendo*, the District does receive State facilities funds, the District expects that the most it would receive is approximately $37.5 to $50 million—sufficient to cover the costs of one school site. Even in the best-case scenario of the District receiving such State funds and the estimated $36 million in developer fees, this still creates a total unfunded liability of between $41 million and $54 million. Neither the Specific Plan nor the Draft EIR address this shortfall, nor do they even suggest realistic options for securing the funds that will be necessary to construct the school facilities required to accommodate students generated by the Specific Plan.

[2] The District estimates that the costs for each elementary school would be approximately $37.4 million ($74.8 million total), and approximately $52.75 million for the middle school.

Impacts to Existing Schools

The District's facilities are at capacity and there is simply insufficient funding to construct the school facilities needed to house students generated by the Specific Plan. The District has an obligation to serve students residing in its boundaries, and when they arrive, the District will have few options available to address this influx. One option, which is often the first utilized in these situations, is to install portable classrooms at existing school sites. This may be coupled with expansion to existing school facilities and/or the construction of new facilities at existing sites. Another option is reorganizing attendance boundaries, which leads to sending students to other existing school sites that can best accommodate them. If facilities are overcrowded, parents may seek inter-district transfers, in which case students will travel to school sites of other nearby school districts. These options are not mutually exclusive, and it is very likely that any or all would be utilized in an attempt to offset the influx of students generated within the District by the Specific Plan.

I-6

Here, the crux of the matter is that the Draft EIR fails to address the environmental impacts that will result from the above. Installation of portables and ongoing construction on existing sites will affect noise levels, air quality, loss of greenspace or play areas, and other reasonably foreseeable impacts connected with adding or modifying school facilities at existing school sites. Changing of attendance boundaries, bussing, or parents electing to send their children to other school sites or other school districts will increase traffic (both vehicular and pedestrian), and will similarly affect noise, and air quality/pollution. The increased traffic in or around existing school sites also raises significant concerns regarding the safety of school visitors, whether it be District staff or students and their families. These impacts are a direct result of the Specific Plan and the Draft EIR is required to analyze and address them appropriately. The current Draft EIR fails in this regard.

Conclusion and Requested Mitigation

The Specific Plan proposes a "balanced, walkable community" comprised of different neighborhoods, each of which is supported by school facilities that are nearby and accessible to the residents in the Specific Plan area. The City of Salinas General Plan also acknowledges the goal of the City to "[c]ontinue to work with the school districts . . . to ensure adequate school and recreational facilities are provided and maintained by the community." Under the existing Specific Plan and Draft EIR, neither goal is achieved.

I-7

The Specific Plan and Draft EIR do not guarantee that new school facilities will be constructed prior to residential development. Rather, these documents assume that the facilities will be constructed, ignoring the true reality of the situation: the District serving the Specific Plan area is already at capacity and lacks the funding necessary for construction of new school facilities necessary to accommodate student-enrollment growth from the Specific Plan. This reality will result in environmental impacts which must be appropriately analyzed and addressed. Without adequate school facilities, the entire concept of these communities will fail.

The District remains an active and cooperative partner and welcomes further discussions with the City of Salinas and the developers of the Specific Plan. We are hopeful for the opportunity to discuss our concerns and work together to reach a solution that ensures that quality school facilities can be provided to accommodate the families residing within the Specific Plan. Should you have any questions or would like to discuss these issues further, please feel free to contact the District office directly.

I-7
(Cont'd)

Sincerely,

LOZANO SMITH

Devon B. Lincoln

DBL/sb

cc: Timothy Ryan, Acting Superintendent/Chief Business Officer
Santa Rita Union School District
(By Email: tryan@santaritaschools.org)

Response to Letter I: Devon B. Lincoln, Lozano Smith Attorneys at Law representing Santa Rita Union High School District

Response I-1: The commentor states:

> *"The District's major area of concern is the Draft EIR's failure to consider the realities of school facilities funding, and in turn, its failure to appropriately analyze and address the impacts that will result from development of the Specific Plan without the necessary school facilities in place. The 4,340 new homes included in the Specific Plan will generate approximately 2,000 elementary and middle school students within the District's boundaries, enough to completely fill two new elementary schools and one new middle school. The crucial issue here is that there is simply insufficient funding for these school facilities, and they will not be constructed in the manner assumed by the Specific Plan and Draft EIR. What will occur, however, is an influx of students to the District's other school facilities, which are already at or exceeding capacity."*

Impacts associated with schools are analyzed in Section 3.9 Public Services. Page 3.9-12 of the Draft EIR presents the City's policy toward working with School Districts to identify land needed for new schools, and to consider impacts of proposed projects on school enrollment and facilities when considering new projects. The City's policies are as follows:

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

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

Page 3.9-20 of the Draft EIR states that the proposed project includes five schools within the Specific Plan Area. One of these schools (McKinnon Elementary School) has already been constructed and another (a new high school) is currently under construction on Rogge Road. A description of the additional planned schools (including the high school, which is under construction) are listed below:

- Two elementary schools are planned to be constructed on opposite sides of the Specific Plan Area. One school will be located on a 10.0-acre site in Neighborhood 2, while the other will be located in Neighborhood 3 on a 10.0-acre site. The two new elementary schools would be expected to serve students residing in the Specific Plan Area and adjacent areas. Attendance areas will ultimately be adopted by the SRUSD Board of Trustees.
- The Specific Plan provides a site for one middle school. The middle school site, approximately 20 acres in size, is located adjacent to and north of the community park. The middle school is expected serve students residing in the Specific Plan Area as well as

adjacent areas as determined by attendance areas ultimately adopted by the SRUSD Board of Trustees.

- A high school site is located in the northern portion of the Specific Plan Area adjacent to Rogge Road. The site is approximately 38 acres and it has already been acquired by the Salinas Union High School District and the high school facility is currently under construction. The high school is expected to serve students both within and outside of the Specific Plan Area. Attendance areas will ultimately be adopted by the SUHSD Board of Trustees.

The purpose for identifying sites for new schools is to ensure that there is adequate land set aside for the development of new school facilities within the Specific Plan Area. Ultimately, the Education Code tasks the School District with the responsibility for design and construction of their own schools. While the City is not the lead agency responsible for school development, the City fully supports the School District with the provision of infrastructure and land to facilitate school facility development, as well as the collection of school impact fees to fund new school development. It is standard for the City to require all development projects to adhere to the State's laws regarding the funding of school facilities, including the payment of school impact fees that are established by the School District through their nexus study/fee justification efforts. The City, however, does not establish the school impact fees; instead, that responsibility lies with the school district. Education Code (EC) section 17620 grants the School District the authority to impose school impact fees, and the School District has established impact fees that are applicable to development in the Specific Plan Area. The City will fully cooperate with the School District, as it has in the past, in the collection of the school impact fees that have been established by School District.

Response I-2: The commentor states:

> *"The law does not excuse a lead agency from conducting environmental review of impacts other than those that are direct impacts on school facilities. Here, there will be impacts resulting directly the inability to construct new school facilities and the influx of students to the District's existing facilities. This includes, but is not limited, to increased traffic, air quality, noise, and other reasonably foreseeable impacts needed to serve students from the Specific Plan development. The Specific Plan alone causes these impacts, and the Draft EIR needs to analyze and address them appropriately."*

The City believes that, in assessing the impacts of developing the entire Specific Plan Area, the EIR has sufficiently addressed, at least in general terms, the physical impacts of constructing new schools within the Specific Plan Area. The footprint-related impacts of the schools are subsumed within the analysis of the footprint of the entire Specific Plan. The same is true of impacts involving air pollutant emissions, greenhouse gas emissions, traffic, and demands on public services and utilities.

In addressing public service demand issues under CEQA, the appropriate focus is on the environmental effects of the steps that might be necessary to achieve or maintain adequate service.

For example, if proposed new development would create an increased demand for public services, an EIR should inquire as to whether new or expanded physical facilities may be required in order to provide such service. The "impacts" addressed under CEQA are the physical effects of providing service, not any possible failure to provide adequate service under applicable standards. (See City of Hayward v. Board of Trustees of the Cal. State University (2015) 242 Cal.App.4th 833, 843 ["[t]he need for additional fire protection services is not an environmental impact that CEQA requires a project proponent to mitigate"]; Goleta Union School Dist. v. Regents of Univ. of Cal. (1995) 37 Cal.App.4th 1025, 1031–1034 [school overcrowding attributable to new development is not an environmental effect subject to CEQA, though the physical effects of new facility construction to serve new students would be]; and CEQA Guidelines, § 15131, subd. (a) ["[e]conomic or social effects of a project shall not be treated as significant effects on the environment"].)

Page 3.9-21 of the Draft EIR discusses the environmental impacts associated with school development in the Specific Plan Area. This includes physical impacts from construction of the five school sites within the Specific Plan Area. The purpose of the new schools is to serve the new residents/students generated by the Specific Plan development The Draft EIR discloses that there would be impacts related to relevant environmental topics included throughout the Draft EIR, such as: air quality (Section 3.1), biological resources (Section 3.2), cultural resources (Section 3.3), greenhouse gas emissions and climate change (Section 3.4), hazards and hazardous materials (Section 3.5), hydrology and water quality (Section 3.6), noise (Section 3.7) population (Section 3.8), public services (Section 3.9), transportation (Section 3.10), and utilities (Section 3.11). Page 3.9-21 of the Draft EIR states that "A detailed discussion of relevant operational and construction impacts can be found in each respective section of this EIR. Furthermore, site-specific environmental review would be required for each school by the responsible School District prior to approval of a design for the facility and would consider any site-specific impacts unknown at this time." The analysis in the Draft EIR considers the physical development of the sites that are identified in the Specific Plan, as well as operational impacts associated with a school facility in those locations. The City, however, does not have a specific school design for three of the school sites given that the School District has not yet approved a design at those locations. As such, the Draft EIR does not speculate beyond the material facts that are available for each site at the time the Specific Plan is being considered.

Cumulative impacts from public facilities resulting from the construction of public facilities, including schools, is addressed under Impact 3.9-6 (pages 3.9-24 and 3.9-25 of the DEIR). As provided under Impact 3.9-6, the 2002 General Plan Final Program EIR analyzed impacts to public services (including schools), and found that General Plan policies addressed the public services needs of future development resulting from implementation of the General Plan. The specific environmental impact of constructing new facilities could not be determined at the time, but the Final Program EIR found that construction and operation of such facilities could potentially cause significant impacts. These potential impacts, however, were addressed and mitigated to the greatest extent feasible by the

General Plan policies and mitigation measures included in Sections 5.1 through 5.12 of the Salinas General Plan Final Program EIR.

It is important to consider the statutory requirements that apply to school facilities impacts in this discussion. According to Government Code Section 65996, the development fees authorized by Senate Bill 50 (1998) are deemed to be "full and complete school facilities mitigation" for impacts caused by new development. Section 65996 also prohibits public agencies from using CEQA or "any other provision of state or local law" to deny approval of "a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property or any change in governmental organization or reorganization" on the basis of the project's impacts on school facilities.

In Chawanakee Unified School Dist. v. County of Madera (June 21, 2011) 196 Cal.App.4th 1016, the court determined that Government Code section 65996(a) obviated the need to analyze and mitigate a development's direct impacts on existing school facilities in an EIR because Education Code sets forth "exclusive methods" for consideration and mitigation of such impacts. The School District has established the appropriate fee for all development in the City of Salinas. This fee established by the School District, following the requirements of State law, is the fair share funding that the City will require of this development. By statute, the City and School District cannot require fees beyond that allowed by the State law, and affirmed by the District through their approved nexus study. Nor may the City deny the project proponents' request for approval of the Specific Plan solely due to projected funding shortfalls. The City will fully cooperate with the School District, as they have in the past, in the collection of the school impact fees that have been established by School District.

Response I-3: The commentor further states:

> *"The District understands that the Specific Plan includes up to 4,340 residential units and 571,500 square feet of mixed-use/commercial development. There is no question that such growth will generate additional students to be served by the District. However, the Specific Plan and Draft EIR fail to consider the true impacts of such growth on a school district that already has more students than seats.*
>
> *The District operates four elementary schools and two middle schools. Since the 2010-2011 school year, elementary and middle school enrollment has continued to increase, with the District's school facilities reaching an "at capacity" level during the 2016-2017 year. During the 2017-2018 year, the District had a cumulative shortage of 54 seats at the elementary school level and shortage of four (4) seats at the middle school level, thereby exceeding the capacity of its school facilities. (See Draft EIR, Tables 3.9-4 and 3.9-5.) The District's capacity issues have continued into the current school year, with total enrollment continuing to exceed available seats."*

The City recognizes the commenter's concerns regarding school facilities, and the District's capacity to serve the population. Because of these concerns, the City has established policies toward working with School Districts to identify land needed for new schools, and to consider impacts of proposed projects on school enrollment and facilities when considering new projects. The City's policies are as follows:

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

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

As discussed on page 3.9-20 of the Draft EIR, the proposed project includes five schools within the Specific Plan Area, including the new High School as referenced in the comment. The City recognizes that the High School has been planned for more than a decade, which is consistent with the fact that the Specific Plan Area is part of the City's Future Growth Area, which has been planned for growth for over a decade. Placing a new High School within new growth areas is a common land use planning exercise to ensure that new students have school facilities proximate to their homes. The site of the new High School is a product of collaboration between the City and the School District dating back to the time the Future Growth Area was first contemplated by the City. At that time, the City worked to ensure that there is adequate land set aside for the development of new school facilities within the Future Growth Area. That planning effort by the City resulted in the five schools that are within the Specific Plan Area, as well as other schools in other parts of the Future Growth Area that are outside the Specific Plan Area. Ultimately, the Education Code tasks the School District with the responsibility for design and construction of their own schools. While the City is not the lead agency responsible for school development, the City fully supports the School District with the provision of infrastructure and land to facilitate school facility development, as well as the collection of school impact fees to fund new school development. It is standard for the City to require all development projects to adhere to the State's laws regarding the funding of school facilities, including the payment of school impact fees that are established by the School District through their nexus study/fee justification efforts. The City, however, does not establish the school impact fees, instead that responsibility lies with the School District. Education Code (EC) section 17620 grants the School District the authority to impose school impact fees, and the School District has established impact fees that are applicable to development in the Specific Plan Area. The City will fully cooperate with the School District, as they have in the past, in the collection of the school impact fees that have been established by School District.

Response I-4: The commentor further states:

"With respect to student generation, the Draft EIR provides that a minimum of 1,327 and a maximum of 1,623 elementary and middle school students will be generated by the development of the Specific Plan. (See Draft EIR, Table 3.9-9.) The District's own calculations demonstrate even greater numbers of students generated. Using the student generation rates from the District's recent facilities' needs analysis, the District expects the number of elementary and middle school students generated by the Specific Plan to exceed 2,000 students (approximately 1,425 elementary school and 608 middle school students). This would not only completely fill, but would exceed, the expected capacity of two new elementary schools and one new middle school.

While there may be some disagreement as to the specific number of additional students to be generated by the Specific Plan, the crucial issue—and one that is not disputed—is that a significant number of students will be generated within the District's boundaries. These students must be served by the District, which is already exceeding its own capacity and is continuing to increase in enrollment each year."

Based on this comment, and based on the data available at this time, the City has updated Table 3.9-9 on page 3.3-15 within the Final EIR as follows, to reflect the most recent version of the student generation rates provided in School District's School Facility Needs Analysis, which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text):

~~TABLE 3.9-9: PROJECTED PLAN AREA STUDENT GENERATION ESTIMATES~~

~~DU TYPE~~	~~MIN. DU~~	~~MAX. DU~~	~~EDUCATION LEVEL~~	~~GENERATION FACTOR~~	~~STUDENTS GENERATED~~		~~ESTIMATED NUMBER OF STUDENTS GENERATED BY EDUCATION LEVEL (MIN. / MAX.)~~
					~~MIN.~~	~~MAX.~~	
~~SFD~~	~~1,114~~	~~1,361~~	~~Elementary~~	~~.3416~~	~~380~~	~~465~~	~~Elementary 910 / 1,114~~
			~~Middle~~	~~.1948~~	~~217~~	~~265~~	
			~~High~~	~~.149~~	~~166~~	~~202~~	
~~SFA~~	~~1,476~~	~~1,803~~	~~Elementary~~	~~.1967~~	~~290~~	~~355~~	~~Middle School 417 / 509~~
			~~Middle~~	~~.0738~~	~~109~~	~~133~~	
			~~High~~	~~.149~~	~~220~~	~~268~~	
~~MF~~	~~963~~	~~1,176~~	~~Elementary~~	~~.2492~~	~~240~~	~~294~~	~~High School 600 / 731~~
			~~Middle~~	~~.0944~~	~~91~~	~~111~~	
			~~High~~	~~.222~~	~~214~~	~~261~~	
~~Total~~	~~3,553~~	~~4,340~~			~~1,927~~	~~2,354~~	~~1,927 / 2,354~~

~~SOURCE: SALINAS UNION HIGH SCHOOL DISTRICT (JANUARY 2014), SANTA RITA UNION SCHOOL DISTRICT/COOPERATIVE STRATEGIES (OCTOBER 2018).~~

TABLE 3.9-9: PROJECTED SPECIFIC PLAN AREA STUDENT GENERATION ESTIMATES

DWELLING UNIT TYPE	TOTAL DWELLING UNITS	EDUCATION LEVEL	GENERATION FACTOR	STUDENTS GENERATED
SINGLE-FAMILY (NE AND NG-1)	3,164	Elementary	0.3148	996
		Middle	0.1955	619
		High	0.208	658
MULTIFAMILY	1,176	Elementary	0.5715	672

(NG-2 AND VILLAGE CENTER)		Middle	0.1892	223
		High	0.041	48
Total				3,216

SOURCE: SALINAS UNION HIGH SCHOOL DISTRICT: 2018 SCHOOL FACILITY NEEDS ANALYSIS AND JUSTIFICATION REPORT; SANTA RITA UNION SCHOOL DISTRICT SCHOOL FACILITIES NEEDS ANALYSIS MARCH 6, 2018.

NOTE: TABLE ASSUMES (HIGH) SINGLE FAMILY (SF) DETACHED UNITS FOR ALL SF UNITS, DUE TO LACK OF DETAILED LOT COUNTS FOR ATTACHED AND DETACHED SFU'S.

The proposed project is expected to generate approximately ~~between 1,927 and 2,354~~3,216 additional students for the SUHSD and SRUSD, as shown in Table 3.9-9. It is also important to understand that special legal principles apply to impacts to school facilities. According to Government Code Section 65996, the development fees authorized by Senate Bill 50 (1998) (described earlier) are deemed to be "full and complete school facilities mitigation" for impact caused by new development. The legislation also recognized the need for the fee to be adjusted periodically to keep pace with inflation. The legislation indicated that in January 2000, and every two years thereafter, the State Allocation Board would increase the maximum fees according to the adjustment for inflation in the statewide index for school construction. However, even where applicants have agreed to pay school impact mitigation fees, if the proposed development requires the construction or expansion of additional facilities that would cause other physical environmental impacts, then those physical impacts to non-school resources may be analyzed under CEQA (Gov. Code § 65995(i)).

Response I-5: The commentor states:

The Specific Plan and Draft EIR are non-committal with respect to the development and funding of school facilities, leaving these responsibilities solely to the District. The Specific Plan notes that the "[responsibility for development of public schools lies with District]", with school facilities to be built "based on the projections of the need for those facilities" in a phased approach as "determined and controlled" by the District. (Specific Plan, Section 2.1 & 9.4).

This concept is reinforced by the Draft EIR, which provides that "public schools . . . will be constructed based on projections of the need for these facilities," with the District to "determine the appropriate phasing of [its] facilities" as driven by increased demand and enrollment. (Draft EIR, Section 2.0.)

What the Draft EIR does not do is consider the possibility that funding may not be available to fund new school facilities, and if that is the case, what will be the Specific Plan's impact on the environment if students are housed at the District's existing sites. Both the Draft EIR and Specific Plan provide only that the school development impact fees (also known as "developer fees") will be paid prior to development of the Specific Plan area. (See Draft EIR, Mitigation Measure 3.9-2; Specific Plan, Sections 8.4, 8.5, 8.6, & 9.2.1.) Unfortunately, such reliance on school development impact fees to fund school facilities is woefully optimistic. The District's conservative estimate of the costs to acquire property and construct the three new schools contemplated by the Specific Plan is approximately $127.5 million. School

development impact fees are expected to be approximately $36 million—creating a $90 million shortfall. It must also be noted that school impact fees would be collected incrementally across the 20 to 30 year build-out period of the Specific Plan, and the estimated $36 million does not represent funds that the District would receive up front or at once. It is also vital to recognize that school development impact fees will be needed to mitigate the immediate impacts of overcrowding (installing portables, etc.), and all development impact fees collected will not necessarily go towards construction of new school sites.

The only other funding mechanisms for school facilities referenced in either document is in Table 8.1 of the Specific Plan, which suggests that "TAMC and State or Federal" funding sources may be available for the construction of new school facilities. The District is not aware of any school facilities' funding available through TAMC (the Transportation Agency for Monterey County) or any Federal source, and does not believe that such funding exists for California K-12 facilities construction. Simply put, neither TAMC funds nor Federal funds are a viable option, and it is misleading for the Draft EIR to suggest that such funds may be available for the District's school facilities.

Additionally, the District cannot reasonably expect to rely on State money to fund all of the necessary school facilities. While the District will aggressively pursue State facilities funding, such funding is in a perpetual state of flux and it is not certain if, or when, the District would receive State funding. In fact, no State facilities funds have been available in recent times. Assuming, arguendo, the District does receive State facilities funds, the District expects that the most it would receive is approximately $37.5 to $50 million—sufficient to cover the costs of one school site. Even in the best-case scenario of the District receiving such State funds and the estimated $36 million in developer fees, this still creates a total unfunded liability of between $41 million and $54 million. Neither the Specific Plan nor the Draft EIR address this shortfall, nor do they even suggest realistic options for securing the funds that will be necessary to construct the school facilities required to accommodate students generated by the Specific Plan."

It is important to consider the statutory requirements that apply to school facilities impacts in this discussion. According to Government Code Section 65996, the development fees authorized by Senate Bill 50 (1998) are deemed to be "full and complete school facilities mitigation" for impacts caused by new development. Section 65996 also prohibits public agencies from using CEQA or "any other provision of state or local law" to deny approval of "a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property or any change in governmental organization or reorganization" on the basis of the project's impacts on school facilities.

The School District has established the appropriate fee for all development in the City of Salinas. This fee established by the School District, following the requirements of State law, is the fair share funding that the City will require of this development. By statute, the City and School District cannot

require fees beyond that allowed by the State law, and affirmed by the District through their approved nexus study. The City will fully cooperate with the School District, as it has in the past, in the collection of the school impact fees that have been established by School District.

The City has established sites for new schools to ensure that there is adequate land set aside for the development of new school facilities within the Specific Plan Area. Ultimately, the Education Code tasks the School District with the responsibility for design and construction of their own schools. While the City is not the lead agency responsible for school development, the City fully supports the School District with the provision of infrastructure and land to facilitate school facility development, as well as the collection of school impact fees to fund new school development. It is standard for the City to require all development projects to adhere to the State's laws regarding the funding of school facilities, including the payment of school impact fees that are established by the School District through their nexus study/fee justification efforts. The City, however, does not establish the school impact fees, instead that responsibility lies with the School District. Education Code (EC) 17620 grants the School District the authority to impose school impact fees, and the School District has established impact fees that are applicable to development in the Specific Plan Area.

Response I-6: The commentor states:

> *The District's facilities are at capacity and there is simply insufficient funding to construct the school facilities needed to house students generated by the Specific Plan. The District has an obligation to serve students residing in its boundaries, and when they arrive, the District will have few options available to address this influx. One option, which is often the first utilized in these situations, is to install portable classrooms at existing school sites. This may be coupled with expansion to existing school facilities and/or the construction of new facilities at existing sites. Another option is reorganizing attendance boundaries, which leads to sending students to other existing school sites that can best accommodate them. If facilities are overcrowded, parents may seek inter-district transfers, in which case students will travel to school sites of other nearby school districts. These options are not mutually exclusive, and it is very likely that any or all would be utilized in an attempt to offset the influx of students generated within the District by the Specific Plan.*
>
> *Here, the crux of the matter is that the Draft EIR fails to address the environmental impacts that will result from the above. Installation of portables and ongoing construction on existing sites will affect noise levels, air quality, loss of greenspace or play areas, and other reasonably foreseeable impacts connected with adding or modifying school facilities at existing school sites. Changing of attendance boundaries, bussing, or parents electing to send their children to other school sites or other school districts will increase traffic (both vehicular and pedestrian), and will similarly affect noise, and air quality/pollution. The increased traffic in or around existing school sites also raises significant concerns regarding the safety of school visitors, whether it be District staff or students and their families. These impacts are a direct result of the Specific Plan and the Draft EIR is required to analyze and address them appropriately. The current Draft EIR fails in this regard."*

The potential scenarios described by the commenter are too speculative to give rise to meaningful environmental assessment, particularly since, if they occur, they will occur over an extended period of time (perhaps 20 to 30 years), consistent with buildout of the Specific Plan Area. Just as the number of students living in the Specific Area will gradually ramp up over time, so too will the District have the ability to make decisions as to where such students should attend schools, if no on-site school facilities are yet in place. The specific decisions the District will have to make cannot be predicted with any level of certainty at present, and, in any event, are beyond the City's control. In particular, the City has no way at present to try to predict boundary changes the District might impose in future years. Although such decisions could affect traffic and other environmental resources, any details of such impacts cannot be predicted at present. The same is true of options such as student transfers, the construction of other, currently unplanned schools at other sites, or changes in current patterns of school bussing. To the extent that the District contemplates the installation of additional portable classrooms at existing school facilities, the City notes that CEQA provides a categorical exemption (Class 14) for "minor additions to existing schools within existing school grounds where the addition does not increase original student capacity by more than 25% or ten classrooms, whichever is less."

Response I-7: This comment serves as a conclusion and closing statement. This comment is noted and no further response is warranted.

BRIAN FINEGAN
&
MICHAEL J. HARRINGTON
LIMITED LIABILITY PARTNERSHIP
ATTORNEYS AT LAW
SIXTY WEST ALISAL STREET, SUITE 1
POST OFFICE BOX 2058
SALINAS, CALIFORNIA 93902

AREA CODE 831
SALINAS TELEPHONE 757-3641
MONTEREY TELEPHONE 375-9652
FACSIMILE 757-9329

BRIAN FINEGAN
E-MAIL brian@bfinegan.com

MICHAEL J. HARRINGTON
E-MAIL mharrington@bfinegan.com

April 15, 2019

Ms. Jill Miller, Senior Planner
Salinas Community Development Department
65 West Alisal Street, Second Floor
Salinas, CA 93901

Re: Comments on the Draft Environmental Impact Report for the West Area Specific Plan

Dear Ms. Miller:

This comment letter is submitted on behalf of the applicants for the West Area Specific Plan and related entitlements: Rexford Title, Inc., Harden Foundation, (by Ray Harrod, Jr., dba Harrod Construction Company), Patricia Jane Bondesen, Andrew C. Madolora (by Global Investment & Development, LLC) and Alvin C. and Karen R. Mortensen (for the Mortensen family).

Thank you for the opportunity to provide comments on the West Area Specific Plan Draft Environmental Impact Report (DEIR). We particularly appreciate the thorough exposition contained in the Introduction of the DEIR explaining the types and functions of EIRs and related CEQA documents. This information will certainly help the project developers and the public to understand the procedures that the City intends to follow in implementing this EIR in conjunction with the Specific Plan. We specifically endorse the City's utilization of the streamlining procedures (particularly the Section 65457 CEQA exemption) outlined on pages ES-3 and ES-4 of the DEIR. Having labored through the entitlement maze for nearly fifteen years, the Project sponsors welcome any means offered by the City to abridge the process for the many permit applications that lie ahead. J-1

Overall, we found the DEIR to be professionally prepared, unusually readable and comprehensive in addressing the requirements of CEQA. However, we do have a few specific comments on the document.

1. **Feasible.**

The DEIR uses the words "feasible" and "reasonably feasible" numerous times to describe avoidance and mitigation measures (e.g., "reduced to the extent feasible," "reduce emissions to the maximum extent feasible," "if avoidance is not feasible" and "as deemed reasonably feasible"). We assume that the word "feasible" is to be interpreted and applied in the context of the definition contained in Section 21061.1 of the CEQA statute, to wit, "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." J-2

2. **Agricultural Resources**.

Page 1.0-16 of the DEIR refers to the City's adoption of Resolution No. 19422 approving the City's Agricultural Land Preservation Program ("ALPP").[1] It is important to note that the ALPP expressly provides that no agricultural mitigation easement shall be required in connection with development of the North of Boronda Future Growth Area. J-3

3. **Schools**.

a) School Impact Fees.

The WASP area owners and developers strongly endorse the DEIR's citation to Section 65996 of the Government Code declaring state-wide school impact fees to be "...the exclusive means of considering and mitigating impacts on school facilities" and "deemed to provide full and complete school facilities mitigation for impacts caused by new development." Although EIRs for new development projects must still consider school issues not related to accommodating new students in school facilities, (such as traffic from additional students traveling to school, and the impacts of dust and noise resulting from the construction of additional school facilities), it is clear that the City "may not deny or refuse to approve new development on the basis that school facilities are inadequate." J-4

b) Existing School Facilities Capacity and Enrollment.

The figures cited in the DEIR for Santa Rita Union School District (SRUSD) student enrollment (Tables 3.9-4, 3.9-5 and 3.9-7) are taken directly from SRUSD J-5

[1] Resolution No. 19422 was actually adopted on April 2008, not in 2006.

facilities needs analyses and from State Department of Education sources. While these enrollment numbers are consistent with the information provided to the Project applicants by SRUSD, and are reasonably verifiable from State sources, the Project applicants have serious reservations about the accuracy and verifiability of figures provided by the District relative to facility capacities and student generation rates. The Project's 4,340 homes will not suddenly appear on the ground, sending thousands of students off to school on the Monday following City Council approval of the WASP. Foreseeability of facility demands, facility capacity, student generation rates and availability of State and Federal sources of school finance involve a high degree of subjectivity and speculation, especially when used to plan for a twenty- to forty-year Project buildout.[2] Discussions between the Applicants and the District are continuing, recently in a much more collaborative tone, and we would hope (given that the Applicants will be paying the statutory impact fees in "full and complete school facilities mitigation," as noted above), that all issues related to school facilities can be resolved amicably in the near future.

J-5 (Cont'd)

4. **Reclamation Ditch**.

As noted on page 3.6-18, MCWRA's draft Reclamation Ditch Watershed Impact Fee/Nexus Study Summary Report, released thirteen years ago, was never adopted. The report was rife with factual errors, and was predicated on an improvement project (lining the ditch for its full length) that was neither feasible nor desirable. At the time of its release in 2006, the report was met with almost universal scorn, and was never brought forward for adoption. The report has no standing today as a planning document or a nexus study.

Today the reclamation ditch has taken on a new mission- as an important source of reclaimed irrigation and drinking water. The Monterey County Water Resources Agency (MCWRA) and Monterey One Water (M1W), have entered into a Water Recycling Agreement which include consideration of the financing, design, construction, operation, maintenance, and replacement of New Source Water Facilities to provide approximately 4,381 acre-feet per year of additional recycled water to MCWRA for use in the existing Castroville Seawater Intrusion Project (CSIP), a coastal irrigation project. In addition, M1W would be provided approximately 4,320 AFY of new source water to provide drinking water. The project is reflected in the report entitled Monterey County Water Resources Agency New Source Water Supply Study (September 28, 2018). The report is available on MCWRA;s website. The report provides that the reclamation ditch is expected to supply 272 acre feet of recyclable water in a normal year.

J-6

[2] The current school financing system based on SB 50 was enacted only eight years ago.

Although the reclamation ditch will remain an important collector and conveyor of drainage water, that drainage water, at least above the diversion point, will be considered a resource to be enhanced rather than an impediment to be decreased. The DEIR should be revised to reflect this change of mission for the reclamation ditch.

J-6 (Cont'd)

5. **Roadside Ditches.**

The DEIR states that the WASP will eliminate the roadside ditches along the north side of Boronda Road and the east side of San Juan Grade Road. The DEIR then posits that the USACE, irrespective of the small acreage (3.26 acres) and the absence of any presence of special status species, intends to exert jurisdiction over these ditches as navigable waters of the U.S. According to this designation, elimination of the roadside ditches would result in a significant and unavoidable impact on biological resources, requiring that Project applicants obtain a Section 404 permit and comply with USACE "no net loss" mitigation (replacement of wetland on a 1:1 ratio).

It is unlikely that the roadside ditches will be eliminated as a result of implementation of the WASP; it is much more likely that the City will eliminate them in connection with the Boronda Road widening project before the Project commences. We understand the City, in the interest of expediency, is conceding USACE jurisdiction for the purposes of the Boronda Road widening project, and is applying for a Section 404 permit for that project.

J-7

The Project applicants disagree with the designation of the roadside ditches as jurisdictional waters of the U.S. They find the proposed mitigation, particularly the "no net loss" provisions, to be infeasable. Consequently, the Project applicants reserve the right to challenge the "navigable waters" designation as applied to their Project.

We appreciate your review and consideration of these comments. If you have any questions or concerns, please do not hesitate to contact me.

Very truly yours

Brian Finegan

cc: Tara Hullinger
Christopher Callihan
Mark Kelton
Jared Slopko
Patricia Bondesen
Joseph Rivani

Response to Letter J: Brian Finegan, Brian Finegan & Michael J. Harrington, Limited Liability Partnership, Attorneys at Law representing the West Area Specific Plan Applicants

Response J-1: The commentor presents a brief introduction to his comment letter, and includes an endorsement of the streamlining procedures (including those provided by the Section 65457 CEQA exemption) laid out in the Draft EIR. These comments are noted. No further response is required.

Response J-2: The commentor states that the Draft EIR uses the words "feasible" and "reasonably feasible" numerous times to describe avoidance and mitigation measures. The commentor states that they assume that the word "feasible" is to be interpreted and applied in the context of the definition contained in Section 21061.1 of the CEQA statute.

The commentor's understanding for the use of the term "feasible" and "reasonably feasible" throughout the Draft EIR is consistent with the use of the term as defined by Section 21061.1 of the CEQA statute (i.e. "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors").

Response J-3: The commentor states that page 1.0-16 of the Draft EIR refers to the City's adoption of Resolution No. 19422 approving the City's Agricultural Land Preservation Program (ALPP). The commentor states that: "*It is important to note that the ALPP expressly provides that no agricultural mitigation easement shall be required in connection with development of the North of Boronda Future Growth Area".*

The City concurs with this statement that no agricultural mitigation easement is required in connection with development of the North of Boronda Future Growth Area. The Draft EIR does not require a mitigation easement. Notably, however, the project proponents are subject to City Council Resolution No. 19422, adopted in 2002. It approved the City's current Agricultural Land Preservation Program. The resolution adopted a $750.00 per acre mitigation fee for agricultural lands currently designated by the California Department of Conservation's Farmland Mapping Program as "Prime" or "of Statewide Importance."

Response J-4: The commentor endorses the Draft EIR's citation to Section 65996 of the Government Code that declares state-wide school impact fees to be "…the exclusive means of considering and mitigating impacts on school facilities" and "deemed to provide full and complete school facilities mitigation for impacts caused by new development". The commentor provides that the City "may not deny or refuse to approve new development on the basis that school facilities are inadequate".

This comment is noted. The City agrees with the commenter's view of applicable law. No further response is required.

Response J-5: The commentor states:

> *"The figures cited in the DEIR for Santa Rita Union School District (SRUSD) student enrollment (Tables 3.9-4, 3.9-5, and 3.9-7) are taken directly from SRUSD facilities needs analyses and from State Department of Education sources. While these enrollment numbers are consistent with the information provided to the Project applicants by SRUSD, and are reasonably verifiable from State sources, the Project applicants have serious reservations about the accuracy and verifiability of figures provided by the District relative to facility capacities and student generation rates. The Project's 4,340 homes will not suddenly appear on the ground, sending thousands of students off to school on the Monday following City Council approval of the WASP. Foreseeability of facility demands, facility capacity, student generation rates and availability of State and Federal sources of school finance involve a high degree of subjectivity and speculation, especially when used to plan for a twenty- to forty-year Project buildout. Discussions between the Applicants and the District are continuing, recently in a much more collaborative tone, and we would hope (given that the Applicants will be paying the statutory impact fees in "full and complete school facilities mitigation," as noted above), that all issues related to school facilities can be resolved amicably in the near future."*

As noted above, the project applicants will pay the statutory impact fees in "full and complete school facilities mitigation". The tables that are referenced (Tables 3.9-4, 3.9-5, and 3.9-7) are taken directly from SRUSD facilities needs analyses and from State Department of Education sources. These are presented in the EIR as the best available information provided to the City by the School Districts. The City recognizes, however, that the commentor has concerns with the accuracy and verifiability for the information related to capacities and student generation. It is noted that the student generation figures presented in Table 3.9-9 have been updated based on a comment provided by the School District. Please see Response E-4 and the Section 3.0 Errata.

Response J-6: The commentor provides clarifying information regarding the intended use of the reclamation ditch identified within the Draft EIR. The commentor states:

> *"As noted on page 3.6-18, MCWRA's draft Reclamation Ditch Watershed Impact Fee/Nexus Study Summary Report, released thirteen years ago, was never adopted. The report was rife with factual errors, and was predicated on an improvement project (lining the ditch for its full length) that was neither feasible nor desirable. At the time of its release in 2006, the report was met with almost universal scorn, and was never brought forward for adoption. The report has no standing today as a planning document or a nexus study.*
>
> *Today the reclamation ditch has taken on a new mission - as an important source of reclaimed irrigation and drinking water. The Monterey County Water Resources Agency (MCWRA) and Monterey One Water (M1W), have entered into a Water Recycling Agreement which include consideration of the financing, design, construction, operation, maintenance,*

and replacement of New Source Water Facilities to provide approximately 4,381 acre-feet per year of additional recycled water to MCWRA for use in the existing Castroville Seawater Intrusion Project (CSIP), a coastal irrigation project. In addition, M1W would be provided approximately 4,320 AFY of new source water to provide drinking water. The project is reflected in the report entitled Monterey County Water Resources Agency New Source Water Supply Study (September 28, 2018). The report is available on MCWRA's website. The report provides that the reclamation ditch is expected to supply 272 acre feet of recyclable water in a normal year.

Although the reclamation ditch will remain an important collector and conveyor of drainage water, that drainage water, at least above the diversion point, will be considered a resource to be enhanced rather than an impediment to be decreased. The DEIR should be revised to reflect this change of mission for the reclamation ditch."

This comment is noted. The Draft EIR has been updated to reflect the information contained in this comment. Based on this comment, the City has updated page 3.6-19 within the Final EIR as follows, which is also noted in Section 3.0 (Errata) of the Final EIR (with underline for new text, ~~strike out~~ for deleted text):

Reclamation Ditch Watershed Impact Fee/Draft Nexus Study Summary Report

The Monterey County Water Resources Agency (MCWRA) oversees the development and implementation of water quality, water supply, and flood control projects in Monterey County, including operation and maintenance of the Reclamation Ditch. The Reclamation Ditch is part of a complex drainage system within the lower Salinas Valley. The final draft (August 2006) of the MCWRA's *Reclamation Ditch Watershed Impact Fee/Nexus Study Summary Report* ("Draft Nexus Study"), while not adopted, provides useful background information related to the current state of the Reclamation Ditch system.

The MCWRA has imposed regulations for floodplains in the County. Pertinent regulations include the following:

1. Lands within the FEMA FIRM identified 1-percent annual chance flood floodplain, Special Flood Hazards Areas (SFHA), and areas within 200 feet of a river or with 50 feet of a watercourse are subject to these regulations.
2. No construction is allowed within regulatory floodways or Zones AE.
3. Any encroachment into a regulatory floodway shall not result in any increase of base flood elevations.
4. All construction shall have the lowest floor, including basement, elevated to at least one foot above the base flood elevation.

(Note: All development in City of Salinas, including development in the Reclamation Ditch Watershed, must meet city flood damage prevention regulations.)

Currently, the Reclamation Ditch has taken on a new mission - as an important source of reclaimed irrigation and drinking water. The MCWRA and Monterey One Water (M1W), have entered into a Water Recycling Agreement which include consideration of the financing, design, construction, operation, maintenance, and replacement of New Source Water Facilities to provide approximately

4,381 acre-feet per year of additional recycled water to MCWRA for use in the existing Castroville Seawater Intrusion Project (CSIP), a coastal irrigation project. In addition, M1W would be provided approximately 4,320 AFY of new source water to provide drinking water. The project is reflected in the report entitled Monterey County Water Resources Agency New Source Water Supply Study (September 28, 2018). The report is available on MCWRA's website. The report provides that the Reclamation Ditch is expected to supply 272 acre-feet of recyclable water in a normal year.

Although the Reclamation Ditch will remain an important collector and conveyor of drainage water, that drainage water, at least above the diversion point, will be considered a resource to be enhanced rather than an impediment to be decreased.

Response J-7: The commentor provides the following comments regarding the elimination of roadside ditches, as provided within the Draft EIR. The commentor provides that:

"The DEIR states that the WASP will eliminate the roadside ditches along the north side of Boronda Road and the east side of San Juan Grade Road. The DEIR then posits that the USACE, irrespective of the small acreage (3.26 acres) and the absence of any presence of special status species, intends to exert jurisdiction over these ditches as navigable waters of the U.S. According to this designation, elimination of the roadside ditches would result in a significant and unavoidable impact on biological resources, requiring that Project applicants obtain a Section 404 permit and comply with USACE "no net loss" mitigation (replacement of wetland on a 1:1 ratio).

It is unlikely that the roadside ditches will be eliminated as a result of implementation of the WASP; it is much more likely that the City will eliminate them in connection with the Boronda Road widening project before the Project commences. We understand the City, in the interest of expediency, is conceding USACE jurisdiction for the purposes of the Boronda Road widening project, and is applying for a Section 404 permit for that project.

The Project applicants disagree with the designation of the roadside ditches as jurisdictional waters of the U.S. They find the proposed mitigation, particularly the "no net loss" provisions, to be infeasable. Consequently, the Project applicants reserve the right to challenge the "navigable waters" designation as applied to their Project."

This comment is noted. It is possible that the Boronda Road congestion relief project would eliminate the roadside ditches along the north side of Boronda Road and the east side of San Juan Grade Road, instead of this being a part of the Specific Plan. The City did consult with the USACE regarding jurisdiction of the ditches in association with the Boronda Road congestion relief project, and the USACE exerted jurisdiction. It is noted that the City originally did not view these ditches as jurisdictional, and viewed them as exempt under the USACE agricultural ditch exemption. However, the USACE exerted its jurisdiction over the ditches and the Draft EIR reflects that determination. The City is applying for a Section 404 permit for fill activities of the ditches in association with that project. The City recognizes that the Project applicants disagrees with the designation of the roadside ditches as jurisdictional waters of the U.S., and that they find the proposed mitigation,

particularly the "no net loss" provisions, to be infeasible. The City also recognizes that the Project applicants reserve the right to challenge the "navigable waters" designation as applied to their Project." It is also noted that Mitigation Measure 3.2-7 provides that "If these regulatory agencies [note: referring to the USACE and CDFW] concur that these facilities [note: including the roadside ditches] are exempt [note: from obtaining a jurisdictional determination]…then no further mitigation is necessary". Therefore, this mitigation does not require authorization from these agencies for permits if these agencies concur with the project applicant's claim that the roadside ditches are exempt from obtaining a jurisdictional determination. Therefore, no revisions have been made to the analysis of the drainage ditch within the Draft EIR relative to this issue. No further response is required.

Revisions made to the Draft EIR are identified below. None of the revisions identify new significant environmental impacts, nor does any of the revisions result in substantive changes to the Draft EIR.

3.1 REVISIONS TO THE DRAFT EIR

SECTION 0.0 EXECUTIVE SUMMARY

Pages ES-7 of the Draft EIR is amended as follows:

TABLE ES-1: COMPARISON OF ALTERNATIVE PROJECT IMPACTS TO THE WEST AREA SPECIFIC PLAN

ENVIRONMENTAL TOPIC	PROPOSED PROJECT[1]	NO PROJECT (NO BUILD) ALTERNATIVE	REDUCED LAND AREA PROJECT ALTERNATIVE	REDUCED RESIDENTIAL INTENSITY/DENSITY ALTERNATIVE	SMALLER-SCALE PROJECT ALTERNATIVE
SECTION 3.9 - PUBLIC SERVICES (PS)					
PS Impact 3.9-1	LS/MM	Less	~~Equal~~Slightly Less	Slightly Less	Slightly Less
PS Impact 3.9-2	LS	Slightly Less	~~Equal~~Slightly Less	Slightly Less	Slightly Less
PS Impact 3.9-3	SU	Less	~~Equal~~Slightly Less	Slightly Less	Slightly Less
PS Impact 3.9-4	SU	Less	~~Equal~~Slightly Less	Slightly Less	Slightly Less
PS Impact 3.9-5	LS	Less	~~Equal~~Slightly Less	Slightly Less	Slightly Less
PS Impact 3.9-6	CC & SU	Less	Slightly Less	Slightly Less	Slightly Less

The following mitigation measures, as shown on pages ES-14 through ES-48 of the Draft EIR are amended as follows:

Mitigation Measure 3.1-6: *Prior to approval of improvement plans or development review permits, as applicable, the project applicant(s) shall ensure that pedestrian/bicycle facilities (e.g. pedestrian paths, outdoor bike racks, etc.) are provided within the Specific Plan Area, in coordination with and subject to approval by the City of Salinas. The project proponent shall also provide ~~covered~~ bicycling parking near the entrance to commercial establishments within the Specific Plan Area, consistent with or better than the requirements contained within the City's Municipal Code.*

Mitigation Measure 3.1-7*: Prior to the issuance of development review permit(s), the project applicant(s) shall incorporate of one or more of the following additional Specific Plan Area requirements, as determined by the City of Salinas:*

- *Install secured bicycle storage facilities (bike lockers, cages, interior space, or similar as approved by the City Engineer) at all commercial and public facilities with 50 employees or more;*

- *Incorporate a park-and-ride lots.;*
- *Install Level 2 electric vehicle (EV) charge stations at workplace sites with 50 or more employees (10% of total available parking spaces); and*
- *Install publicly-available dual post Level 2 charge stations within commercial zones, and/or other zones as deemed acceptable by the City of Salinas. (Note: The 'level' of the charging station refers to the voltage that the electric vehicle charger uses. Level 1 charging is your typical traditional home outlet, while level 2 is a 240 Volt Portable Cordset or Wall-mounted Charging Station (2-10 hours charging).throughout the Plan Area.*

Mitigation Measure 3.1-8*: Prior to the approval of individual phases (i.e. tentative maps, commercial design review, etc.), the project applicant(s) shall develop an offsite mitigation program that provides funding to offset the project-generated air emissions that are above the Air District's operational criteria pollutant thresholds after the adoption of other applicable air quality mitigation measures. The offsite mitigation program is subject to the review and approval of the Air District and the City of Salinas on a project-by-project basis (of phase-by-phase), and is intended to be in addition to offsets that are obtained through any on-site mitigation measures. Example projects that could be included in the offsite mitigation program may include, but are not limited to, the following:*

- *Replace existing agricultural combustion-based generators/pumps with electric agricultural water pumps (in place of generators/pumps;*
- *Replace combustion school buses with electric school buses within the local community;*
- *Install adaptive traffic control systems;*
- *Install solar photovoltaic (PV) systems.*

Mitigation Measure 3.1-89*: Prior to the issuance of grading permits, the project applicant shall prepare a grading plan subject to review and approval by the City. In the event that ground-disturbance exceeds 2.2 acres per day for initial site preparation activities that involve extensive earth-moving activities (e.g., grubbing, excavation, rough grading), and 8.1 acres per day for activities that involve minimal earth-moving (e.g., finish grading), the required grading plans shall include the following measures to be implemented as needed to prevent visible dust emissions:*

- *Water all active construction sites to prevent visible dust emissions. Frequency should be based on the type of operation, soil, and wind exposure;*
- *Prohibit grading and earthmoving activities, and cover stock piles, during periods of high wind (over 15 mph);*
- *Limit vehicle speed on construction sites to 15 mph.*
- *Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);*
- *Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area;*

- *Maintain at least 1-foot of freeboard in each haul truck;*
- *Provide windbreaks on the windward perimeter of construction projects where adjacent to open land;*
- *Cover inactive storage piles;*
- *Sweep streets if visible soil material is carried out from the construction site; ~~and/or~~*
- *Post a publicly visible sign written in English and Spanish which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District (MBARD) shall be visible to ensure compliance with Rule 402 (Nuisance). The sign shall be in accordance with MBARD and/or City requirements, as applicable;*
- *Use cleaner construction equipment that conforms to EPA's Tier 3 or Tier 4 emission standards; and/or*
- *Further, where feasible construction should include the use of alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.*

***Mitigation Measure 3.1-~~9~~10**: Prior to issuance of building permits or commencing operation of any commercial building/use that would emit toxic air contaminants (such as gas stations or dry cleaning operations), the project applicant shall, at a minimum, perform prioritization screening in accordance with the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act. The prioritization screening shall be performed in accordance with the California Air Pollution Control Officers Association Air Toxic "Hot Spots" Program guidance. The prioritization screening shall also be conducted consistent with the guidance provided by the Monterey Bay Air Resources District, which will be responsible for determining which facilities based on their prioritization screening score, must perform a health risk assessment. In determining the need to prepare a health risk assessment, the Monterey Bay Air Resources District considers the potency, toxicity, quantity, and volume of hazardous materials released from the facility, the proximity of the facility to potential receptors, and any other factors specific to the facility that indicate that it may pose a significant health risk.*

If a health risk assessment is warranted for a facility based on its prioritization score, the project applicant shall assess the facilities for the potential to expose the public to toxic air contaminants in excess of the applicable thresholds (utilizing an air dispersion modelling program such as AERMOD). As of the time of this writing, the commonly accepted threshold for cancer risk is 10 in a million for carcinogens, and the reference exposure level for non-carcinogens (HI = 1). Facilities that exceed the applicable threshold(s) have the potential to expose the public to toxic air contaminants levels that would be considered significant. Facilities that exceed the applicable threshold(s) must incorporate mitigation to reduce the risks from emission of toxic air contaminants to an acceptable level (i.e., to a level that does not exceed the applicable threshold[s]). Potential mitigation includes: reducing the size of

the facility area; rearranging the site to reduce the potential for impacts on the nearest sensitive receptors; and utilizing products that reduce the level of toxic air contaminants, or removal of such products from the operational phase of the project.

Mitigation Measure 3.2-1*: Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CTS. The project applicant's qualified biologist shall report the conclusions reached through such consultation to the City's Community Development Director. If either USFWS or CDFW determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CTS habitat.* ~~*shall consult with the USFWS and CDFW for concurrence and a final confirmation that a take permit is not necessary for impacts to the hybrid population of California tiger salamander located along Natividad Road. The regulatory agency concurrence confirmation shall be provided to the City of Salinas for the project file. If the status of this metapopulation were to change and become protected prior to construction, or the regulatory agencies do not concur that the metapopulation does not require a take permit, then the project applicant shall initiate a consultation with the agencies and obtain the appropriate take permits.*~~

Mitigation Measure 3.2-2*: Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to California tiger salamander* ~~*to the extent feasible*~~*, the proposed project activities shall be compliant with all* ~~*the following*~~ *Avoidance and Minimization Measures imposed by the USFWS and/or CDFW during Construction Activities.* ~~*These measures are intended to apply, regardless of the consultation process with regulatory agencies.*~~ *Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CTS to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CTS migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CTS found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report.*

- ~~*a) Prior to excavation work or other ground disturbance, a qualified biologist(s) will conduct environmental education training for all construction personnel covering the California tiger salamander, the importance of avoiding adverse effects to the species. New personnel who are added to the project after the training is first conducted also will be required to be trained.*~~

- ~~*b) The biologist(s) will oversee the hand excavation of any burrows located in suitable habitat that are within the project footprint (Farmland Fringe, Irrigation Ditch, Roadside Ditch, and Farmland Residence). These excavations will be performed*~~

~~*carefully using hand-trowels and spades. Burrows will be excavated to the terminus of the tunnels, or to where the burrow is less than or equal to 0.5 inch in diameter.*~~

~~*c) If ground disturbing activities in suitable habitat (Farmland Fringe, Irrigation Ditch, Roadside Ditch, and Farmland Residence) are projected to extend beyond the first rain of the rainy season, the applicant will erect drift fencing around the work areas, prior to commencing work, to prevent California tiger salamanders from entering these sites. Drift fencing will be installed and inspected by the biologist(s) no less than 72 hours prior to the first rain event of the rainy season. If weather conditions necessitate the installation of drift fencing, the approved biologist(s) will oversee the installation of pit traps to capture California tiger salamanders migrating during the rain events. The biologist(s) will check pit traps twice daily, once in the morning prior to the start of construction and once at the end of the work day.*~~

~~*d) Any California tiger salamanders captured in pit traps or uncovered in burrows will be transferred immediately to a site designated by the USFWS and CDFW. Transported animals must be kept cool and moist.*~~

~~*e) A post-construction report detailing compliance with the avoidance/minimization measures will be provided to the USFWS and CDFW within 90 calendar days of completion of the project for which the grading and/or building permit was required. The report will include:*~~

~~*a. Dates of project groundbreaking and completion.*~~

~~*b. Information concerning the success of the project in meeting minimization measures, such as the capture and offsite transport of California tiger salamanders.*~~

~~*c. An explanation of failure to meet such measures, if any.*~~

~~*d. Known project effects on the California tiger salamander.*~~

~~*e. Observed incidences of injury to or mortality of the species.*~~

~~*f. Any other relevant information.*~~

Mitigation Measure 3.2-3*: Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CRLF. The project applicant's qualified biologist shall report the conclusions reached through such consultation to the City's Community Development Director. If either USFWS or CDFW determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CRLF habitat.*~~*shall consult with the USFWS for concurrence and a final confirmation that a take permit is not necessary for impacts to the California red-legged frog that is documented in the region, and has the potential to utilize the surrounding drainages. The regulatory agency*

~~*concurrence confirmation shall be provided to the City of Salinas for the project file. If the regulatory agency does not concur that the project does not require a take permit, then the project applicant shall initiate a consultation with the agency and obtain the appropriate take permit.*~~

Mitigation Measure 3.2-4*: Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to CRLF* ~~*to the extent feasible*~~*, the proposed project activities shall be compliant with* *all* ~~*the following*~~ *Avoidance and Minimization Measures* *imposed by the USFWS and CDFW* *during Construction Activities.* ~~*These measures are intended to apply, regardless of the consultation process with regulatory agencies.*~~ *Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CRLF to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CRLF migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CRLF found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report.*

~~*a. Prior to excavation work or other ground disturbance, a biologist(s) will conduct environmental education training for all construction personnel covering the California red-legged frog, the importance of avoiding adverse effects to the species. New personnel who are added to the project after the training is first conducted also will be required to be trained.*~~

~~*b. The biologist(s) will monitor construction activities located in suitable habitat that is within the project footprint (Irrigation Ditch, Roadside Ditch).*~~

~~*c. The applicant will erect drift fencing around the work areas, prior to commencing work, to prevent California red-legged frog from entering the construction site. Drift fencing will be installed and inspected by the biologist(s).*~~

~~*d. A post-construction report detailing compliance with the avoidance/minimization measures will be provided to the U.S. Fish and Wildlife Service within 90 calendar days of completion of the project, for which the grading/building permit was required. The report will include:*~~

- ~~*Dates of project groundbreaking and completion.*~~
- ~~*Information concerning the success of the project in meeting minimization measures, such as the capture and offsite transport of.*~~
- ~~*An explanation of failure to meet such measures, if any.*~~

- ~~*Known project effects on the California red-legged frog.*~~
- ~~*Observed incidences of injury to or mortality of the species.*~~
- ~~*Any other relevant information.*~~

~~*If proposed construction activities may result in the "take" (harass, harm, pursue, wound, kill, trap, or capture) of California red-legged frog or California tiger salamander, the project proponent shall obtain state and federal Incidental Take Permits, and comply with all stipulated conditions to protect special-status amphibians.*~~

Mitigation Measure 3.2-5: *Building and grading permits and plans issued for development in the ~~project~~Specific Plan Area shall note the following: If construction activities occur during the avian breeding season (February 1 – September 15) then the project proponent shall conduct pre-construction surveys to prevent impacts to nesting birds. No more than 15 days prior to the start of construction a bird survey shall be conducted by a qualified biologist to identify any active nests within the ~~Specific Plan Area~~300 feet of the construction zone, and shall be submitted to the City. If construction stops for a period of 15 days or more during the avian breeding season than an additional bird survey shall be conducted. The biologist will conduct a survey ~~in the Specific Plan Area~~within 300 feet of the construction zone for all special-status birds protected by the federal and state ESA, MBTA and CFGC. The biologist shall map all nests that are within, and visible from, ~~in the Specific Plan Area~~300 feet of the construction zone. If nests are identified, the biologist shall map the location and establish a minimum 300-foot buffer zone around active nests. Construction activity shall be prohibited within the buffer zones until the young have fledged. Nests shall be monitored at least twice per week during the nesting season and a report submitted to the City and CDFW monthly.*

Mitigation Measure 3.2-6: *Grading and/or building permits and plans issued for development in the ~~project area~~Specific Plan Area shall note the following: Fifteen days prior to construction activities within 200 feet of the residential complexes located along Natividad Road and San Juan Grade Road, the project applicant shall retain a qualified biologist familiar with bat biology to perform a preconstruction survey for roosting special-status bats; and shall be submitted to the City. The survey shall include a minimum of one daytime and one evening survey. The survey shall cover the trees, structures, and debris located within these complexes. If active roosting is observed, removal of the tree or building shall be avoided until the bats can be excluded. All active non-maternity roosting sites shall be fitted with passive exclusion devices, such as one-way flaps or doors, and all bats shall be allowed to leave voluntarily. Once it is confirmed that all bats have left the roost (minimum of five days), crews shall be allowed to continue work in the area. If a maternity roosting site is discovered, a minimum 50-foot buffer shall be established around the roost. The project applicant shall consult with the qualified biologist in order to determine if a greater buffer is warranted based on the bat species, roost location, and specific construction activities to be performed in the vicinity. The buffer shall stay in effect until all young are determined to be volant (i.e., able to fly and feed independently) by a qualified biologist. Once it is determined that all young are volant (generally by August 1st), passive exclusion devices shall be*

installed and all bats shall be allowed to leave voluntarily. Once it is determined by a qualified biologist that all bats have left the roost (minimum of five days), crews shall be allowed to work within the buffer zone. Project Improvement Plans will include this measure as a note in the plans.

Mitigation Measure 3.3-3*: If human remains are found during construction within the Specific Plan Area, or at off-site infrastructure improvement locations, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until a qualified archeological monitor and the coroner of Monterey County are contacted. If it is determined that the remains are Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if:*

The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if:

a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within ~~24~~48 hours after being notified by the commission;
b) the descendent identified fails to make a recommendation; or
c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Mitigation Measure 3.7-4: *Prior to the approval of building permits, the first row of residential dwellings located along E. Boronda Road and Natividad Road shall include windows having a Sound Transmission Class (STC) 35, or higher, rating installed in second floor facades and rooms that have windows or doors that ~~face~~abut E. Boronda Road and/or Natividad Road. Exterior walls shall also require 3-coat stucco and RC-channels, sheathing, or another acceptable construction application that effectively attenuates noise intrusion to the interior of the house. The exterior wall specifications would specifically apply to the first row of homes that abut E. Boronda Road and/or Natividad Road and ~~does~~only applies~~not apply~~ to the facades facing ~~away from the~~these roadways. These specifications do not apply to single story homes, or the first floor of a two-story home, both of which are attenuated by the sound wall. These requirements shall be included in the building plans for the specific dwelling units and noted on the building permits. A detailed analysis of any additional interior mitigation measures shall be conducted when building plans are available and prior*

to building permit issuance to verify these requirements. These requirements shall also be noted in the site improvement plans prior to approval by the City.

Mitigation Measure 3.7-5: *Prior to the approval of building permits, mechanical ventilation shall be required in the first row of all residential dwellings that ~~face~~abut E. Boronda Road and/or Natividad Road, sufficient to allow residents, as desired for acoustical isolation, to keep their doors and windows closed and still maintain acceptable interior temperature and noise levels. This requirement shall be included in the building plans for the specific dwelling units and noted on the building permits. This requirement shall also be noted in the site improvement plans prior to approval by the City.*

Mitigation Measure 3.7-7: *Prior to the approval of development review permits, the plans shall demonstrate: where commercial, business professional, office, or similar uses ~~face~~abut residential uses or where loading docks or truck circulation routes abut residential areas, the following measures shall be included in the project design:*

- *All HVAC equipment shall be located within mechanical rooms where possible or shielded from view with solid or grated barriers;*
- *Emergency generators shall comply with the City's noise criteria at the nearest noise-sensitive receivers;*
- *Delivery/loading activities shall comply with the Salinas Zoning Code standards and regulations; and*

The applicant shall submit a noise study to verify that the appropriate noise control measures have been incorporated into the project design and will achieve compliance with the City's noise level standards.

Mitigation Measure 3.10-1*: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal at San Juan Grade Road/Van Buren Avenue, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans for each stage of project development shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

Mitigation Measure 3.10-2*: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of the existing signal timing at San Juan Grade Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final*

improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

Mitigation Measure 3.10-3*: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the signalization of the intersection at Hemingway Drive/East Boronda Road or equivalent traffic control (such as a roundabout), in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If This intersection is developed as a signalized intersection (instead of a roundabout), ~~T~~this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

Mitigation Measure 3.10-4*: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings at North Main Street/West Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

Mitigation Measure 3.10-6*: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal or equivalent traffic control (such as a roundabout) at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If This intersection is developed as a signalized intersection (instead of a roundabout), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

Mitigation Measure 3.10-7*: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings and to add an eastbound left turn pocket at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. This mitigation includes*

the addition of an eastbound left turn pocket and optimization of the existing signal timing to better accommodate the expected changes in traffic distribution and volume with implementation of the proposed project. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

Mitigation Measure 3.10-8*: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the addition a southbound left turn lane and optimization of the traffic signal's timing at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share requirement. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

Mitigation Measure 3.10-10*: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

Mitigation Measure 3.10-13*: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of a traffic signal at the intersection of Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

Mitigation Measure 3.10-14*: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at the South Sanborn/North Sanborn/John Street intersection, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City*

of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.

***Mitigation Measure 3.10-15**: Each project applicant for development within the Specific Plan Area shall contribute its fair-share of funding to the TAMC Regional Development Impact Fee provides mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Southbound Ramps/Echo Valley Road/Crazy Horse Canyon Road. Regional fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

***Mitigation Measure 3.10-16**: Each project applicant for development within the Specific Plan Area shall contribute its fair-share of the TAMC Regional Development Impact Fee to provide mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Northbound Ramps/Crazy Horse Canyon Road. Total fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

***Mitigation Measure 3.10-17**: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Crazy Horse Canyon Road/San Juan Grade Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

***Mitigation Measure 3.10-18**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Rogge Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

Mitigation Measure 3.10-19*: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Russell Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

Mitigation Measure 3.10-22*: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at the intersection of Old Stage Road/Williams Road/Private Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

~~***Mitigation Measure 3.10-28****: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound left turn lane at the intersection of South Main Street/West Blanco Road/East Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*~~

Mitigation Measure 3.10-2~~8~~9*: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Old Stage Road/Hebert Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*

Mitigation Measure 3.10-~~30~~29*: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of northbound and southbound through lanes on Natividad Road and for the conversion of the existing eastbound right turn lane on East Laurel Drive to a shared through-right turn lane, in*

proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.

***Mitigation Measure 3.10-~~31~~30**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of eastbound and southbound left turn lanes at Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*

***Mitigation Measure 3.10-~~32~~31**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of North Sanborn Road/Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*

***Mitigation Measure 3.10-~~33~~32**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane at Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*

***Mitigation Measure 3.10-~~34~~33**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of East Front Street/Sherwood Drive/Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement*

SECTION 3.1 AIR QUALITY

Page 3.1-2 through 4 of the Draft EIR is amended as follows:

CRITERIA POLLUTANTS

All criteria pollutants can have human health and environmental effects at certain concentrations. The United States Environmental Protection Agency (EPA) uses six "criteria pollutants" as indicators of air quality, and has established for each of them a maximum concentration above which adverse effects on human health may occur. These threshold concentrations are called National Ambient Air Quality Standards (NAAQS). In addition, California establishes ambient air quality standards, called California Ambient Air Quality Standards (CAAQS). California law does not require that the CAAQS be met by a specified date as is the case with NAAQS.

The ambient air quality standards for the six criteria pollutants (as shown in Table 3.1-1) are set to public health and the environment within an adequate margin of safety (as provided under Section 109 of the Federal Clean Air Act). Epidemiological, controlled human exposure, and toxicology studies evaluate potential health and environmental effects of criteria pollutants, and form the scientific basis for new and revised ambient air quality standards. Principal characteristics and possible health and environmental effects from exposure to the six primary criteria pollutants generated by the project are discussed below.

Ozone (O_3) is a photochemical oxidant and the major component of smog. While O_3 in the upper atmosphere is beneficial to life by shielding the earth from harmful ultraviolet radiation from the sun, high concentrations of O_3 at ground level are a major health and environmental concern. O_3 is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) in the presence of sunlight. These reactions are stimulated by sunlight and temperature so that peak O_3 levels occur typically during the warmer times of the year. Both VOCs and NO_x are emitted by transportation and industrial sources. VOCs are emitted from sources as diverse as autos, chemical manufacturing, dry cleaners, paint shops and other sources using solvents. Relatedly, reactive organic compounds (ROG) are defined as the subset of VOCs that are reactive enough to contribute substantially to atmospheric photochemistry.

The reactivity of O_3 causes health problems because it damages lung tissue, reduces lung function and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O_3 not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O_3 for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.

Studies show associations between short-term ozone exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to ozone may increase the risk of respiratory-related deaths (U.S. Environmental Protection Agency 2019a). The concentration of ozone at which health effects are observed depends

on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of ozone and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggest that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum ozone concentration reaches 80 parts per billion (U.S. Environmental Protection Agency 2019b). The average background level of ozone in the California and Nevada is approximately 48.3 parts per billion, which represents approximately 77 percent of the total ozone in the western region of the U.S. (NASA, 2015).

In addition to human health effect, ozone has been tied to crop damage, typically in the form of stunted growth, leaf discoloration, cell damage, and premature death. O_3 can also act as a corrosive and oxidant, resulting in property damage such as the degradation of rubber products and other materials.

Carbon monoxide (CO) is a colorless, odorless and poisonous gas produced by incomplete burning of carbon in fuels. Carbon monoxide is harmful because it binds to hemoglobin in the blood, reducing the ability of blood to carry oxygen. This interferes with oxygen delivery to the body's organs. The most common effects of CO exposure are fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress. Inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance. Unborn babies whose mothers experience high levels of CO exposure during pregnancy are at risk of adverse developmental effects (California Air Resources Board, 2019c). Exposure to CO at high concentrations can also cause fatigue, headaches, confusion, dizziness, and chest pain. There are no ecological or environmental effects to ambient CO (California Air Resources Board, 2019d).

Very high levels of CO are not likely to occur outdoors. However, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability for getting oxygenated blood to their hearts in situations where the heart needs more oxygen than usual. They are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina (EPA, 2016). Such acute effects may occur under current ambient conditions for some sensitive individuals, while increases in ambient CO levels increases the risk of such incidences.

~~When CO enters the bloodstream, it reduces the delivery of oxygen to the body's organs and tissues. Health threats are most serious for those who suffer from cardiovascular disease, particularly those with angina or peripheral vascular disease. Exposure to elevated CO levels can cause impairment of visual perception, manual dexterity, learning ability and performance of complex tasks.~~

Nitrogen oxides (NO_x) is a brownish, highly reactive gas that is present in all urban atmospheres. The main effect of increased NO_2 is the increased likelihood of respiratory problems. Under ambient conditions, NO_2 can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections. Nitrogen oxides are an important precursor both to ozone (O_3) and acid rain, and may affect both terrestrial and aquatic ecosystems. Longer exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly are generally at greater risk for the health effects of NO_2.

The major mechanism for the formation of NO_2 in the atmosphere is the oxidation of the primary air pollutant nitric oxide (NOx). NOx plays a major role, together with VOCs, in the atmospheric reactions that produce O_3. NOx forms when fuel is burned at high temperatures. The two major emission sources are transportation and stationary fuel combustion sources such as electric utility and industrial boilers.

~~are an important precursor both to ozone and acid rain, and may affect both terrestrial and aquatic ecosystems. NO_x plays a major role, together with VOCs, in the atmospheric reactions that produce O_3. NO_x forms when fuel is burned at high temperatures. The two major emission sources are transportation and stationary fuel combustion sources such as electric utility and industrial boilers. Nitrogen dioxide (NO_2), a form of NO_x is a brownish, highly reactive gas that is present in all urban atmospheres. The major mechanism for the formation of NO_2 in the atmosphere is the oxidation of the primary air pollutant nitric oxide (NO). NO_2 can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections.~~

Sulfur dioxide (SO_2) is one of the multiple gaseous oxidized sulfur species and is formed during the combustion of fuels containing sulfur, primarily coal and oil. The largest anthropogenic source of SO_2 emissions in the U.S. is fossil fuel combustion at electric utilities and other industrial facilities. SO_2 is also emitted from certain manufacturing processes and mobile sources, including locomotives, large ships, and construction equipment.

SO_2 affects breathing and may aggravate existing respiratory and cardiovascular disease in high doses. Sensitive populations include asthmatics, individuals with bronchitis or emphysema, children and the elderly. SO_2 is also a primary contributor to acid deposition, or acid rain, which causes acidification of lakes and streams and can damage trees, crops, historic buildings and statues. In addition, sulfur compounds in the air contribute to visibility impairment in large parts of the country. This is especially noticeable in national parks. Ambient SO_2 results largely from stationary sources such as coal and oil combustion, steel mills, refineries, pulp and paper mills and from nonferrous smelters.

Short-term exposure to ambient SO_2 has been associated with various adverse health effects. Multiple human clinical studies, epidemiological studies, and toxicological studies support a causal relationship between short-term exposure to ambient SO_2 and respiratory morbidity. The observed health effects include decreased lung function, respiratory

symptoms, and increased emergency department visits and hospitalizations for all respiratory causes. These studies further suggest that people with asthma are potentially susceptible or vulnerable to these health effects. In addition, SO_2 reacts with other air pollutants to form sulfate particles, which are constituents of fine particulate matter ($PM_{2.5}$). Inhalation exposure to $PM_{2.5}$ has been associated with various cardiovascular and respiratory health effects (EPA, 2017). Increased ambient SO_2 levels would lead to increased risk of such effects.

SO_2 emissions that lead to high concentrations of SO_2 in the air generally also lead to the formation of other sulfur oxides (SO_x). SO_x can react with other compounds in the atmosphere to form small particles. These particles contribute to particulate matter (PM) pollution. Small particles may penetrate deeply into the lungs and in sufficient quantity can contribute to health problems.

Particulate matter (PM) includes dust, dirt, soot, smoke and liquid droplets directly emitted into the air by sources such as factories, power plants, cars, construction activity, fires and natural windblown dust. Particles formed in the atmosphere by condensation or the transformation of emitted gases such as SO_2 and VOCs are also considered particulate matter. PM is generally categorized based on the diameter of the particulate matter: PM_{10} is particulate matter 10 micrometers or less in diameter (known as respirable particulate matter), and $PM_{2.5}$ is particulate matter 2.5 micrometers or less in diameter (known as fine particulate matter).

Based on studies of human populations exposed to high concentrations of particles (sometimes in the presence of SO_2) and laboratory studies of animals and humans, there are major effects of concern for human health. These include effects on breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular disease, alterations in the body's defense systems against foreign materials, damage to lung tissue, carcinogenesis and premature death. Small particulate pollution causes health impacts even at very low concentrations – indeed no threshold has been identified below which no damage to health is observed.

Respirable particulate matter (PM_{10}) consists of small particles, less than 10 microns in diameter, of dust, smoke, or droplets of liquid which penetrate the human respiratory system and cause irritation by themselves, or in combination with other gases. Particulate matter is caused primarily by dust from grading and excavation activities, from agricultural activities (as created by soil preparation activities, fertilizer and pesticide spraying, weed burning and animal husbandry), and from motor vehicles, particularly diesel-powered vehicles. PM_{10} causes a greater health risk than larger particles, since these fine particles can more easily penetrate the defenses of the human respiratory system.

Fine particulate matter ($PM_{2.5}$) consists of fine particles, which are less than 2.5 microns in size. Similar to PM_{10}, these particles are primarily the result of combustion in motor vehicles, particularly diesel engines, as well as from industrial sources and residential/agricultural activities such as burning. It is also formed through the reaction of other pollutants. As with

PM_{10}, these particulates can increase the chance of respiratory disease, and cause lung damage and cancer. In 1997, the EPA created new Federal air quality standards for $PM_{2.5}$.

The major subgroups of the population that appear to be most sensitive to the effects of particulate matter include individuals with chronic obstructive pulmonary or cardiovascular disease or influenza, asthmatics, the elderly and children. Particulate matter also impacts soils and damages materials, and is a major cause of visibility impairment.

Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lunch function, and increased respiratory symptoms. Studies show that every 1 microgram per cubic meter reduction in $PM_{2.5}$ results in a one percent reduction in mortality rate for individuals over 30 years old (Bay Area Air Quality Management District, 2017). Long-term exposures, such as those experienced by people living for many years in areas with high particle levels, have been associated with problems such as reduced lung function and the development of chronic bronchitis – and even premature death. Additionally, depending on its composition, both PM_{10} and $PM_{2.5}$ can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (U.S. Environmental Protection Agency 2019c).

Lead (Pb) exposure can occur through multiple pathways, including inhalation of air and ingestion of Pb in food, water, soil or dust. Once taken into the body, lead distributes throughout the body in the blood and is accumulated in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system. Lead exposure also affects the oxygen carrying capacity of the blood. Excessive Pb exposure can cause seizures, mental retardation and/or behavioral disorders. Low doses of Pb can lead to central nervous system damage. Recent studies have also shown that Pb may be a factor in high blood pressure and subsequent heart disease.

Lead is persistent in the environment and can be added to soils and sediments through deposition from sources of lead air pollution. Other sources of lead to ecosystems include direct discharge of waste streams to water bodies and mining. Elevated lead in the environment can result in decreased growth and reproductive rates in plants and animals, and neurological effects in vertebrates.

Lead exposure is typically associated with industrial sources; major sources of lead in the air are ore and metals processing and piston-engine aircraft operating on leaded aviation fuel. Other sources are waste incinerators, utilities, and lead-acid battery manufacturers. The highest air concentrations of lead are usually found near lead smelters. As a result of the EPA's regulatory efforts, including the removal of lead from motor vehicle gasoline, levels of lead in the air decreased by 98 percent between 1980 and 2014 (EPA, 2019d). Based on this reduction of lead in the air over this period, and since most new developments to not generate an increase in lead exposure, the health impacts of ambient lead levels are not typically monitored by the California Air Resources Board.

3.0 3.0 ERRATA

Page 3.1-10 of the Draft EIR is amended as follows:

FEDERAL

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: NAAQS for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The EPA is responsible for administering the FCAA. The FCAA requires the EPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health (with an adequate margin of safety, including for sensitive populations such as children, the elderly, and individuals suffering from respiratory diseases), and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

NAAQS standards define clean air and represent the maximum amount of pollution that can be present in outdoor air without any harmful effects on people and the environment. Existing violations of the ozone and $PM_{2.5}$ ambient air quality standards indicate that certain individuals exposed to these pollutants may experience certain health effects, including increased incidence of cardiovascular and respiratory ailments.

NAAQS standards have been designed to accurately reflect the latest scientific knowledge and are reviewed every five years by a Clean Air Scientific Advisory Committee (CASAC), consisting of seven members appointed by the USEPA administrator. Reviewing NAAQS is a lengthy undertaking and includes the following major phases: Planning, Integrated Science Assessment (ISA), Risk/Exposure Assessment (REA), Policy Assessment (PA), and Rulemaking. The process starts with a comprehensive review of the relevant scientific literature. The literature is summarized and conclusions are presented in the ISA. Based on the ISA, USEPA staff perform a risk and exposure assessment, which is summarized in the REA document. The third document, the PA, integrates the findings and conclusions of the ISA and REA into a policy context, and provides lines of reasoning that could be used to support retention or revision of the existing NAAQS, as well as several alternative standards that could be supported by the review findings. Each of these three documents is released for public comment and public peer review by the CASAC. Members of CASAC are appointed by the USEPA Administrator for their expertise in one or more of the subject areas covered in the ISA. The committee's role is to peer review the NAAQS documents, ensure that they reflect the thinking of the scientific community, and advise the Administrator on the technical and scientific aspects of standard setting. Each document goes through two to three drafts before CASAC deems it to be final.

Although there is some variability among the health effects of the NAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. NAAQS standards were last revised for each of the six criteria pollutant as listed below, with detail on what aspects of NAAQS changed during the most recent update:

- Ozone: On October 1, 2015, the U.S. EPA lowered the national eight-hour standard from 0.075 ppm to 0.070 ppm, providing for a more stringent standards consistent with the current California state standard.
- CO: In 2011, the primary standards were retained from the original 1971 level, without revision. The secondary standards were revoked in 1985.
- NO_2: The national NO_2 standard was most recently revised in 2010 following an exhaustive review of new literature pointed to evidence for adverse effects in asthmatics at lower NO_2 concentrations than the existing national standard.
- SO_2: On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb.
- PM: the national annual average $PM_{2.5}$ standard was most recently revised in 2012 following an exhaustive review of new literature pointed to evidence for increased risk of premature mortality at lower $PM_{2.5}$ concentrations than the existing standard.
- Lead: The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. In 2016, the primary and secondary standards were retained.

The law recognizes the importance for each state to locally carry out the requirements of the FCAA, as special consideration of local industries, geography, housing patterns, etc. are needed to have full comprehension of the local pollution control problems. As a result, the EPA requires each state to develop a State Implementation Plan (SIP) that explains how each state will implement the FCAA within their jurisdiction. A SIP is a collection of rules and regulations that a particular state will implement to control air quality within their jurisdiction. CARB is the state agency that is responsible for preparing the California SIP.

Page 3.1-11 of the Draft EIR is amended as follows:

California Air Quality Standards

Although NAAQS are determined by the USEPA, states have the ability to set standards that are more stringent than the federal standards. As such, California established more stringent ambient air quality standards. Federal and state ambient air quality standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, suspended

particulates (PM_{10}) and lead. In addition, California has created standards for pollutants that are not covered by federal standards. Although there is some variability among the health effects of the CAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. The existing state and federal primary standards for major pollutants are shown in Table 3.1-1.

Air quality standard setting in California commences with a critical review of all relevant peer reviewed scientific literature. The Office of Environmental Health Hazard Assessment (OEHHA) uses the review of health literature to develop a recommendation for the standard. The recommendation can be for no change, or can recommend a new standard. The review, including the OEHHA recommendation, is summarized in a document called the draft Initial Statement of Reasons (ISOR), which is released for comment by the public, and also for public peer review by the Air Quality Advisory Committee (AQAC). AQAC members are appointed by the President of the University of California for their expertise in the range of subjects covered in the ISOR, including health, exposure, air quality monitoring, atmospheric chemistry and physics, and effects on plants, trees, materials, and ecosystems. The Committee provides written comments on the draft ISOR. The ARB staff next revises the ISOR based on comments from AQAC and the public. The revised ISOR is then released for a 45-day public comment period prior to consideration by the Board at a regularly scheduled Board hearing.

In June of 2002, the CARB adopted revisions to the PM_{10} standard and established a new $PM_{2.5}$ annual standard. The new standards became effective in June 2003. Subsequently, staff reviewed the published scientific literature on ground-level ozone and nitrogen dioxide and the CARB adopted revisions to the standards for these two pollutants. Revised standards for ozone and nitrogen dioxide went into effect on May 17, 2006 and March 20, 2008, respectively. These revisions reflect the most recent changes to the CAAQS.

~~National Ambient Air Quality Standards (NAAQS) are determined by the U.S. EPA. The standards include both primary and secondary ambient air quality standards. Primary standards are established with a safety margin. Secondary standards are more stringent than primary standards and are intended to protect public health and welfare. States have the ability to set standards that are more stringent than the federal standards. As such, California established more stringent ambient air quality standards.~~

~~Federal and State ambient air quality standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, suspended particulates (PM_{10}) and lead. In addition, California has created standards for pollutants that are not covered by federal standards. The State and federal primary standards for major pollutants are shown in Table 3.1-1.~~

Page 3.1-18 of the Draft EIR is amended as follows:

IMPACTS RELATED TO PROJECT-GENERATED POLLUTANTS OF HUMAN HEALTH CONCERN

In December 2018, the California Supreme Court issued its decision in *Sierra Club v. County of Fresno* (226 Cal.App.4th 704) (hereafter referred to as the Friant Ranch Decision). The case reviewed the long-term, regional air quality analysis contained in the EIR for the proposed Friant Ranch development. The Friant Ranch project is a 942-acre master-plan development in unincorporated Fresno County within the San Joaquin Valley Air Basin, an air basin currently in nonattainment for the ozone and $PM_{2.5}$ NAAQS and CAAQS. The Court found that the air quality analysis was inadequate because it failed to provide enough detail "for the public to translate the bare [criteria pollutant emissions] numbers provided into adverse health impacts or to understand why such a translation is not possible at this time." The Court's decision clarifies that the agencies authoring environmental documents must make reasonable efforts to connect a project's air quality impacts to specific health effects or explain why it is not technically feasible to perform such an analysis.

All criteria pollutants that would be generated by the project are associated with some form of health risk (e.g., asthma). Criteria pollutants can be classified as either regional or localized pollutants. Regional pollutants can be transported over long distances and affect ambient air quality far from the emissions source. Localized pollutants affect ambient air quality near the emissions source. Ozone is considered a regional criteria pollutant, whereas CO, NO_2, SO_2, and lead (Pb) are localized pollutants. PM can be both a local and a regional pollutant, depending on its composition. As discussed above, the primary criteria pollutants of concern generated by the project are ozone precursors (ROG and NO_x) and PM (including Diesel PM). The MBARD does not currently have a methodology that would correlate the expected air quality emissions of projects to the likely health consequences of the increased emissions.

REGIONAL PROJECT-GENERATED CRITERIA POLLUTANTS (OZONE PRECURSORS AND REGIONAL PM)

Adverse health effects induced by regional criteria pollutant emissions generated by the project (ozone precursors and PM) are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, the number and character of exposed individuals [e.g., age, gender]). For these reasons, ozone precursors (ROG and NO_x) contribute to the formation of ground-borne ozone on a regional scale, where emissions of ROG and NO_x generated in one area may not equate to a specific ozone concentration in that same area. Similarly, some types of particulate pollutants may be transported over long-distances or formed through atmospheric reactions. As such, the magnitude and locations of specific health effects from exposure to increased ozone or regional PM concentrations are the product of emissions generated by numerous sources throughout a region, as opposed to a single individual project.

Models and tools have been developed to correlate regional criteria pollutant emissions to potential community health impacts. Appendix B contains a table that summarizes many of

these tools, identifies the analyzed pollutants, describes their intended application and resolution, and analyzes whether they could be used to reasonably correlate project-level emissions to specific health consequences. As provided in Appendix B, while there are models capable of quantifying ozone and secondary PM formation and associated health effects, these tools were developed to support regional planning and policy analysis and have limited sensitivity to small changes in criteria pollutant concentrations induced by individual projects. Therefore, translating project generated criteria pollutants to the locations where specific health effects could occur or the resultant number of additional days of nonattainment cannot be estimated with a high degree of accuracy.

Technical limitations of existing models to correlate project-level regional emissions to specific health consequences are recognized by air quality management districts throughout the state, including the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast Air Quality Management District (SCAQMD), who provided amici curiae briefs for the Friant Ranch legal proceedings. In its brief, SJVAPCD (2015) acknowledges that while health risk assessments for localized air toxics, such as DPM, are commonly prepared, "it is not feasible to conduct a similar analysis for criteria air pollutants because currently available computer modeling tools are not equipped for this task." The air district further notes that emissions solely from the Friant Ranch project (which equate to less than one-tenth of one percent of the total NO_x and VOC in the Valley) is not likely to yield valid information," and that any such information should not be "accurate when applied at the local level." SCAQMD presents similar information in their brief, stating that "it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels"[1].

As discussed above, air districts develop region-specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment or nonattainment designations under the NAAQS and CAAQS. The NAAQS and CAAQS are informed by a wide range of scientific evidence that demonstrates there are known safe concentrations of criteria pollutants. While recognizing that air quality is cumulative problem, air districts typically consider projects that generate criteria pollutant and ozone precursor emissions below these thresholds to be minor in nature and would not adversely affect air quality such that the NAAQS or CAAQS would be exceeded. Emissions generated by the project could increase photochemical reactions and the formation of tropospheric ozone and secondary PM, which at certain concentrations, could lead to increased incidence of specific health consequences. Although these health effects are associated with ozone and particulate pollution, the effects are a result of cumulative and regional emissions. As such, a project's incremental contribution cannot be traced to specific health outcomes on a regional scale,

[1] For example, SCAQMD's analysis of their 2012 Air Quality Attainment Plan showed that modeled NOx and ROG reductions of 432 and 187 tons per day, respectively, only reduced ozone levels by 9 parts per billion. Analysis of SCAQMD's Rule 1315 showed that emissions of NOx and ROG of 6,620 and 89,180 pounds per day, respectively, contributed to 20 premature deaths per year and 89,947 school absence (South Coast Air Quality Management District, 2015).

and a quantitative correlation of project-generated regional criteria pollutant emissions to specific human health impacts is not included in this analysis.

LOCALIZED CARBON MONOXIDE CONCENTRATIONS

Heavy traffic congestion can contribute to high levels of CO, and individuals exposed to such hot spots may have a greater likelihood of developing adverse health effects. The MBARD recommends that the guidance provided in Section 3.1 of the most recent Caltrans' *SER Air Quality Conformity Analysis Annotated Outline* (last published in 2014) should be used for analysis of this potential impact for the proposed project (MBARD, 2017). ("SER" stands for Standard Environmental Reference.) Section 3.1 of the *SER Air Quality Conformity Analysis Annotated Outline* advises that, if a project is located in an area that is designated attainment-unclassified for CO, no project-level conformity analysis is necessary for CO (Caltrans, 2014).

MODELS AND TOOLS TO CORRELATE PROJECT-GENERATED CRITERIA POLLUTANT EMISSIONS TO HEALTH IMPACTS

Several models and tools capable of translating mass emissions of criteria pollutants to various health endpoints have been developed. The table provided in Appendix B summarizes key tools, identifies the analyzed pollutants, describes their intended application and resolution, and analyzes whether they could be used to reasonably correlate project-level emissions to specific health consequences. As shown in the table provided in Appendix B, almost all tools were designed to be used at the national, state, regional, and/or city-levels. Several of the methods have additional problems related to their applicability for translating mass emissions of criteria pollutants to various health endpoints. These tools are not well suited to analyze small or localized changes in pollutant concentrations associated with individual projects. Accordingly, they are generally not recommended for CEQA analyses.

The impact analysis does not directly evaluate airborne lead. Neither construction nor future operations would generate quantifiable lead emissions because of regulations that require unleaded fuel and that prohibit lead in new building materials.

TAC emissions associated with project construction that could affect surrounding areas are evaluated qualitatively. The potential for the project operations to expose residents to TAC emissions that would exceed applicable health standards is also discussed qualitatively.

Lastly, the MBARD recommends that odor impacts be addressed in a qualitative manner. Such an analysis must determine if the project would result in excessive nuisance odors, as defined under MBARD's Rule 402 and California Code of Regulations, Health and Safety Code Section 41700, Air Quality Public Nuisance.

Page 3.1-20 of the Draft EIR is amended as follows:

TABLE 3.1-9: OPERATIONAL PROJECT GENERATED EMISSIONS AT FULL BUILDOUT

	ROG		***NOx***		***PM_{10}***		***SOx***	
Threshold	**≤ 137 lbs/day**		**≤ 137 lbs/day**		**≤ 82 lbs/day**		**≤ 150 lbs/day**	
Category	Unmitigated	Mitigated	Unmitigated	Mitigated	Unmitigated	Mitigated	Unmitigated	Mitigated
Area	~~1,170.9~~ 1,079.4	~~246.4~~ 160.7	31.5	25.3	168.4	3.7	2.3	0.2
Energy	~~5.1~~ 2.8	~~5.1~~ 2.8	~~44.7~~ 23.9	~~44.7~~ 23.9	~~3.5~~ 1.9	~~3.5~~ 1.9	~~0.3~~ 0.2	~~0.3~~ 0.2
Mobile	~~50.4~~ 51.7	~~48.1~~ 49.2	~~286.9~~ 293.9	~~277.0~~ 283.3	~~203.6~~ 209.2	~~174.1~~ 177.9	~~2.1~~ 1.9	~~1.8~~ 1.7
Total	**~~1,226.4~~ 1,133.9**	**~~299.6~~ 212.7**	**~~363.1~~ 349.4**	**~~347.0~~ 332.6**	**~~375.6~~ 379.6**	**~~181.3~~ 183.5**	**~~4.6~~ 4.5**	**~~2.2~~ 2.0**
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**No**	**No**

SOURCES: CALEEMOD (V.2016.3.2)

TABLE 3.1-10: OPERATIONAL PROJECT GENERATED EMISSIONS (YEAR 2020 WITH 20% OF BUILDOUT)

	ROG		***NOx***		***PM_{10}***		***SOx***	
Threshold	**≤ 137 lbs/day**		**≤ 137 lbs/day**		**≤ 82 lbs/day**		**≤ 150 lbs/day**	
Category	Unmitigated	Mitigated	Unmitigated	Mitigated	Unmitigated	Mitigated	Unmitigated	Mitigated
Area	~~234.2~~ 269.8	~~49.4~~ 40.3	~~6.3~~ 7.8	~~5.1~~ 6.3	~~33.7~~ 42.1	~~0.7~~ 1.0	~~0.5~~ 0.6	<0.1
Energy	~~1.0~~ 0.7	~~1.0~~ 0.7	~~8.9~~ 6.0	~~8.9~~ 6.0	~~0.7~~ 0.5	~~0.7~~ 0.5	~~0.1~~ <0.1	~~0.1~~ <0.1
Mobile	~~29.1~~ 37.2	~~28.0~~ 35.7	~~104.8~~ 126.2	~~97.4~~ 117.5	~~41.5~~ 53.1	~~35.5~~ 45.2	~~0.6~~ 0.7	~~0.5~~ 0.7
Total	**~~264.4~~ 307.6**	**~~78.3~~ 76.2**	**~~120.1~~ 140.1**	**~~111.4~~ 136.4**	**~~75.9~~ 95.7**	**~~36.9~~ 46.6**	**~~1.1~~ 1.3**	**~~0.6~~ 0.7**
Threshold Exceeded?	**Yes**	**Yes**	**No**	**No**	**No**	**No**	**No**	**No**

SOURCES: CALEEMOD (V.2016.3.2)

Page 3.1-21 of the Draft EIR is amended as follows:

PROJECT EFFECTS ON PUBLIC HEALTH

Monterey County has a state designation of Nonattainment for ozone and PM_{10}. As shown in Table 3.1-9, operation of the project would generate ozone precursors (ROG and NO_x) and PM exhaust in excess of the MBARD's numeric thresholds for operational emissions. The MBARD developed these project-level thresholds based on the emissions that would exceed a CAAQS or contribute substantially to an existing or projected violation of a CAAQS. Ambient levels of these criteria pollutants are likely to decrease in the future, based on current and future implementation of federal and/or state regulatory requirements, such as

improvements to the statewide vehicle fleet over time (including the long-term replacement of internal combustion engine vehicles with electric vehicles in coming decades).

As shown in the table provided in Appendix B, almost all tools available to measure criteria pollutant emissions were designed to be used at the national, state, regional, and/or city-levels. These tools are not well suited to analyze small or localized changes in pollutant concentrations associated with individual projects. Accordingly, they are not recommended by the MBARD for CEQA analyses. Instead, the following analysis of health effects is presented qualitatively.

Ozone

O_3 is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of volatile organic compounds (VOC) (also known as ROG) and oxides of nitrogen (NO_x) in the presence of sunlight. The reactivity of O_3 causes health problems because it damages lung tissue, reduces lung function and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O_3 not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O_3 for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.

Studies show associations between short-term ozone exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to ozone may increase the risk of respiratory-related deaths (U.S. Environmental Protection Agency 2019a). The concentration of ozone at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of ozone and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggest that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum ozone concentration reaches 80 parts per billion (U.S. Environmental Protection Agency 2019b).

The project would generate emissions of ROG and NOx during project operational activities, as shown in Table 3.1-9. Although the exact effects of project-level emissions on local health are not precisely known, it is likely that the increases in ROG and NOx generated by the proposed project would especially affect people with impaired respiratory systems, but also healthy adults and children located in the immediate vicinity of the Specific Plan Area. However, the increases of these pollutants generated by the proposed project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, based on the size of the proposed project in comparison to Monterey County as a whole. Instead, the increases in ROG and NOx generated by the proposed project when combined with the existing ROG and NOx emitted regionally, would affect

people, especially those with impaired respiratory systems located in the immediate vicinity of the Specific Plan Area.

Particulate Matter

Based on studies of human populations exposed to high concentrations of particles (sometimes in the presence of SO_2) and laboratory studies of animals and humans, PM can cause major effects of concern for human health. These include effects on breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular disease, alterations in the body's defense systems against foreign materials, damage to lung tissue, carcinogenesis and premature death. Small particulate pollution has health impacts even at very low concentrations – indeed no threshold has been identified below which no damage to health is observed. The major subgroups of the population that appear to be most sensitive to the effects of particulate matter include individuals with chronic obstructive pulmonary or cardiovascular disease or influenza, asthmatics, the elderly and children.

Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms. Studies show that every 1 microgram per cubic meter reduction in $PM_{2.5}$ results in a one percent reduction in mortality rate for individuals over 30 years old (Bay Area Air Quality Management District, 2017). Long-term exposures, such as those experienced by people living for many years in areas with high particle levels, have been associated with problems such as reduced lung function and the development of chronic bronchitis – and even premature death. Additionally, depending on its composition, both PM_{10} and $PM_{2.5}$ can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (U.S. Environmental Protection Agency 2019c).

The project would generate emissions of PM during project operational activities, as shown in Table 3.1-9. Although the exact effects of such emissions on local health are not known, it is likely that the increases in PM generated by the proposed project would especially affect people with impaired respiratory systems, but also healthy adults and children located in the immediate vicinity of the Specific Plan Area. However, the increases of these pollutants generated by the proposed project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, based on the size of the project in comparison the Monterey County as a whole. Instead, the increases in PM generated by the proposed project when combined with the existing PM emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of the Specific Plan Area.

Discussion

As previously discussed, the magnitude and locations of any potential changes in ambient air quality, and thus health consequences, from these additional emissions cannot be quantified with a high level of certainty due to the dynamic and complex nature of pollutant formation and distribution (e.g., meteorology, emissions sources, sunlight exposure), as well as the variabilities in the receptors that reside in a particular area. Additionally, MBARD has

not established any methodology or thresholds (quantitative or qualitative) for assessing the health effects from criteria pollutants. From a qualitative perspective, it is well documented from scientific studies that criteria pollutants can have adverse health effects. The federal and state governments have established the NAAQS or CAAQS as an attempt to regionally, and cumulatively, assess and control the health effects that criteria pollutants have within Air Basins. It is anticipated that public health will continue to be affected by the emission of criteria pollutants, especially by those with impaired respiratory systems in the City of Salinas and the surrounding region so long as the region does not attain the CAAQS or NAAQS. However, the increases of these pollutants generated by the proposed project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, based on the size of the project in comparison the Monterey County as a whole. Instead, the increases in criteria pollutants generated by the proposed project when combined with the existing criteria pollutants emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of the Specific Plan Area.

Page 3.1-23 of the Draft EIR is amended as follows:

Mitigation Measure 3.1-7*: Prior to the issuance of development review permit(s), the project applicant(s) shall incorporate of one or more of the following additional Plan Area requirements, as determined by the City of Salinas:*

- *Install secured bicycle storage facilities (bike lockers, cages, interior space, or similar as approved by the City Engineer) at all commercial and public facilities with 50 employees or more;*
- *Incorporate park-and-ride lots~~.~~;*
- *Install Level 2 electric vehicle (EV) charge stations at workplace sites with 50 or more employees (10% of total available parking spaces); and*
- *Install publicly-available dual post Level 2 charge stations throughout the Plan Area.*

Mitigation Measure 3.1-8*: Prior to the approval of individual phases (i.e. tentative maps, commercial design review, etc.), the project applicant(s) shall develop an offsite mitigation program that provides funding to offset the project-generated air emissions that are still above the Air District's operational criteria pollutant thresholds after the adoption of other applicable air quality mitigation measures. The offsite mitigation program is subject to the review and approval of the Air District and the City of Salinas on a project-by-project basis (of phase-by-phase), and is intended to be in addition to offsets that are obtained through any on-site mitigation measures. Example projects that could be included in the offsite mitigation program may include, but are not limited to, the following:*

- *Replace existing agricultural combustion-based generators/pumps with electric agricultural water pumps (in place of generators/pumps;*
- *Replace combustion school buses with electric school buses within the local community;*

- *Install adaptive traffic control systems;*
- *Install solar photovoltaic (PV) systems.*

Page 3.1-24 of the Draft EIR is amended as follows:

CalEEMod (v.2016.3.2) was used to estimate construction emissions for the Specific Plan. Construction of the land uses proposed under the Specific Plan would occur over an approximately 20-year period, with construction expected to start as early as 2020, continuing through 2040, with buildout occurring by approximately 2040. Construction activities would be market-driven, and are therefore expected to wax and wane over the course of the expected 20-year buildout timeframe. Table 3.1-11, below, provides the unmitigated and mitigated construction PM_{10} emissions, as modelled within CalEEMod (v.2016.3.2).

TABLE 3.1-11: PM_{10} CONSTRUCTION EMISSIONS

	Unmitigated	*Mitigated*
MBARD Threshold	*≤ 82 lbs/day*	*≤ 82 lbs/day*
Maximum Daily	~~20.6~~ 46.3	~~10.7~~ 46.3
Threshold Exceeded?	**No**	**No**

SOURCES: CALEEMOD (V.2016.3.2)

PROJECT EFFECTS ON PUBLIC HEALTH

Monterey County has a state designation of Nonattainment for ozone and PM_{10}. As shown in Table 3.1-11, construction of the project would generate PM_{10} exhaust in excess of the MBARD's numeric threshold for construction emissions. The MBARD developed this project-level threshold based on the emissions that would exceed a CAAQS or contribute substantially to an existing or projected violation of a CAAQS. Ambient levels of these criteria pollutants are likely to decrease in the future, based on current and future implementation of federal and/or state regulatory requirements, such as improvements to the statewide vehicle fleet over time (including the long-term replacement of internal combustion engine vehicles with electric vehicles in coming decades).

As shown in the table provided in Appendix B, almost all tools available to measure criteria pollutant emissions were designed to be used at the national, state, regional, and/or city-levels. These tools are not well suited to analyze small or localized changes in pollutant concentrations associated with individual projects. Accordingly, they are not recommended by the MBARD for CEQA analyses. Instead, the following analysis of health effects is presented qualitatively.

Ozone

O_3 is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of volatile organic compounds (VOC) (also known as ROG) and oxides of nitrogen (NO_x) in the presence of sunlight. The reactivity of O_3 causes health problems because it damages lung tissue, reduces lung function and sensitizes the lungs to

other irritants. Scientific evidence indicates that ambient levels of O_3 not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O_3 for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.

Studies show associations between short-term ozone exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to ozone may increase the risk of respiratory-related deaths (U.S. Environmental Protection Agency 2019a). The concentration of ozone at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of ozone and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggest that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum ozone concentration reaches 80 parts per billion (U.S. Environmental Protection Agency 2019b).

As previously stated, precursors of ozone (ROG and NO_x) are accommodated in the emission inventories of State- and federally-required air plans and would not have a significant impact on the attainment and maintenance of ozone AAQS. Therefore, only the MBARD construction air emissions threshold for PM_{10} is applicable for the purposes of this impact analysis. Although the exact effects of ROG and NO_x emissions on local health are not known, it is likely that the increases in ROG and NOx generated by the proposed project would especially affect people with impaired respiratory systems, but also healthy adults and children located in the immediate vicinity of the Specific Plan Area. However, the increases of these pollutants generated by the proposed project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, based on the size of the proposed project in comparison to Monterey County as a whole. Instead, the increases in ROG and NOx generated by the proposed project when combined with the existing ROG and NOx emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of the Specific Plan Area.

Particulate Matter

Based on studies of human populations exposed to high concentrations of particles (sometimes in the presence of SO_2) and laboratory studies of animals and humans, PM can cause major effects of concern for human health. These include effects on breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular disease, alterations in the body's defense systems against foreign materials, damage to lung tissue, carcinogenesis and premature death. Small particulate pollution has health impacts even at very low concentrations – indeed no threshold has been identified below which no damage to health is observed. The major subgroups of the population that appear to be most

sensitive to the effects of particulate matter include individuals with chronic obstructive pulmonary or cardiovascular disease or influenza, asthmatics, the elderly and children.

Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms. Studies show that every 1 microgram per cubic meter reduction in $PM_{2.5}$ results in a one percent reduction in mortality rate for individuals over 30 years old (Bay Area Air Quality Management District, 2017). Long-term exposures, such as those experienced by people living for many years in areas with high particle levels, have been associated with problems such as reduced lung function and the development of chronic bronchitis – and even premature death. Additionally, depending on its composition, both PM_{10} and $PM_{2.5}$ can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (U.S. Environmental Protection Agency 2019c).

The project would generate emissions of PM during project construction activities, as shown in Table 3.1-11. Although the exact effects of such emissions on local health are not known, it is likely that the increases in PM generated by the proposed project would especially affect people with impaired respiratory systems, but also healthy adults and children located in the immediate vicinity of the Specific Plan Area. However, the increases of these pollutants generated by the proposed project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, based on the size of the project in comparison the Monterey County as a whole. Instead, the increases in PM generated by the proposed project when combined with the existing PM emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of the Specific Plan Area.

Discussion

As previously discussed, the magnitude and locations of any potential changes in ambient air quality, and thus health consequences, from these additional emissions cannot be quantified with a high level of certainty due to the dynamic and complex nature of pollutant formation and distribution (e.g., meteorology, emissions sources, sunlight exposure). However, it is known that public health will continue to be affected in the City of Salinas and the surrounding region so long as the region does not attain the CAAQS or NAAQS. However, the increases of these pollutants generated by the proposed project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, based on the size of the project in comparison the Monterey County as a whole.

Page 3.1-24 through 3.1-25 of the Draft EIR is amended as follows:

Mitigation Measure 3.1-~~8~~9*: Prior to the issuance of grading permits, the project applicant shall prepare a grading plan subject to review and approval by the City. In the event that ground-disturbance exceeds 2.2 acres per day for initial site preparation activities that involve extensive earth-moving activities (e.g., grubbing, excavation, rough grading), and 8.1 acres per day for activities that involve minimal earth-moving (e.g., finish grading), the*

required grading plans shall include the following measures to be implemented as needed to prevent visible dust emissions:

- *Water all active construction sites to prevent visible dust emissions. Frequency should be based on the type of operation, soil, and wind exposure;*
- *Prohibit grading and earthmoving activities, and cover stock piles, during periods of high wind (over 15 mph);*
- *Limit vehicle speed on construction sites to 15 mph.*
- *Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);*
- *Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area;*
- *Maintain at least 1-foot of freeboard in each haul truck;*
- *Provide windbreaks on the windward perimeter of construction projects where adjacent to open land;*
- *Cover inactive storage piles;*
- *Sweep streets if visible soil material is carried out from the construction site; ~~and/or~~*
- *Post a publicly visible sign written in English and Spanish which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District (MBARD) shall be visible to ensure compliance with Rule 402 (Nuisance). The sign shall be in accordance with MBARD and/or City requirements, as applicable;*
- *Use cleaner construction equipment that conforms to EPA's Tier 3 or Tier 4 emission standards; and/or*
- *Further, where feasible construction should include the use of alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.*

Mitigation Measure 3.1-~~9~~10*: Prior to issuance of building permits or commencing operation of any commercial building/use that would emit toxic air contaminants (such as gas stations or dry cleaning operations), the project applicant shall, at a minimum, perform prioritization screening in accordance with the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act. The prioritization screening shall be performed in accordance with the California Air Pollution Control Officers Association Air Toxic "Hot Spots" Program guidance. The prioritization screening shall also be conducted consistent with the guidance provided by the Monterey Bay Air Resources District, which will be responsible for determining which facilities based on their prioritization screening score, must perform a health risk assessment. In determining the need to prepare a health risk assessment, the Monterey Bay Air Resources District considers the potency, toxicity, quantity, and volume of hazardous materials released from the facility, the proximity of the facility to potential receptors, and any other factors specific to the facility that indicate that it may pose a significant health risk.*

If a health risk assessment is warranted for a facility based on its prioritization score, the project applicant shall assess the facilities for the potential to expose the public to toxic air contaminants in excess of the applicable thresholds (utilizing an air dispersion modelling program such as AERMOD). As of the time of this writing, the commonly accepted threshold for cancer risk is 10 in a million for carcinogens, and the reference exposure level for non-carcinogens (HI = 1). Facilities that exceed the applicable threshold(s) have the potential to expose the public to toxic air contaminants levels that would be considered significant. Facilities that exceed the applicable threshold(s) must incorporate mitigation to reduce the risks from emission of toxic air contaminants to an acceptable level (i.e., to a level that does not exceed the applicable threshold[s]). Potential mitigation includes: reducing the size of the facility area; rearranging the site to reduce the potential for impacts on the nearest sensitive receptors; and utilizing products that reduce the level of toxic air contaminants, or removal of such products from the operational phase of the project.

Page 3.1-25 of the Draft EIR is amended as follows:

Impact 3.1-4: The proposed project has the potential to have carbon monoxide hotspot impacts (Less than Significant)

Very high levels of CO are not likely to occur outdoors. However, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability for getting oxygenated blood to their hearts in situations where the heart needs more oxygen than usual. They are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina (USEPA, 2016). Such acute effects may occur under current ambient conditions for some sensitive individuals, while increases in ambient CO levels could increase the risk of such incidences.

SECTION 3.2 BIOLOGICAL RESOURCES

Page 3.2-33 of the Draft EIR is amended as follows:

CONCLUSION

As previously noted, there are numerous locations for refugia (debris, burrows, crevices, barns, sheds, etc.) within the Specific Plan Area that could be used by migrating CTS. Higher quality upland habitat is found to the east; however, the Specific Plan Area cannot be completely discounted as having potential refuge sites. It is noted that there is not any known CTS taking refuge in the Specific Plan Area during their estivation period. It is also theoretically possible that a breeding CTS would emerge from the breeding basin and migrate west of Natividad Road to find refugia in the Specific Plan Area. The areas with potential upland habitat in the Specific Plan Area includes the farmland fringe, irrigation ditch, roadside ditch, and farmland residence. The paved roads, dirt roads, and tilled farmland provide limited habitat because of the frequency of disturbance in these areas.

Given that the entire Specific Plan Area is within the 1.3-mile migration radius, and there is potential aquatic breeding and upland habitat, the proposed project will affect this breeding population of CTS.

It is noted that this population has been genetically evaluated and has been determined to be a hybrid population ~~which does not receive the same legal protections as~~ and is not a distinct population segment (DPS). ~~As of the writing of this EIR, neither the USFWS nor the California Fish and Game Commission had officially listed this metapopulation under either ESA or CESA. While it is anticipated that the proposed project would eliminate all potential for refuge in the Specific Plan Area, it is not ruled a significant impact because this metapopulation is not protected. Regardless, there is the potential for a species status to change at some future time and present a new impact that could not have been determined at this time.~~

Mitigation measures are presented ~~to ensure a final concurrence is obtained from the~~ that require consultation with the regulatory agencies to ensure that there is no illegal take for CTS ~~even though they are well documented as a hybrid population~~. Additionally, the regulatory agencies have established avoidance, minimization, and mitigation measures that they impose on projects through the regulatory permitting process. These measures ~~are presented that~~ would require activities to avoid and minimize impacts to CTS ~~to the extent feasible. Such avoidance and minimization measures include conducting environmental education training for all construction personnel covering the California tiger salamander, the importance of avoiding adverse effects to the species. A biologist(s) would be responsible for overseeing any hand excavation of burrows using hand trowels and spades. Burrows would be excavated to the terminus of the tunnels, or to where the burrow is less than or equal to 0.5 inch in diameter. If ground disturbing activities in suitable habitat (Farmland Fringe, Irrigation Ditch, Roadside Ditch, and Farmland Residence) are projected to extend beyond the first rain of the rainy season, the applicant will erect drift fencing around the work areas, prior to commencing work, to prevent California tiger salamanders from entering these sites. Drift fencing will be installed and inspected by the biologist(s) no less than 72 hours prior to the first rain event of the rainy season. If weather conditions necessitate the installation of drift fencing, the approved biologist(s) will oversee the installation of pit traps to capture California tiger salamanders migrating during the rain events. The biologist(s) will check pit traps twice daily, once in the morning prior to the start of construction and once at the end of the work day. Any California tiger salamanders captured in pit traps or uncovered in burrows will be transferred immediately to a site designated by the USFWS and CDFW. Transported animals must be kept cool and moist. A post-construction report detailing compliance with the avoidance/minimization measures will be provided to the USFWS and CDFW within 90 calendar days of completion of the project. The report will include: dates of project groundbreaking and completion, information concerning the success of the project in meeting minimization measures, such as the capture and offsite transport of California tiger salamanders, an explanation of failure to meet such measures, if any, known project effects on the California tiger salamander, observed incidences of injury to or mortality of the species, and any other relevant~~

~~information.~~ Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CTS to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CTS migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CTS found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report. The regulatory agencies may also require compensatory mitigation for any take, including habitat loss. The determination of compensatory mitigation, including the appropriate ratio, is determined through the regulatory permit process in consultation with the USFWS and CDFW. By law, CDFW may not issue an incidental take permit unless "[t]he impacts of the authorized take shall be minimized and fully mitigated." (Cal. Fish & G. Code § 2018(b)(2).) Similarly, USFWS may not issue incidental take authorization where a proposed federal action would jeopardize the continued existence of an endangered or threatened species or designated or proposed critical habitat; and the agency must issue "reasonable and prudent measures … necessary or appropriate to minimize such impact." (16 USCA § 1536(a)(4), (b)(4).) These legal requirements operate as performance standards that will ensure that any potentially significant effects are rendered less than significant.

With implementation of the following measures, the proposed project would not, directly or indirectly, have a substantial adverse effect on amphibian or reptile species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. This potential impact is reduced to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.2-1*: Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CTS. This is anticipated to include the need to submit an application for incidental take to both the USFWS (Section 7 Consultation) and CDFW (2081 incidental take permit). If either USFWS or CDFW determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CTS habitat.* ~~shall consult with the USFWS and CDFW for concurrence and a final confirmation that a take permit is not necessary for impacts to the hybrid population of California tiger salamander located along Natividad Road. The regulatory agency concurrence confirmation shall be provided to the City of Salinas for the project file. If the status of this metapopulation were to change and become protected prior to construction,~~

~~or the regulatory agencies do not concur that the metapopulation does not require a take permit, then the project applicant shall initiate a consultation with the agencies and obtain the appropriate take permits.~~

Mitigation Measure 3.2-2*: Prior* to *issuance of grading and/or building permits, in order to avoid and minimize impacts to California tiger salamander to the extent feasible, the proposed project activities shall be compliant with* all ~~*the following*~~ *Avoidance and Minimization Measures imposed by the USFWS and/or CDFW during Construction Activities.* ~~*These measures are intended to apply, regardless of the consultation process with regulatory agencies.*~~ *Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CTS to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CTS migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CTS found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report.*

~~*f) Prior to excavation work or other ground disturbance, a qualified biologist(s) will conduct environmental education training for all construction personnel covering the California tiger salamander, the importance of avoiding adverse effects to the species. New personnel who are added to the project after the training is first conducted also will be required to be trained.*~~

~~*g) The biologist(s) will oversee the hand excavation of any burrows located in suitable habitat that are within the project footprint (Farmland Fringe, Irrigation Ditch, Roadside Ditch, and Farmland Residence). These excavations will be performed carefully using hand-trowels and spades. Burrows will be excavated to the terminus of the tunnels, or to where the burrow is less than or equal to 0.5 inch in diameter.*~~

~~*h) If ground disturbing activities in suitable habitat (Farmland Fringe, Irrigation Ditch, Roadside Ditch, and Farmland Residence) are projected to extend beyond the first rain of the rainy season, the applicant will erect drift fencing around the work areas, prior to commencing work, to prevent California tiger salamanders from entering these sites. Drift fencing will be installed and inspected by the biologist(s) no less than 72 hours prior to the first rain event of the rainy season. If weather conditions necessitate the installation of drift fencing, the approved biologist(s) will oversee the installation of pit traps to capture California tiger salamanders migrating during the rain events. The biologist(s) will check pit traps twice daily, once in the morning prior to the start of construction and once at the end of the work day.*~~

~~*i) Any California tiger salamanders captured in pit traps or uncovered in burrows will be transferred immediately to a site designated by the USFWS and CDFW. Transported animals must be kept cool and moist.*~~

~~*j) A post-construction report detailing compliance with the avoidance/minimization measures will be provided to the USFWS and CDFW within 90 calendar days of completion of the project for which the grading and/or building permit was required. The report will include:*~~

~~*g. Dates of project groundbreaking and completion.*~~

~~*h. Information concerning the success of the project in meeting minimization measures, such as the capture and offsite transport of California tiger salamanders.*~~

~~*i. An explanation of failure to meet such measures, if any.*~~

~~*j. Known project effects on the California tiger salamander.*~~

~~*k. Observed incidences of injury to or mortality of the species.*~~

~~*l. Any other relevant information.*~~

Page 3.2-35 of the Draft EIR is amended as follows:

CONCLUSION

As previously noted, there are numerous documented occurrences of CRLF in the vicinity of the Specific Plan Area. Higher quality upland and aquatic habitat is found to the east; however, the Specific Plan Area cannot be completely discounted as having potential habitat within the drainage features (i.e. ditches). It is noted that there is not any known CRLF within the Specific Plan Area. The areas with potential upland habitat in the Specific Plan Area includes the irrigation ditches and roadside ditches. The paved roads, dirt roads, tilled farmland, farmland fringe, and farmland residences provide very limited to no habitat. The proposed project would eliminate all potential use of the land within the Specific Plan Area.

The following mitigation measures are presented ~~to ensure a final concurrence is obtained from~~ <u>that require consultation with</u> the regulatory agencies to ensure that there is no illegal take for CRLF. Additionally, <u>the regulatory agencies have established avoidance, minimization, and mitigation</u> measures <u>that they impose on projects through the regulatory permitting process. These measures would require activities</u> ~~are presented~~ to avoid and minimize impacts to CRLF ~~to the extent feasible~~. <u>Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CRLF to be responsible for any monitoring, 3) erecting drift fencing around the work areas, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours, 5) relocation of any CRLF found immediately to a site designated by the USFWS and CDFW per</u>

protocol; and 6) post construction report. The regulatory agencies may also require compensatory mitigation for any take, including habitat loss. The determination of compensatory mitigation, including the appropriate ratio, is determined through the regulatory permit process in consultation with the USFWS and CDFW. By law, CDFW may not issue an incidental take permit unless "[t]he impacts of the authorized take shall be minimized and fully mitigated." (Cal. Fish & G. Code § 2018(b)(2).) Similarly, USFWS may not issue incidental take authorization where a proposed federal action would jeopardize the continued existence of an endangered or threatened species or designated or proposed critical habitat; and the agency must issue "reasonable and prudent measures … necessary or appropriate to minimize such impact." (16 USCA § 1536(a)(4), (b)(4).) These legal requirements operate as performance standards that will ensure that any potentially significant effects are rendered less than significant. ~~Such avoidance and minimization measures include conducting environmental education training for all construction personnel covering the California red-legged frog, the importance of avoiding adverse effects to the species. A biologist(s) will monitor construction activities located in suitable habitat that is within the project footprint (Irrigation Ditch, Roadside Ditch). The applicant will erect drift fencing around the work areas, prior to commencing work, to prevent California red-legged frog from entering the construction site. Drift fencing will be installed and inspected by the biologist(s). A post-construction report detailing compliance with the avoidance/minimization measures will be provided to the USFWS and CDFW within 90 calendar days of completion of the project. The report will include: Dates of project groundbreaking and completion, Information concerning the success of the project in meeting minimization measures, such as the capture and offsite transport of California red-legged frog. An explanation of failure to meet such measures, if any, known project effects on the California red-legged frog, observed incidences of injury to or mortality of the species, and any other relevant information.~~

With implementation of the following measures, the proposed project would not, directly or indirectly, have a substantial adverse effect on amphibian or reptile species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. This potential impact is reduced to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.2-3*: Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CRLF. This is anticipated to include the need to submit an application for incidental take to both the USFWS (Section 7 Consultation) and CDFW (2081 incidental take permit). If either USFWS or CDFW determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed*

to be viable CRLF habitat ~~shall consult with the USFWS for concurrence and a final confirmation that a take permit is not necessary for impacts to the California red-legged frog that is documented in the region, and has the potential to utilize the surrounding drainages. The regulatory agency concurrence confirmation shall be provided to the City of Salinas for the project file. If the regulatory agency does not concur that the project does not require a take permit, then the project applicant shall initiate a consultation with the agency and obtain the appropriate take permit.~~

***Mitigation Measure 3.2-4**: Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to CRLF to the extent feasible, the proposed project activities shall be compliant with all ~~the following~~ Avoidance and Minimization Measures imposed by the USFWS and/or CDFW during Construction Activities. ~~These measures are intended to apply, regardless of the consultation process with regulatory agencies.~~ Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CTS to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CTS migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CTS found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report.*

~~*e. Prior to excavation work or other ground disturbance, a biologist(s) will conduct environmental education training for all construction personnel covering the California red-legged frog, the importance of avoiding adverse effects to the species. New personnel who are added to the project after the training is first conducted also will be required to be trained.*~~

~~*f. The biologist(s) will monitor construction activities located in suitable habitat that is within the project footprint (Irrigation Ditch, Roadside Ditch).*~~

~~*g. The applicant will erect drift fencing around the work areas, prior to commencing work, to prevent California red-legged frog from entering the construction site. Drift fencing will be installed and inspected by the biologist(s).*~~

~~*h. A post-construction report detailing compliance with the avoidance/minimization measures will be provided to the U.S. Fish and Wildlife Service within 90 calendar days of completion of the project, for which the grading/building permit was required. The report will include:*~~

- ~~*Dates of project groundbreaking and completion.*~~

- ~~*Information concerning the success of the project in meeting minimization measures, such as the capture and offsite transport of.*~~
- ~~*An explanation of failure to meet such measures, if any.*~~
- ~~*Known project effects on the California red-legged frog.*~~
- ~~*Observed incidences of injury to or mortality of the species.*~~
- ~~*Any other relevant information.*~~

~~*If proposed construction activities may result in the "take" (harass, harm, pursue, wound, kill, trap, or capture) of California red-legged frog or California tiger salamander, the project proponent shall obtain state and federal Incidental Take Permits, and comply with all stipulated conditions to protect special-status amphibians.*~~

SECTION 3.3 CULTURAL AND TRIBAL RESOURCES

Page 3.3-1 of the Draft EIR is amended as follows:

> One comment was received during the public review period for the Notice of Preparation regarding environmental impacts associated with cultural resources. The Ohlone/Costanoan-Esselen Nation (OCEN) responded with a letter dated January 11, 2016. The OCEN requested to be included in ongoing project consultation. The letter did not identify any cultural resources in the Specific Plan Area. The comment letter~~s~~, along with the SB-18 consultation records, are ~~is~~ included in **Appendix A** of this EIR.

Page 3.3-11 of the Draft EIR is amended as follows:

> Letters were sent to: the Native American Heritage Commission; Ms. Jakki Kehl; Tony Cerda, Chairperson, Coastanoan Rumsen Carmel Tribe; Ms. Louise Miranda-Ramirez, Chairperson, Ohlone Coastanoan-Esselen Nation; Ms. Ramona Garibay, Representative, Trina Marine Ruano Family; Mr. Valentine Lopez, Amah Mutsun Tribal Band; Ms. Irene Zwierlein, Chairperson, Amah Mutsun Tribal Band of Mission San Juan Bautista; Ms. Christianne Arias, Vice Chairperson Ohlone/Coastanoan-Esselen Nation; Mr. Edward Ketchum, Amah Mutsun Tribal Band; Ms. Pauline Martinez-Arias, Tribal Council Women, Ohlone/Coastanoan-Esselen Nation; Ms. Ann Marie Sayers, Chairperson, Indian Canyon Mutsun Band of Coastanoan; Ms. Linda G. Yamane; and, Ms. Michelle Zimmer, Amah Mutsun Tribal Band of Mission San Juan Bautista regarding the West Area Specific Plan Area. The Native American Heritage Commission responded with a letter dated August 12, 2015. The Ohlone/Costanoan-Esselen Nation (OCEN) responded with a letter dated January 11, 2016. Consultation was requested by, and meetings were held with, the Ohlone Coastanoan-Esselen Nation (Ms. Louise J. Miranda-Ramirez). The tribal consultation records, along with t~~T~~he ~~C~~comment letter~~s~~ received (from OCEN, dated January 11, 2016) is~~are~~ included in **Appendix A** of this EIR.

3.0 3.0 ERRATA

Page 3.3-15 of the Draft EIR is amended as follows:

Mitigation Measure 3.3-3*: If human remains are found during construction within the Specific Plan Area, or at off-site infrastructure improvement locations, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until a qualified archeological monitor and the coroner of Monterey County are contacted. If it is determined that the remains are Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if:*

The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if:

d) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within ~~24~~48 hours after being notified by the commission;
e) the descendent identified fails to make a recommendation; or
f) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

SECTION 3.4 GHG, CLIMATE CHANGE, AND ENERGY

Page 3.4-33 through 3.4-35 of the Draft EIR is amended as follows:

TABLE 3.4-1: CONSTRUCTION GHG EMISSIONS (UNMITIGATED AVERAGE MT CO_2E/YEAR)

Year	*Bio- CO_2*	*Non-Bio- CO_2*	*Total CO_2*	*CH_4*	*N_2O*	*CO_2e*
2020	0	385	385	0.1	0	388
2021	0	~~11,869~~ 8,062	~~11,869~~ 8,062	~~0.6~~ 0.4	0	~~11,883~~ 8,072
2022	0	~~11,688~~ 7,938	~~11,688~~ 7,938	~~0.5~~ 0.4	0	~~11,701~~ 7,947
2023	0	~~11,373~~ 7,721	~~11,373~~ 7,721	~~0.5~~ 0.3	0	~~11,385~~ 7,729
2024	0	~~11,200~~ 7,598	~~11,200~~ 7,598	~~0.4~~ 0.3	0	~~11,211~~ 7,606
2025	0	~~10,903~~ 7,390	~~10,903~~ 7,390	~~0.4~~ 0.3	0	~~10,913~~ 7,398
2026	0	~~10,657~~ 7,216	~~10,657~~ 7,216	~~0.4~~ 0.3	0	~~10,667~~ 7,224
2027	0	~~10,459~~ 7,077	10,~~459~~ 7,077	~~0.4~~ 0.3	0	~~10,468~~ 7,083.8
2028	0	~~10,245~~ 6,927	~~10,245~~ 6,927	~~0.4~~ 0.3	0	~~10,254~~ 6,933.8

2029	0	~~10,130~~ 6,845	~~10,130~~ 6,845	~~0.4~~ 0.3	0	~~10,139~~ 6,851
2030	0	~~10,035~~ 6,790	~~10,035~~ 6,790	~~0.3~~ 0.2	0	~~10,043~~ 6,795
2031	0	~~9,918~~ 6,707	~~9,918~~ 6,707	~~0.3~~ 0.2	0	~~9,925~~ 6,711
2032	0	~~9,856~~ 6,661	~~9,856~~ 6,661	~~0.3~~ 0.2	0	~~9,862~~ 6,665
2033	0	~~9,695~~ 6,549	~~9,695~~ 6,549	~~0.3~~ 0.2	0	~~9,702~~ 6,554
2034	0	~~9,623~~ 6,497	~~9,623~~ 6,497	0.2	0	~~9,629~~ 6,501
2035	0	~~9,598~~ 6,478	~~9,598~~ 6,478	0.2	0	~~9,604~~ 6,482
2036	0	~~9,634~~ 6,503	~~9,634~~ 6,503	0.2	0	~~9,640~~ 6,507
2037	0	~~9,598~~ 6,478	~~9,598~~ 6,478	0.2	0	~~9,604~~ 6,482
2038	0	~~9,598~~ 6,478	~~9,598~~ 6,478	0.2	0	~~9,604~~ 6,482
2039	0	~~9,561~~ 6,453	~~9,561~~ 6,453	0.2	0	~~9,567~~ 6,457
2040	0	~~8,103~~ 5,430	~~8,103~~ 5,430	0.2	0	~~8,108~~ 5,433
~~**Total**~~	~~**0**~~	~~**204,128**~~	~~**204,128**~~	~~**6.7**~~	~~**0**~~	~~**204,297**~~
Annual Maximum	**0**	~~**11,869**~~ **8,062**	~~**11,869**~~ **8,062**	**0.6** **0.4**	**0**	~~**11,883**~~ **8,072**

SOURCES: CALEEMOD (V.2016.3.2)

As presented in the table, short-term construction emissions of GHGs ~~associated are estimated to be a total of 204,297 MT CO_2e. This reflects~~would be at a low of 388 in 2020 and a high of ~~11,883~~8,072 MT CO_2e in 202~~0~~1, emitted during each of the construction years (2020 through 2040). Construction GHG emissions tend to be highest during years when building construction activities would occur, as opposed to site preparation or other construction activities. As shown in Table 3.4-1, the proposed project's construction emissions would exceed the mass emissions threshold of 1,150 MT CO_2e/year for nearly all years of construction.

Long-Term Operational GHG Emissions: The long-term operational GHG emissions estimate for the Specific Plan incorporates potential area source and vehicle emissions, and emissions associated with utility and water usage, and wastewater and solid waste generation.

Estimated GHG emissions associated with the Specific Plan in 2035 are summarized in Table 3.4-2 and 3.4-3, below. Although buildout of the Specific Plan Area is not expected until at least 2040, for the sake of a conservative analysis, the Specific Plan Area operational emissions were modelled for full buildout by 2035, in order to provide a conservative analysis (due to federal and State requirements having the effect of reducing mobile and built-environment GHG emissions over time). As shown in the following tables, the annual 2035 GHG emissions associated with the Specific Plan would be approximately ~~51,939.2~~43,649.4 MT CO_2e without any mitigation incorporated and ~~47,684.9~~39,273.3 MT CO_2e with mitigation incorporated into the proposed project (as provided by CalEEMod).

These mitigation measures therefore represent a decrease of ~~4,254.34~~4,376.1 MT CO_2e in year 2035.

TABLE 3.4-2: OPERATIONAL GHG EMISSIONS 2035 (UNMITIGATED METRIC TONS/YEAR)

	Bio- CO_2	*NBio- CO_2*	*Total CO_2*	*CH_4*	*N_2O*	*CO_2e*
Area	661.2	748.6	~~1,409.8~~ 1,409.7	0.9	0.1	~~1,448.4~~ 1,448.3
Energy	0	~~14,718.3~~ 8,534.5	~~14.718.3~~ 8,534.5	~~0.9~~ 0.6	~~0.3~~ 0.2	~~14,836.9~~ 8,604.9
Mobile	0	~~29,989.3~~ 30,276.9	~~29,989.3~~ 30,276.9	~~1.2~~ 1.3	0	~~30,020.5~~ 30,308.3
Waste	~~1,843.5~~ 1,015.6	0	~~1,843.5~~ 1,015.6	~~108.9~~ 60.0	0	~~4,567.1~~ 2,516.2
Water	~~145.0~~ 111.6	~~439.1~~ 289.3	~~584.1~~ 400.9	~~15.0~~ 11.5	~~0.4~~ 0.3	~~1,066.5~~ 771.6
Total	**~~2,649.7~~ 1,788.5**	**~~45,895.3~~ 39,849.2**	**~~48,545.0~~ 41.637.7**	**~~126.9~~ 74.2**	**~~0.7~~ 0.5**	**~~51,939.2~~ 43,649.4**

SOURCES: CALEEMOD (V.2016.3.2)

TABLE 3.4-3: OPERATIONAL GHG EMISSIONS 2035 (MITIGATED METRIC TONS/YEAR)

	Bio- CO_2	*NBio- CO_2*	*Total CO_2*	*CH_4*	*N_2O*	*CO_2e*
Area	0	1,080.9	1,080.9	0.1	<0.1	1,088.6
Energy	0	~~14,718.3~~ 8,534.5	~~14,718.3~~ 8,534.5	~~0.9~~ 0.6	~~0.3~~ 0.2	~~14,836.9~~ 8,604.9
Mobile	0	~~26,283.3~~ 26,403.6	~~26,283.3~~ 26,403.6	1.1	0	~~26,311.7~~ 26,432.0
Waste	~~1,843.5~~ 1,105.6	0	~~1,843.5~~ 1,105.6	~~108.9~~ 60.0	0	~~4,567.1~~ 2,516.2
Water	~~116.0~~ 89.3	~~378.4~~ 245.5	~~494.4~~ 334.9	~~12.0~~ 9.2	~~0.3~~ 0.2	~~880.6~~ 631.6
Total	**~~1,959.5~~ 1,104.9**	**~~40,844.8~~ 36,264.5**	**~~44,420.4~~ 37,369.4**	**~~123.1~~ 71.0**	**~~0.6~~ 0.4**	**~~47,684.9~~ 39,273.3**

SOURCES: CALEEMOD (V.2016.3.2)

Estimated GHG emissions associated with the Specific Plan in 2050 are summarized in Table 3.4-4 and 3.4-5, below. It should be noted that the same RPS standard as estimated for year 2035 was estimated for year 2050. Additionally, CalEEMod is highly limited to the extent that it can account for year 2050 reductions in GHG emissions, given the long timeframe involved. Given emerging technologies (such as affordable electric vehicles) and the high likelihood of increased federal and/or State regulation between 2035 and 2050, per capita emissions are likely to decrease further over this timeframe. Therefore, the year 2050 emissions results represent a conservative estimate. As shown in the following tables, the annual 2050 GHG emissions associated with the Specific Plan would be approximately 42,522.0~~50,825.0~~ MT CO_2e without any mitigation incorporated and 38,364.1~~46,779.4~~ MT CO_2e with mitigation incorporated into the proposed project (as provided by CalEEMod). These mitigation measures therefore represent a decrease of 4,045.6~~4,157.9~~ MT CO_2e in year 2050.

It should also be noted that the proposed project incorporates some features into the design of the Specific Plan Area that CalEEMod considers as "mitigation". Therefore, the

unmitigated scenario (in Table 3.4-2) below further acts as a conservative estimate of unmitigated Specific Plan Area emissions.

TABLE 3.4-4: OPERATIONAL GHG EMISSIONS 2050 (UNMITIGATED METRIC TONS/YEAR)

	Bio- CO_2	*NBio- CO_2*	*Total CO_2*	*CH_4*	*N_2O*	*CO_2e*
Area	661.2	748.6	~~1,409.8~~ 1,409.7	0.9	0.1	1,448.4
Energy	0	~~14,718.3~~ 8,534.5	~~14.718.3~~ 8,534.5	~~0.9~~ 0.6	~~0.3~~ 0.2	~~14,836.9~~ 8,604.9
Mobile	0	~~29,879.2~~ 29,153.7	29,879.2 29,153.7	1.1	0	~~28,906.2~~ 29,180.9
Waste	~~1,843.5~~ 1,015.6	0	~~1,843.5~~ 1,015.6	~~108.9~~ 60.0	0	~~4,567.1~~ 2,516.2
Water	~~145.0~~ 111.6	~~439.1~~ 289.3	~~584.1~~ 400.9	~~15.0~~ 11.5	~~0.4~~ 0.3	~~1,066.5~~ 771.6
Total	**~~2,649.7~~ 1,788.5**	**~~44,785.2~~ 38,726.0**	**~~47,434.9~~ 40,514.5**	**~~126.8~~ 74.1**	**~~0.7~~ 0.5**	**~~50,825.0~~ 42,522.0**

SOURCES: CALEEMOD (V.2016.3.2)

TABLE 3.4-5: OPERATIONAL GHG EMISSIONS 2050 (MITIGATED METRIC TONS/YEAR)

	Bio- CO_2	*NBio- CO_2*	*Total CO_2*	*CH_4*	*N_2O*	*CO_2e*
Area	0	1,080.9	1,080.9	0.1	<0.1	1,088.6
Energy	0	~~14,718.3~~ 8,543.5	~~14,718.3~~ 8,543.5	~~0.9~~ 0.6	~~0.3~~ 0.2	~~14,836.9~~ 8,604.9
Mobile	0	~~25,381.5~~ 25,498.0	~~25,381.5~~ 25,498.0	1.0	0	~~25,406.2~~ 25,522.9
Waste	~~1,843.5~~ 1,015.6	0	~~1,843.5~~ 1,015.6	~~108.9~~ 60.0	0	~~4,567.1~~ 2,516.2
Water	~~116.0~~ 89.3	~~378.4~~ 245.5	~~494.4~~ 334.9	~~12.0~~ 9.2	~~0.3~~ 0.2	~~880.6~~ 631.6
Total	**~~1,959.5~~ 1,104.9**	**~~41,559.1~~ 35,358.9**	**~~43,518.6~~ 36,463.9**	**122.9**	**~~0.6~~ 0.4**	**~~46,779.4~~ 38,364.1**

SOURCES: CALEEMOD (V.2016.3.2)

The significance thresholds for GHG emissions should be related to compliance with AB 32 and SB 32, and the City of Salinas, as lead agency, has chosen to utilize a threshold of significance for GHG emissions based on the guidance from the MBARD and the City of Salinas, and as required by the Newhall Ranch decision. This threshold was independently derived by De Novo Planning Group, based on statewide GHG emissions and future-year employment and population projections. The rationale for using this threshold is outlined in the previous subsection, entitled "Thresholds of Significance".

As provided by the West Area Specific Plan, the proposed project is anticipated to include approximately 15,928 residents at project buildout. The proposed project would also have approximately 857 employees at project buildout (based on 571,500 total square feet of mixed use commercial at project buildout[2], and an employment density factor of 667 square

[2] As provided by the West Area Specific Plan: see Table 3 of the Initial Study for Salinas West Area Specific Plan (proposed project).

feet per worker[3]). Therefore, with a total projected service population of 16,785, unmitigated operational GHG emissions of 43,649.4~~51,939.2~~ MT CO_2e (in Year 2035), and mitigated operational GHG emissions of 39,273.3~~47,684.9~~ MT CO_2e (in Year 2035), the proposed project would generate approximately 2.60~~3.09~~ MT CO_2e/service population/year (in Year 2035), for operational emissions, under the unmitigated scenario. Under the mitigated scenario, the proposed project would generate approximately ~~2.84~~2.34 MT CO_2e/service population/year (in Year 2035). These values are above the derived threshold of 1.94 MT CO_2e/service population/year for Year 2035.

For the purposes of this analysis, the service population in Year 2050 is assumed to be same as in Year 2035. Under such a scenario, unmitigated GHG emissions per service population in Year 2050 would be approximately ~~3.03~~2.53 MT CO_2e/service population/year, and mitigated GHG emissions ~~remain~~would be ~~2.79~~2.29 MT CO_2e/service population/year. However, the service population threshold applied for Year 2050 is lower than in Year 2035, at 0.80 MT CO_2e/service population/year (and therefore more difficult at to achieve as compared to Year 2035). The GHG emissions modelled for Year 2050 would exceed this threshold by a substantial margin.

Page 3.4-48 through 3.4-49 have been amended as follows:

As described in Impact 3.4-2, implementation of the proposed project will still generate GHG emissions that would not otherwise exist without the proposed project. Given the length of construction activities for a project of this size, the construction emissions would be a ~~long-term~~maximum annual release of approximately 8,072~~168,734.3~~ MT CO_2e. The operational emissions would be a long-term release totaling approximately 43,649.4~~51,939.2~~ MT CO2e per year in 2035 without mitigation, and 39,273.3~~47,684.9~~ MT CO_2e per year in 2035 with mitigation. The City of Salinas must weigh the economic and social benefits of development against the environment impacts associated with development. The City of Salinas's planning efforts included targeted growth that accommodates the economic and social needs of the community, while recognizing and seeking to mitigate environmental impacts when growth occurs. The use of New Urbanism principles, which emphasize compact, walkable communities, and which were incorporated into the design of the proposed project, would help minimize GHG emissions generated by the proposed project. Further, the proposed project would be required to implement mitigation measures that are intended to reduce GHG emissions to the maximum extent feasible. The State of California continues to implement measures that are intended to reduce emissions on a State-wide scale (i.e. vehicle fuel efficiency standards in fleets, low carbon fuels, etc.) that are consistent with AB 32 and SB 32. These types of statewide measures will benefit the proposed project (and city as a whole) in the long-term as they come into effect; however, the City does not have the jurisdiction to create far-reaching (i.e. statewide) measures to reduce GHG emissions. On a project-by-project case, the City of Salinas evaluates a project and the

[3] As provided in Table 2 of the City of Salinas Nexus Studies Overview and Summary (February, 2016), for the "Retail/Restaurant/Personal Services" land use type.

potential to impose project-specific mitigation, which has been done through this GHG analysis. However, because it is possible that individual projects within the Specific Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant, implementation of the Specific Plan would have a ***cumulatively considerable contribution*** and ***significant and unavoidable*** impact to GHGs.

SECTION 3.6 HYDROLOGY AND WATER QUALITY

Page 3.6-19 of the Draft EIR is amended as follows:

Reclamation Ditch Watershed Impact Fee/Draft Nexus Study Summary Report

The Monterey County Water Resources Agency (MCWRA) oversees the development and implementation of water quality, water supply, and flood control projects in Monterey County, including operation and maintenance of the Reclamation Ditch. The Reclamation Ditch is part of a complex drainage system within the lower Salinas Valley. The final draft (August 2006) of the MCWRA's *Reclamation Ditch Watershed Impact Fee/Nexus Study Summary Report* ("Draft Nexus Study"), while not adopted, provides useful background information related to the current state of the Reclamation Ditch system.

The MCWRA has imposed regulations for floodplains in the County. Pertinent regulations include the following:

1. Lands within the FEMA FIRM identified 1-percent annual chance flood floodplain, Special Flood Hazards Areas (SFHA), and areas within 200 feet of a river or with 50 feet of a watercourse are subject to these regulations.
2. No construction is allowed within regulatory floodways or Zones AE.
3. Any encroachment into a regulatory floodway shall not result in any increase of base flood elevations.
4. All construction shall have the lowest floor, including basement, elevated to at least one foot above the base flood elevation.

(Note: All development in City of Salinas, including development in the Reclamation Ditch Watershed, must meet city flood damage prevention regulations.)

Currently, the Reclamation Ditch has taken on a new mission - as an important source of reclaimed irrigation and drinking water. The MCWRA and Monterey One Water (M1W), have entered into a Water Recycling Agreement which include consideration of the financing, design, construction, operation, maintenance, and replacement of New Source Water Facilities to provide approximately 4,381 acre-feet per year of additional recycled water to MCWRA for use in the existing Castroville Seawater Intrusion Project (CSIP), a coastal irrigation project. In addition, M1W would be provided approximately 4,320 AFY of new source water to provide drinking water. The project is reflected in the report entitled Monterey County Water Resources Agency New Source Water Supply Study (September 28, 2018). The report is available on MCWRA's website. The report provides that the Reclamation Ditch is expected to supply 272 acre-feet of recyclable water in a normal year.

3.0 3.0 ERRATA

Although the Reclamation Ditch will remain an important collector and conveyor of drainage water, that drainage water, at least above the diversion point, will be considered a resource to be enhanced rather than an impediment to be decreased.

SECTION 3.7 NOISE

Page 3.7-28 of the Draft EIR is amended as follows:

> ***Mitigation Measure 3.7-4:*** *Prior to the approval of building permits, the first row of residential dwellings located along E. Boronda Road and Natividad Road shall include windows having a Sound Transmission Class (STC) 35, or higher, rating installed in second floor facades and rooms that have windows or doors that ~~face~~abut E. Boronda Road and/or Natividad Road. Exterior walls shall also require 3-coat stucco and RC-channels, sheathing, or another acceptable construction application that effectively attenuates noise intrusion to the interior of the house. The exterior wall specifications would specifically apply to the first row of homes that abut E. Boronda Road and/or Natividad Road and ~~does~~only applies~~not apply~~ to the facades facing ~~away from the~~these roadways. These specifications do not apply to single story homes, or the first floor of a two-story home, both of which are attenuated by the sound wall. These requirements shall be included in the building plans for the specific dwelling units and noted on the building permits. A detailed analysis of any additional interior mitigation measures shall be conducted when building plans are available and prior to building permit issuance to verify these requirements. These requirements shall also be noted in the site improvement plans prior to approval by the City.*
>
> ***Mitigation Measure 3.7-5:*** *Prior to the approval of building permits, mechanical ventilation shall be required in the first row of all residential dwellings that ~~face~~abut E. Boronda Road and/or Natividad Road, sufficient to allow residents, as desired for acoustical isolation, to keep their doors and windows closed and still maintain acceptable interior temperature and noise levels. This requirement shall be included in the building plans for the specific dwelling units and noted on the building permits. This requirement shall also be noted in the site improvement plans prior to approval by the City.*

Page 3.7-31 of the Draft EIR is amended as follows:

> ***Mitigation Measure 3.7-7:*** *Prior to the approval of development review permits, the plans shall demonstrate: where commercial, business professional, office, or similar uses ~~face~~abut residential uses or where loading docks or truck circulation routes abut residential areas, the following measures shall be included in the project design:*
>
> - *All HVAC equipment shall be located within mechanical rooms where possible or shielded from view with solid or grated barriers;*
> - *Emergency generators shall comply with the City's noise criteria at the nearest noise-sensitive receivers;*

- *Delivery/loading activities shall comply with the Salinas Zoning Code standards and regulations; and*

The applicant shall submit a noise study to verify that the appropriate noise control measures have been incorporated into the project design and will achieve compliance with the City's noise level standards.

SECTION 3.9 PUBLIC SERVICES

Page 3.9-20 of the Draft EIR is amended as follows:

~~TABLE 3.9-9: PROJECTED PLAN AREA STUDENT GENERATION ESTIMATES~~

~~*DU TYPE*~~	~~*MIN. DU*~~	~~*MAX. DU*~~	~~*EDUCATION LEVEL*~~	~~*GENERATION FACTOR*~~	~~*STUDENTS GENERATED*~~		~~*ESTIMATED NUMBER OF STUDENTS GENERATED BY EDUCATION LEVEL (MIN. / MAX.)*~~
					~~*MIN.*~~	~~*MAX.*~~	
~~SFD~~	~~1,114~~	~~1,361~~	~~Elementary~~	~~.3416~~	~~380~~	~~465~~	~~Elementary 910 / 1,114~~
			~~Middle~~	~~.1948~~	~~217~~	~~265~~	
			~~High~~	~~.149~~	~~166~~	~~202~~	
~~SFA~~	~~1,476~~	~~1,803~~	~~Elementary~~	~~.1967~~	~~290~~	~~355~~	~~Middle School 417 / 509~~
			~~Middle~~	~~.0738~~	~~109~~	~~133~~	
			~~High~~	~~.149~~	~~220~~	~~268~~	
~~MF~~	~~963~~	~~1,176~~	~~Elementary~~	~~.2492~~	~~240~~	~~294~~	~~High School 600 / 731~~
			~~Middle~~	~~.0944~~	~~91~~	~~111~~	
			~~High~~	~~.222~~	~~214~~	~~261~~	
~~Total~~	~~3,553~~	~~4,340~~			~~1,927~~	~~2,354~~	~~1,927 / 2,354~~

~~*SOURCE: SALINAS UNION HIGH SCHOOL DISTRICT (JANUARY 2014), SANTA RITA UNION SCHOOL DISTRICT/COOPERATIVE STRATEGIES (OCTOBER 2018).*~~

TABLE 3.9-9: PROJECTED SPECIFIC PLAN AREA STUDENT GENERATION ESTIMATES

DWELLING UNIT TYPE	*TOTAL DWELLING UNITS*	*EDUCATION LEVEL*	*GENERATION FACTOR*	*STUDENTS GENERATED*
SINGLE-FAMILY (NE AND NG-1)	3,164	Elementary	0.3148	996
		Middle	0.1955	619
		High	0.208	658
MULTIFAMILY (NG-2 AND VILLAGE CENTER)	1,176	Elementary	0.5715	672
		Middle	0.1892	223
		High	0.041	48
Total				3,216

SOURCE: SALINAS UNION HIGH SCHOOL DISTRICT: 2018 SCHOOL FACILITY NEEDS ANALYSIS AND JUSTIFICATION REPORT; SANTA RITA UNION SCHOOL DISTRICT SCHOOL FACILITIES NEEDS ANALYSIS MARCH 6, 2018.

NOTE: TABLE ASSUMES (HIGH) SINGLE FAMILY (SF) DETACHED UNITS FOR ALL SF UNITS, DUE TO LACK OF DETAILED LOT COUNTS FOR ATTACHED AND DETACHED SFU'S.

The proposed project is expected to generate approximately ~~between 1,927 and 2,354~~3,216 additional students for the SUHSD and SRUSD, as shown in Table 3.9-9. It is also important to understand that special legal principles apply to impacts to school facilities. According to

Government Code Section 65996, the development fees authorized by Senate Bill 50 (1998) (described earlier) are deemed to be "full and complete school facilities mitigation" for impact caused by new development. The legislation also recognized the need for the fee to be adjusted periodically to keep pace with inflation. The legislation indicated that in January 2000, and every two years thereafter, the State Allocation Board would increase the maximum fees according to the adjustment for inflation in the statewide index for school construction. However, even where applicants have agreed to pay school impact mitigation fees, if the proposed development requires the construction or expansion of additional facilities that would cause other physical environmental impacts, then those physical impacts to non-school resources may be analyzed under CEQA (Gov. Code § 65995(i)).

SECTION 3.10 TRANSPORTATION AND CIRCULATION

Pages 3.10-43 through 3.10-46 of the Draft EIR is amended as follows:

- **North Sanborn Road/Boronda Road (#35): Implement** Mitigation Measure 3.10-~~5~~6 - Install a traffic signal or roundabout. Traffic signal mitigation was found to improve level of service to C in the morning peak hour and LOS B during the evening peak hour, with 22.8 seconds of delay and 15.1 seconds of delay, respectively. As this impact is a result of project traffic, the project applicant shall be responsible for its funding and implementation at the project approval stage. Alternatively, a roundabout that would reduce traffic to the same LOS (or better) is also acceptable. With the implementation of the identified mitigation measure, the impact would be less than significant**.**

- **Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way (#38):** Mitigation Measure 3.10-~~6~~7: Optimize existing signal timings and add an eastbound left turn pocket. The proposed mitigation is to add an eastbound left turn pocket and optimize the existing signal timing to better accommodate the expected changes in traffic distribution and volume in the with-project scenario. The proposed mitigation was found to improve LOS in the morning and evening peak periods to LOS B, with 18.0 seconds of delay and 18.3 seconds of delay, respectively. As this impact is a result of project traffic, the project applicant shall be responsible for its funding and implementation at the project approval stage. With the implementation of the identified mitigation measure, the impact would be less than significant.

- **Salinas Street/North Main Street/West Market Street/East Market Street (#55):** Mitigation Measure 3.10-~~7~~8: Add a southbound left turn lane and optimize the traffic signal timing. The implementation of this mitigation measure would improve intersection operation to LOS D in both the morning and evening peak hours, with 45.5 and 35.9 seconds of delay per vehicle, respectively. As this impact is a result of project traffic, the project applicant shall be responsible for its funding and implementation at the project approval stage. With the implementation of the identified mitigation measure, the impact would be less than significant**.**

- **U.S 101 Ramp Junctions:** Mitigation Measure~~s 3.10-8 and~~ 3.10-9**:** Contribution to the TAMC RDIF Program and payment of the City of Salinas's Traffic Impact Fees. The proposed mitigation for this impact is the project requirements to contribute to the TAMC Regional Development Impact Fee (RDIF) Program and the City of Salinas's Traffic Impact Fee (TIF) Program. These programs include improvements to U.S. 101 that would improve mainline and ramp junction operations, which would mitigate this project impact to a less than significant level**.**

CONCLUSION

Under Existing Plus Project conditions, implementation of the proposed Specific Plan would conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans. With implementation of these mitigation measures, the impacts to the above eight intersections and two ramp junctions are considered less than significant, and no further mitigation is required.

MITIGATION MEASURES

Mitigation Measure 3.10-1*: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal at San Juan Grade Road/Van Buren Avenue, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans for each stage of project development shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.*

Mitigation Measure 3.10-2*: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of the existing signal timing at San Juan Grade Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.*

Mitigation Measure 3.10-3*: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the signalization of the intersection at Hemingway Drive/East Boronda Road or equivalent traffic control (such as a roundabout), in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be*

determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.

***Mitigation Measure 3.10-4**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings at North Main Street/West Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.*

***Mitigation Measure 3.10-6**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal or equivalent traffic control (such as a roundabout) at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.*

***Mitigation Measure 3.10-7**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings and to add an eastbound left turn pocket at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. This mitigation includes the addition of an eastbound left turn pocket and optimization of the existing signal timing to better accommodate the expected changes in traffic distribution and volume with implementation of the proposed project. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.*

***Mitigation Measure 3.10-8**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the addition a southbound left turn lane and optimization of the traffic signal's timing at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share requirement. This*

measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.

Page 3.10-55 through 3.10-56 of the Draft EIR is amended as follows:

***Mitigation Measure 3.10-10**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.*

***Mitigation Measure 3.10-11**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to convert the eastbound right turn lane to a shared through-right turn lane at Natividad Road/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*

***Mitigation Measure 3.10-12**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for addition of an eastbound right turn pocket at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*

***Mitigation Measure 3.10-13**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of a traffic signal at the intersection of Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.*

***Mitigation Measure 3.10-14**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing*

and splits at the South Sanborn/North Sanborn/John Street intersection, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.

Pages 3.10-67 through 3.10-70 of the Draft EIR is amended as follows:

Mitigation Measure 3.10-15*: Each project applicant for development within the Specific Plan Area shall contribute its fair-share of funding to the TAMC Regional Development Impact Fee provides mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Southbound Ramps/Echo Valley Road/Crazy Horse Canyon Road. Regional fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.*

Mitigation Measure 3.10-16*: Each project applicant for development within the Specific Plan Area shall contribute its fair-share of the TAMC Regional Development Impact Fee to provide mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Northbound Ramps/Crazy Horse Canyon Road. Total fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.*

Mitigation Measure 3.10-17*: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Crazy Horse Canyon Road/San Juan Grade Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.*

Mitigation Measure 3.10-18*: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Rogge Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This*

measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.

Mitigation Measure 3.10-19*: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Russell Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.*

Mitigation Measure 3.10-20*: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of southbound and westbound left turn lanes at the intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*

Mitigation Measure 3.10-21*: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*

Mitigation Measure 3.10-22*: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at the intersection of Old Stage Road/Williams Road/Private Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.*

Mitigation Measure 3.10-23*: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound through lane, the addition of a northbound right turn overlap phase, and the conversion of the westbound through lane to a westbound shared through-left turn lane at the intersection*

of North Main Street/East Bernal Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note these improvements and the fair-share funding requirement.

***Mitigation Measure 3.10-24**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound and southbound through lanes at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*

***Mitigation Measure 3.10-25**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of South Davis Road/Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*

***Mitigation Measure 3.10-26**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane and a southbound left turn lane at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*

***Mitigation Measure 3.10-27**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound left turn lane at the intersection of South Main Street/West Blanco Road/East Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*

~~***Mitigation Measure 3.10-28**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound left turn lane at the intersection of South Main Street/West Blanco Road/East Blanco Road, in proportion to the area planned for development by such project applicant, in accordance~~

~~*with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*~~

Page 3.10-57 of the Draft EIR is amended as follows:

The results of the intersection analysis for this scenario are shown in **Error! Reference source not found.** 3.10-21 below. As shown, although the worst movements at the Hebert Road/San Juan Grade Road intersection (i.e. Intersection #6) would operate at LOS E during the PM period, the intersection does not satisfy peak hour traffic signal warrants. Therefore, there would not be significant impact at this intersection under Cumulative Plus Project conditions and there would be no mitigation required.

Separately, although the North Main Street/West Laurel Drive intersection (i.e. Intersection #32) would operate at LOS D during the AM period and a LOS F during the PM period, the proposed project does not increase vehicular delay this intersection, compared with the Cumulative No Project condition. The proposed project adds a small amount of traffic at this intersection to movements that experience low delay, thereby making average delay decrease by a small amount at this intersection (161.8 seconds during the PM peak hour under the Cumulative No Project condition versus 158.6 seconds under the Cumulative Plus Project condition) (see Appendix I for more detail). Since the proposed project does not result in an increase in delay at this intersection under the Existing Plus Project conditions, this results in a less than significant impact and no mitigation is required for this intersection.

Page 3.10-65 of the Draft EIR is amended as follows:

- **Crazy Horse Canyon Road/San Juan Grade Road (#5)**: Mitigation Measure 3.10-~~30~~17: Install traffic signal. However, while the project would make a fair-share contribution to mitigate its contribution to this impact, there is no mechanism to ensure the full funding and completion of the improvement. Thus, this cumulative impact is considered significant and unavoidable.

- **Hebert Road/San Juan Grade Road (#6):** No ~~feasible~~ mitigation is ~~available~~required for this intersection. While the worst movement at this intersection would operate at LOS E under this scenario, this intersection does not satisfy peak hour traffic signal warrants (from the MUTCD). Thus, this cumulative impact is considered less than significant.~~Furthermore, there is no mechanism to ensure the full funding and completion of an improvement, should one become available. Thus, this cumulative impact is considered significant and unavoidable.~~

Page 3.10-66 of the Draft EIR is amended as follows:

- **North Main Street/West Laurel Drive (#32)**: ~~No feasible mitigation is available~~.The proposed project does not increase vehicular delay at this intersection, compared with the

Cumulative No Project condition. ~~Furthermore, there is no mechanism to ensure the full funding and completion of an improvement, should one become available.~~Thus, this cumulative impact is considered significant and unavoidable~~less than significant~~.

- **Natividad Road/East Laurel Drive (#33)**: Implement previously identified Mitigation Measures 3.10-5~~:~~ and 3.10-11 (Install northbound and southbound through lanes, and convert the eastbound right turn lane to a shared through-right turn lane at Natividad Road/East Laurel Drive). However, under cumulative conditions, the degradations in service levels are considered to be significant adverse cumulative impacts based on the City's significance thresholds. Thus, this cumulative impact is considered significant and unavoidable.

CUMULATIVE PLUS PROJECT WITH CENTRAL AREA SPECIFIC PLAN

The Cumulative Conditions Plus Project with Central Area Specific Plan scenario models the overall change in traffic volumes in Salinas as a result of forecast development, with the addition of the proposed project and the Central Area Specific Plan. The intent is to understand how the proposed project combined the Central Area Specific Plan will influence travel behavior in light of future conditions, and to identify possible significant future impacts.

Intersections

The results of the intersection operations analysis for the Cumulative Plus Project and Central Area Specific Plan conditions are shown in Table 3.10-26 below. Overall, twenty-two intersections were found to operate below the local LOS thresholds set by the City. As shown, although the worst movements at the Hebert Road/San Juan Grade Road intersection (i.e. Intersection #6) would operate at LOS E during the PM period, the intersection does not satisfy peak hour traffic signal warrants. Therefore, there would not be significant impact at this intersection under Cumulative Plus Project with Central Area Specific Plan conditions and there would be no mitigation required.

Separately, although the North Main Street/West Laurel Drive intersection (i.e. Intersection #32) would operate LOS F during the AM and PM periods, the proposed project does not increase vehicular delay this intersection, compared with the Cumulative No Project condition. The proposed project adds a small amount of traffic to movements that experience low delay, thereby making average delay decrease by a small amount at this intersection (161.8 seconds during the PM peak hour under the Cumulative No Project condition versus 161.3 seconds under the Cumulative Plus Project Plus Central Area Specific Plan condition) (see Appendix I for more detail). Since the proposed project does not result in an increase in delay at this intersection under this scenario, there is a less than significant impact for this intersection and no mitigation is required.

Page 3.10-78 of the Draft EIR is amended as follows:

Hebert Road/San Juan Grade Road (#6): ~~No feasible mitigation is available. The cumulative impact would be considered significant and unavoidable.~~ No mitigation is required for this intersection. While the worst movement at this intersection would operate at LOS E, this intersection does not satisfy peak hour traffic signal warrants (from the MUTCD). Thus, this cumulative impact is considered less than significant.

Page 3.10-79 of the Draft EIR is amended as follows:

- **North Main Street & West Laurel Drive (#32):** The proposed project does not increase vehicular delay at this intersection, compared with the Cumulative No Project condition. Thus, this cumulative impact would be less than significant. Nevertheless, this intersection would be required to i~~I~~mplement the previously identified Mitigation Measure 3.10-4 **-** Optimize existing signal timings. ~~With the implementation of the identified mitigation measure, the impact would be less than significant.~~

- **Natividad Road/East Laurel Drive (#33)**: ~~Mitigation Measure 3.10-30: Convert the existing eastbound right turn lane to a shared through-right turn lane. In addition, i~~Implement previously identified Mitigation Measure 3.10-5, which requires funding for the installation of northbound and southbound through lanes, and Mitigation Measure 3.10-11, which requires the conversion of the eastbound right turn lane to a shared-right turn lane. However, even with implementation of these mitigation measures, this cumulative impact would be significant and unavoidable.

- **Constitution Boulevard/East Laurel Drive (#34)**: Mitigation Measure 3.10-~~31~~29: Install an eastbound left turn lane. In addition, implement Mitigation Measure 3.10-21: Install southbound left turn lane. However, this cumulative impact is considered significant and unavoidable.

- **North Sanborn Road/Boronda Road (#35):** Mitigation Measure 3.10-~~32~~30: Install a westbound left turn lane. With the implementation of the identified mitigation measure, the cumulative impact would be less than significant.

Page 3.10-79 of the Draft EIR is amended as follows:

- **Williams Road/East Boronda Road (#40)**: Mitigation Measure 3.10-~~33~~31: Install an eastbound left turn lane. With the implementation of the identified mitigation measure, the cumulative impact would be less than significant.

- **East Front Street/Sherwood Drive/Market Street (#51)**: Mitigation Measure 3.10-~~34~~32: Install a southbound left turn lane. With the implementation of the identified mitigation measure, the cumulative impact would be less than significant.

Page 3.10-81 through 3.10-82 of the Draft EIR is amended as follows:

Mitigation Measure 3.10-2~~8~~9*: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Old Stage Road/Hebert Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.*

Mitigation Measure 3.10-~~30~~29*: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of northbound and southbound through lanes on Natividad Road and for the conversion of the existing eastbound right turn lane on East Laurel Drive to a shared through-right turn lane, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*

Mitigation Measure 3.10-~~31~~30*: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of eastbound and southbound left turn lanes at Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*

Mitigation Measure 3.10-~~32~~31*: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of North Sanborn Road/Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*

Mitigation Measure 3.10-~~33~~32*: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane at Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*

***Mitigation Measure 3.10-~~3~~433**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of East Front Street/Sherwood Drive/Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*

SECTION 3.11 UTILITIES

Pages 3.11-28 through 3.11-29 of the Draft EIR is amended as follows:

~~**Salinas Valley Groundwater Project Phase II**. A conceptual design for Phase II of the Salinas Valley Water Project has been developed by MCWRA. Under this plan additional winter flood flows would be diverted from the Salinas River. These diversions, up to 135,000 AFY, could be directly used by urban customers. A technical memorandum was completed in 2013. Phase II incorporates two surface water diversion points and will be accompanied by conveyance and delivery facilities.~~

Pure Water Monterey Project. The approved Pure Water Monterey Groundwater Replenishment Project will serve northern Monterey County. The project will provide both purified recycled water for recharge of the Seaside Groundwater Basin that serves as drinking water supply, and recycled water to augment the existing Castroville Seawater Intrusion Project's crop irrigation supply. The project is jointly sponsored by the M1W and the Monterey Peninsula Water Management District, and also includes participation by the City of Salinas, the Marina Coast Water District, and the MCWRA. CEQA documentation has been completed for this project.

The project includes collection of a variety of new source waters and conveyance of that water to the M1W regional wastewater treatment plant (regional plant) for treatment and recycling. New source waters include: 1) water from the City of Salinas agricultural wash water system; 2) stormwater flows from the southern part of Salinas and the Lake El Estero facility in Monterey; 3) surface water and agricultural tile drain water that is captured in the Reclamation Ditch and Tembladero Slough; and 4) surface water and agricultural tile drain water that flows in the Blanco Drain. The project would enable California American Water Company to reduce its diversions from the Carmel River system by up to 3,500 acre-feet per year by injecting the same amount of purified recycled water into the Seaside Groundwater Basin. The project would also provide additional recycled water for agricultural irrigation in northern Salinas Valley through the Castroville Seawater Intrusion Project's agricultural irrigation system. It is anticipated that in normal and wet years approximately 4,500 to 4,750 acre-feet per year of additional recycled water supply could be created for agricultural irrigation purposes. In drought conditions, the project could provide up to 5,900 acre-feet per year for crop irrigation (Denise Duffy & Associates, 2016). It is this latter source of new agricultural water that would replace an

equivalent volume that is now pumped from the groundwater basin and contributes to groundwater overdraft and seawater intrusion.

Other Water Supply Projects. The Cal Water UWMP includes discussion of new water supply projects from which Cal Water may be able to obtain water supply that would reduce its need to pump groundwater from the groundwater basin. These include Monterey Peninsula Water Supply Project (referenced in the UWMP as the former named Coastal Water Project) and the DeepWater Desal project in Moss Landing.

The Monterey Peninsula Water Supply Project is designed to supply supplemental water to consumers on the Monterey Peninsula. The primary purpose is to enable California American Water, the primary water purveyor for these customers, to reduce California American Water's diversion of water from the Carmel River as mandated by the State. Therefore, this project is not expected to have significant potential to reduce groundwater extraction within the Salinas Valley.

The DeepWater Desal project, proposed for a location in Moss Landing, is in the planning and environmental review stages. If approved, the project is projected to be operational in 2021. If the project proceeds as proposed, it could become a source of municipal water supply for the City of Salinas, thereby potentially reducing the volume of groundwater extracted to serve demand in the city.

Recommendations to Address the Expansion of Seawater Intrusion in the Salinas Valley Groundwater Basin

In October 2017, the MCWRA prepared a report (entitled Recommendations to Address the Expansion of Seawater Intrusion in the Salinas Valley Groundwater Basin) to discuss the current knowledge and related background information surrounding seawater intrusion pathways and potential impacts on the Salinas Valley Groundwater Basin. Within this report, the MCRWA provided six recommendations with the aim to slow or halt seawater intrusion and impacts related thereto, within the Salinas Valley Groundwater Basin, with each focused on a component that influences, or could be impacts by, the advancement of seawater intrusion. The recommendations include, in no particular order:

1. An immediate moratorium on groundwater extractions from new wells in the Pressure 400-Foot Aquifer within an identified Area of Impact4, except for the following use categories:

a. Wells operating under the auspices of the Castroville Seawater Intrusion Project; and,

b. Monitoring wells owned and maintained by the Agency or other water management agencies.

2. Enhancement and expansion of the Castroville Seawater Intrusion Project (CSIP) Service Area. The expansion should include, at a minimum, lands served by wells currently extracting groundwater within the Area of Impact.

3. Following expansion of the CSIP Service Area, termination of all pumping from existing wells Pressure 180-Foot or Pressure 400-Foot Aquifer wells within the Area of Impact, except for the following use categories:

a. Municipal water supply wells;

b. Wells operating under the auspices of the Castroville Seawater Intrusion Project; and,

c. Monitoring wells owned and maintained by the Agency or other water management agencies.

4. Initiate and diligently proceed with destruction of wells in Agency Zone 2B, in accordance with Agency Ordinance No. 3790, to protect the Salinas Valley Groundwater Basin against further seawater intrusion.

5. An immediate moratorium on groundwater extractions from new wells within the entirety of the Deep Aquifers of the 180/400 Foot Aquifer and Monterey Subbasins until such time as an investigation of the Deep Aquifers is completed and data pertaining to the hydraulic properties and long-term viability of the Deep Aquifers are available for knowledge-based water resource planning and decision making.

a. Monitoring wells, public agency wells, municipal water supply wells, wells for which a construction permit has already been issued, and well repairs should be considered for exemption from this recommendation.

b. The moratorium should include a prohibition of:

i. Replacement wells, unless it can be demonstrated that the installation of such a well will not result in further expansion of the seawater intrusion front; and,

ii. Deepening of wells from overlying aquifers into the Deep Aquifers, deepening of wells within the Deep Aquifers, and other activities that would expand the length, depth, or capacity of an existing well.

6. Initiate and diligently proceed with an investigation to determine the hydraulic properties and long-term viability of the Deep Aquifers.

The MCWRA as identified an Area of Impact, encompassing an area of the 180/400 Foot Aquifer and Monterey Subbasins that meets the following criterion:

- That portion of the 180/400 Foot Aquifer and Monterey Subbasins in which chloride concentrations in either the Pressure 180-Foot Aquifer or the Pressure 400-Foot Aquifer are 250 milligrams per liter (mg/L) or greater.

The location of areas where chloride concentrations in groundwater are 250 mg/L chloride concentration or greater will be defined by the most recently published data from the Agency; currently this is data from 2015. The use of the 250 mg/L threshold is applicable only to identifying the Area of Impact as it pertains to these recommendations. The Agency will continue to define the extent of seawater intrusion as the area in which chloride concentrations are 500 mg/L or greater.

It should be noted that the report recommends consideration of an exemption for new municipal water supply wells in the entirety of the Deep Aquifers.

SECTION 4.0 OTHER CEQA-REQUIRED TOPICS

Pages 4.0-9 through 4.0-10 of the Draft EIR is amended as follows:

As described in Impact 3.4-2, implementation of the proposed project will still generate GHG emissions that would not otherwise exist without the proposed project. Given the length of construction activities for a project of this size, the construction emissions would be a ~~long-term~~maximum annual release of approximately 8,072~~168,734.3~~ MT CO_2e. The operational emissions would be a long-term release totaling approximately 43,649.4~~51,939.2~~ MT CO2e per year in 2035 without mitigation, and 39,273.3~~47,684.9~~ MT CO_2e per year in 2035 with mitigation.

As described in Impact 3.4-2 in Section 3.4, implementation of the proposed project will still generate GHG emissions that would not otherwise exist without the proposed project. Given the length of construction activities for a project of this size, the construction emissions would be a ~~long-term~~maximum annual release of approximately 8,072~~168,734.3~~ MT CO_2e. The operational emissions would be a long-term release totaling approximately 43,649.4~~51,939.2~~ MT CO2e per year in 2035 without mitigation, and 39,273.3~~47,684.9~~ MT CO_2e per year in 2035 with mitigation. The City of Salinas must weigh the economic and social benefits of development against the environment impacts associated with development. The City of Salinas's planning efforts included targeted growth that accommodates the economic and social needs of the community, while recognizing and seeking to mitigate environmental impacts when growth occurs. The use of New Urbanism principles, which emphasize compact, walkable communities, and which were incorporated into the design of the proposed project, would help minimize GHG emissions generated by the proposed project. Further, the proposed project would be required to implement mitigation measures that are intended to reduce GHG emissions to the maximum extent feasible. The State of California continues to implement measures that are intended to reduce emissions on a State-wide scale (i.e. vehicle fuel efficiency standards in fleets, low carbon fuels, etc.) that are consistent with AB 32 and SB 32. These types of statewide

measures will benefit the proposed project (and city as a whole) in the long-term as they come into effect; however, the City does not have the jurisdiction to create far-reaching (i.e. statewide) measures to reduce GHG emissions. On a project-by-project case, the City of Salinas evaluates a project and the potential to impose project-specific mitigation, which has been done through this GHG analysis. However, because it is possible that individual projects within the Specific Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant, implementation of the Specific Plan would have a ***cumulatively considerable contribution*** and ***significant and unavoidable*** impact to greenhouse gases.

SECTION 5.0 ALTERNATIVES

Pages 5.0-48 and 5.0-49 of the Draft EIR is amended as follows:

TABLE 5.0-10: COMPARISON OF ALTERNATIVE PROJECT IMPACTS TO THE WEST AREA SPECIFIC PLAN

ENVIRONMENTAL TOPIC	PROPOSED PROJECT[1]	NO PROJECT (NO BUILD) ALTERNATIVE	REDUCED LAND AREA PROJECT ALTERNATIVE	REDUCED RESIDENTIAL INTENSITY/DENSITY ALTERNATIVE	SMALLER-SCALE PROJECT ALTERNATIVE
SECTION 3.9 - PUBLIC SERVICES (PS)					
PS Impact 3.9-1	LS/MM	Less	~~Equal~~Slightly Less	Slightly Less	Slightly Less
PS Impact 3.9-2	LS	Slightly Less	~~Equal~~Slightly Less	Slightly Less	Slightly Less
PS Impact 3.9-3	SU	Less	~~Equal~~Slightly Less	Slightly Less	Slightly Less
PS Impact 3.9-4	SU	Less	~~Equal~~Slightly Less	Slightly Less	Slightly Less
PS Impact 3.9-5	LS	Less	~~Equal~~Slightly Less	Slightly Less	Slightly Less
PS Impact 3.9-6	CC & SU	Less	Slightly Less	Slightly Less	Slightly Less

Table 5.0-18 of the Draft EIR is amended as follows:

TABLE 5.0-2: ESTIMATED OPERATIONAL EMISSIONS OF THE REDUCED LAND AREA ALT. AT FULL BUILDOUT

	ROG		***NOx***		***PM_{10}***		***SOx***	
Threshold	**≤ 137 lbs/day**		**≤ 137 lbs/day**		**≤ 82 lbs/day**		**≤ 150 lbs/day**	
Category	Unmitigated	Mitigated	Unmitigated	Mitigated	Unmitigated	Mitigated	Unmitigated	Mitigated
Reduced Land Area Alternative								
Area	~~1,170.9~~ 1,079.4	~~246.4~~ 160.7	31.5	25.3	~~168.4~~ 168.4	~~3.7~~ 3.7	2.3	0.2
Energy	~~5.1~~ 2.7	~~5.1~~ 2.8	~~44.7~~ 23.9	~~44.7~~ 23.9	~~3.5~~ 1.9	~~3.5~~ 1.8	~~0.3~~ 0.2	~~0.3~~ 0.2
Mobile	~~40.3~~ 41.3	~~38.5~~ 39.3	~~229.5~~ 235.1	~~221.6~~ 226.7	~~162.9~~ 167.4	~~139.3~~ 142.3	~~1.7~~ 1.6	~~1.4~~ 1.4
Total	**~~1,216.3~~ 1,123.5**	**~~290.0~~ 202.8**	**~~305.7~~ 290.6**	**~~291.6~~ 275.9**	**~~334.8~~ 337.7**	**~~146.5~~ 147.9**	**~~4.3~~ 4.0**	**~~1.9~~ 1.7**
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**No**	**No**
Proposed Project								
Area	~~1,170.9~~ 1,079.4	~~246.4~~ 160.7	31.5	25.3	168.4	3.7	2.3	0.2
Energy	~~5.1~~ 2.8	~~5.1~~ 2.8	~~44.7~~ 23.9	~~44.7~~ 23.9	~~3.5~~ 1.9	~~3.5~~ 1.9	~~0.3~~ 0.2	~~0.3~~ 0.2
Mobile	~~50.4~~ 51.7	~~48.1~~ 49.2	~~286.9~~ 293.9	~~277.0~~ 283.3	~~203.6~~ 209.2	~~174.1~~ 177.9	~~2.1~~ 1.9	~~1.8~~ 1.7
Total	**~~1,226.4~~ 1,133.9**	**~~299.6~~ 212.7**	**~~363.1~~ 349.4**	**~~347.0~~ 332.6**	**~~375.6~~ 379.6**	**~~181.3~~ 183.5**	**~~4.6~~ 4.5**	**~~2.2~~ 2.0**
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**No**	**No**

SOURCE: CALEEMOD (V.2016.3.2)

Pages 5.0-18 and 5.0-19 of the Draft EIR are amended a follows:

This alternative would provide more compact development than the proposed project, providing greater opportunities for non-motorized transportation choices (such as walking or cycling). This would slightly reduce vehicle miles travelled (VMT) as compared to the proposed project, which would slightly the mobile source emissions. The Reduced Land Area Project Alternative would have greater impacts with respect to Air Quality Impact 3.1-1, which is identified as "the potential to conflict with or obstruct implementation of the applicable air quality plan." This is because the Association of Monterey Bay Area Governments (AMBAG), in consultation with the City of Salinas, included the North of Boronda FGA (inclusive of the West Area Specific Plan) within the AMBAG 2018 Regional Growth Forecast. The AMBAG 2018 Regional Growth Forecast feeds into the Monterey Bay Air Resources Board's (MBARD) 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) as well as the future version of the Air Quality Management Plan (AQMP). Therefore, while an increase in density has the potential to reduce mobile source emissions if residents chose alternative transportation modes (i.e. walk/bike/transit instead of driving a vehicle), this is not guaranteed to occur given that the choice to drive is still convenient and economical for most residents under this residential density in a suburban environment. The increased residential density under this alternative was not specifically planned for in the MBARD planning documents and within the AMBAG

forecasts. ~~As such,~~ Nevertheless, due to the reduced footprint and slightly reduced VMT, this impact would be slightly reduced when compared to the West Area Specific Plan.

Page 5.0-21 of the Draft EIR is amended as follows:

The Reduced Land Area Project Alternative would not develop approximately 162 acres that is proposed to be developed under the proposed project. This would provide more compact development, creating more opportunities for non-motorized transportation options (such as walking or cycling). This is likely to reduce overall vehicle miles travelled (VMT) as compared to the proposed project. This would reduce mobile-related GHG emissions by an amount approximately equivalent to proportional reduction in the size of the Specific Plan Area (twenty percent) under this alternative, as compared with the proposed project. Estimated mitigation operational GHG emissions at Specific Plan Area buildout are shown in Table 5.0-3. As shown, total operational emissions would be reduced by approximately ~~11~~13% under this scenario, as compared to the proposed project. However, Specific Plan Area operational activities under this alternative would be expected to generate a significant and unavoidable impact on operational greenhouse gases.

TABLE 5.0-3: REDUCED LAND AREA PROJECT ALT. GHG EMISSIONS (MITIGATED METRIC TONS/YEAR)

	Bio- CO_2	***NBio- CO_2***	***Total CO_2***	***CH_4***	***N_2O***	***CO_2e***
Reduced Land Area Alternative						
Area	0	1,080.9	1,080.9	0.1	0	1,088.6
Energy	0	~~14,718.3~~ 8,534.5	~~14,718.3~~ 8,534.5	~~0.9~~ 0.6	~~0.3~~ 0.2	~~14,836.9~~ 8,604.9
Mobile	0	~~21,026.6~~ 21,122.8	~~21,026.6~~ 21,122.8	0.9	0	~~21,049.4~~ 21,145.6
Waste	~~1,843.5~~ 1,015.6	0	~~1,843.5~~ 1,015.6	~~108.9~~ 60.0	0	~~4,567.1~~ 2,516.2
Water	~~116.0~~ 89.3	~~378.4~~ 245.5	~~494.4~~ 334.9	~~12.0~~ 9.2	0.3 0.2	~~880.6~~ 631.6
Total	**~~1,959.5~~ 1,104.9**	**~~37,204.2~~ 30,983.7**	**~~39,163.7~~ 32,088.7**	**~~122.8~~ 70.8**	**0.6 0.4**	**~~42,422.6~~ 33,986.9**
Proposed Project						
Area	0	1,080.9	1,080.9	0.1	<0.1	1,088.6
Energy	0	~~14,718.3~~ 8,534.5	~~14,718.3~~ 8,534.5	~~0.9~~ 0.6	~~0.3~~ 0.2	~~14,836.9~~ 8,604.9
Mobile	0	~~26,283.3~~ 26,403.6	~~26,283.3~~ 26,403.6	1.1	0	~~26,311.7~~ 26,432.0
Waste	~~1,843.5~~ 1,105.6	0	~~1,843.5~~ 1,105.6	~~108.9~~ 60.0	0	~~4,567.1~~ 2,516.2
Water	~~116.0~~ 89.3	~~378.4~~ 245.5	~~494.4~~ 334.9	~~12.0~~ 9.2	~~0.3~~ 0.2	~~880.6~~ 631.6
Total	**~~1,959.5~~ 1,104.9**	**~~40,844.8~~ 36,264.5**	**~~44,420.4~~ 37,369.4**	**~~123.1~~ 71.0**	**~~0.6~~ 0.4**	**~~47,684.9~~ 39,273.3**

SOURCES: CALEEMOD (V.2016.3.2)

With a total projected service population of 16,785 (same as the proposed project), this alternative would generate approximately ~~2.53~~2.02 MT CO_2e/service population/year in the mitigated scenario (in Year 2035). This value is above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035. However, this value is below the

per service population estimate for the proposed project of 2.84 MT CO_2e/service population/year (in Year 2035). Therefore, the emissions per capita under this alternative would be reduced as compared with the proposed project. This impact would be slightly reduced when compared to the proposed project.

Page 5.0-23 of the Draft EIR is amended a follows:

Under the Reduced Land Area Project Alternative, potential water quality impacts from construction and operation of the West Area Specific Plan would be reduced. Under this alternative, the developed area would be reduced by 20 percent when compared with the project. The Reduced Land Area Project Alternative would have a greater chance of groundwater recharge because it would reduce the amount of impervious surfaces by 20 percent as compared to the West Area Specific Plan. The areas that would not be developed (i.e., the 162 acres of land in the northeast corner of the Specific Plan Area) would remain under agricultural production. ~~and w~~While ~~they~~ the 162-acre agricultural area would ~~have better recharge in those areas~~provide opportunities for groundwater recharge, the agricultural uses would continue to require intensive groundwater pumping for the agricultural production. The higher amount of groundwater pumping required for the 162-acres of agricultural use under this alternative would result in a greater impact on the Salinas Valley Ground Water basin, when compared to the project. The amount of total consumptive water usage reduced by this alternative when compared to the existing uses in the Specific Plan Area would be approximately 1,666 AFY, compared with the approximately 2,078 AFY estimated to be saved by the proposed project. That is, buildout this alternative would save approximately 412 AFY less water than buildout of the proposed project. This would increase risks to the groundwater basin associated with seawater intrusion, when compared to the proposed project.

~~There would still be some benefit on the Salinas Valley Ground Water basin under this alternative because 80 percent of the land area would be converted into a use that would not require intensive groundwater pumping.~~

Under this alternative, there are some instances where the undeveloped portions of the Specific Plan Area would have greater discharges of certain pollutants (such as erosion, sedimentation, pesticides release, etc.) when compared to the project. Additionally, while the potential to result in water quality violations would be reduced under this alternative when compared with the project, overdraft conditions would worsen in the Salinas Valley Ground Water basin under this alternative because this alternative would increase groundwater pumping when compared to the project. As such, potential impacts related to hydrology and water quality would be increased under this alternative when compared to the project.

Page 5.0-24 of the Draft EIR is amended as follows:

Population and Housing

The City anticipates growth within the community over time, and has responded to the anticipated growth by establishing a Future Growth Area (FGA). The FGA was established through a community process that focused on allowing new development to specific areas of the city that have been determined to have adequate infrastructure and resources to accommodate the growth. The Specific Plan Area is within the North of Boronda FGA, and the West Area Specific Plan is a planning document that implements the City's intent to focus new development, and the growth that goes along with the new development, into the FGA. The West Area Specific Plan would not displace substantial numbers of existing housing and/or substantial numbers of people, but would instead provide new housing consistent with the City's General Plan. The West Area Specific Plan does not divide the community, but rather, it is an extension of the existing community.

Under the Reduced Land Area Project Alternative, the project footprint~~development~~ would be reduced by 20 percent when compared with the proposed project. However, although the residential density would increase from approximately 9.0 to 11.3 residential units per acre under this alternative, the number of residences developed under this alternative would be the same as for the proposed project.~~Development of housing would still occur under this alternative, but fewer units would be built. Growth would still be anticipated to occur within the region, but it would not be fully accommodated in the North of Boronda FGA which has undergone extensive planning efforts by the City and community for over a decade. This would not be consistent with the FGA and General Plan. The City would need to look to other undeveloped areas of the region to develop for new housing which would be expected to have environmental impacts that have not yet been assessed but could well be worse than those of the West Area Specific Plan, particularly with respect to prime agricultural land, which is abundant in the region.~~ Overall, this alternative would have an equal ~~greater~~ impact when compared to the proposed project.

Pages 5.0-25 and 5.0-26 of the Draft EIR are amended as follows:

Under the Reduced Land Area Project Alternative, the development area would be reduced by 20 percent. Residential and non-residential development would be ~~reduced~~ equal under the Reduced Land Area Project Alternative; therefore, the demand for police, fire and other public services would be ~~reduced~~equal. This alternative would still result in development of public facilities (i.e. schools and parks) and would be required to pay the appropriate public safety impact fees. Overall, this alternative would have a ~~slightly reduced~~equal impacts to public services when compared to the project.

Pages 5.0-26 and 5.0-27 of the Draft EIR are amended as follows:

Under the Reduced Land Area Project Alternative, the development area would be reduced by 20 percent. Residential and non-residential development would be ~~reduced~~ equal under the Reduced Land Area Project Alternative; therefore, traffic generated in the Specific Plan

Area would be ~~reduced~~equal. This alternative would still result in new traffic improvements on the City's roadway system to accommodate the new traffic generated. It would also still result in payments of traffic impact fees into the City's CIP program that would be used for the roadway system. Existing deficiencies in the traffic system would receive some benefit of improvements to improve existing deficiencies; however, there would still be significant and unavoidable cumulative impacts to this topic under this alternative.

The Reduced Land Area Project Alternative would have "slightly greater" impact with respect to Transportation and Circulation Impact 3.10-7, which is identified as "impacts related to emergency access." The basis for this determination is that the increased density of the proposed project would increase congestion on existing and planned roadways as compared to the proposed project, given that fewer roadways would be developed under this alternative (because the APNs 211-011-008 and 211-011-009 would not be developed under this alternative). Specifically, Natividad Road (Major Arterial), Russell Road (Major Arterial), and Rogge Road would not be expanded with full frontage improvements under this alternative. Congestion is also expected to be slightly higher under this alternative compared to the proposed project, given the increased density of traffic (based on fewer roadway miles being developed under this alternative compared with the proposed project, and the increased density of the proposed project (to 11.3 residential units per acre under this alternative, compared to 9.0 residential units per acre under the proposed project). This represents a slightly greater impact with respect to emergency access within the Specific Plan Area. It is noted that the significance determination under Transportation and Circulation Impact 3.10-7 would likely still be less than significant for the Reduced Land Area Alternative, similar to the proposed project, however, the roadway network will not have the same capacity as under the proposed project so the determination remains "slightly greater."

Additionally, the Reduced Land Area Project Alternative would have a "slightly greater" impact with respect to Transportation and Circulation Impact 3.10-8, which is identified as "conflict with adopted multi-modal circulation policies, plans, or programs" or a "decrease [in] the performance or safety of public transit, bicycle, or pedestrian facilities." The basis for this determination is that the following roadways would not be developed in full under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane);
- Rogge Road frontage improvements.

Since these roadways would not be developed in full, as planned for by the proposed project, connectivity with the remainder of the City and County, including other areas within the City's FGA, would be more limited under the Reduced Land Area Project Alternative as compared to the proposed project. Overall, this alternative would have ~~less of an overall~~slightly greater traffic impacts than the project.

Utilities

Implementation of the West Area Specific Plan could result in potentially significant impacts to the utility systems including wastewater, water, storm water drainage, and solid waste providers. Mitigation measures have been incorporated into the project to ensure that capacity is available and any impacts from increased demand are reduced.

Under the Reduced Land Area Project Alternative, the development area would be reduced by 20 percent. The total quantity of infrastructure installed would be reduced, but the demand for wastewater and solid waste services would be approximately the same as the proposed project, given that the number of residential and non-residential users of such utilities would remain the same under this alternative as in the proposed project. That is, it is expected that this alternative would generate approximately 1.0 MGD of wastewater and approximately 48,922 lbs/day of solid waste, similar to the proposed project, since this alternative would generate approximately the same number of residents and workers as the proposed project.

Separately, the total storm drainage runoff under this alternative would be reduced compared to the proposed project, due to the reduction in impervious surfaces.

This alternative would not save as much groundwater when compared to the proposed project. The amount of total consumptive water usage reduced by this alternative when compared to the existing uses in the Specific Plan Area would be approximately 1,666 AFY, compared with the approximately 2,078 AFY estimated to be saved by the proposed project. That is, buildout this alternative would save approximately 412 AFY less water than buildout of the proposed project. This is due to the dramatically higher water usage under the current irrigated agricultural cultivation uses as compared with developed residential and/or commercial uses. This would increase risks to the groundwater basin associated with seawater intrusion, when compared to the project.

Page 5.0-27 of the Draft EIR is amended as follows:

TABLE 5.0-4: ESTIMATED OPERATIONAL EMISSIONS OF THE REDUCED DENSITY/INTENSITY ALT. AT FULL BUILDOUT

	ROG		***NOx***		***PM_{10}***		***SOx***	
Threshold	**≤ 137 lbs/day**		**≤ 137 lbs/day**		**≤ 82 lbs/day**		**≤ 150 lbs/day**	
Category	Unmitigated	Mitigated	Unmitigated	Mitigated	Unmitigated	Mitigated	Unmitigated	Mitigated
Reduced Density/Intensity Alternative								
Area	~~878.2~~ 815.5	~~184.8~~ 125.9	~~23.6~~ 23.7	19.0	126.3	2.8	1.7	~~0.2~~ 0.1
Energy	~~3.8~~ 2.2	~~3.8~~ 2.2	~~33.5~~ 18.7	~~33.5~~ 18.7	~~2.6~~ 1.5	~~2.6~~ 1.5	~~0.2~~ 0.1	~~0.2~~ 0.1
Mobile	~~37.8~~ 45.3	~~36.1~~ 43.1	~~215.2~~ 258.0	~~207.8~~ 248.9	~~152.7~~ 180.4	~~130.6~~ 153.4	~~1.6~~ 1.7	~~1.4~~ 1.5
Total	**~~919.8~~ 862.9**	**~~224.7~~ 171.2**	**~~272.3~~ 300.3**	**~~260.3~~ 286.6**	**~~281.7~~ 308.2**	**~~136.0~~ 157.6**	**3.5**	**1.7**
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**No**	**No**
Proposed Project								
Area	~~1,170.9~~ 1,079.4	~~246.4~~ 160.7	31.5	25.3	168.4	3.7	2.3	0.2
Energy	~~5.1~~ 2.8	~~5.1~~ 2.8	~~44.7~~ 23.9	~~44.7~~ 23.9	~~3.5~~ 1.9	~~3.5~~ 1.9	~~0.3~~ 0.2	~~0.3~~ 0.2
Mobile	~~50.4~~ 51.7	~~48.1~~ 49.2	~~286.9~~ 293.9	~~277.0~~ 283.3	~~203.6~~ 209.2	~~174.1~~ 177.9	~~2.1~~ 1.9	~~1.8~~ 1.7
Total	**~~1,226.4~~ 1,133.9**	**~~299.6~~ 212.7**	**~~363.1~~ 349.4**	**~~347.0~~ 332.6**	**~~375.6~~ 379.6**	**~~181.3~~ 183.5**	**~~4.6~~ 4.5**	**~~2.2~~ 2.0**
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**No**	**No**

Page 5.0-30 of the Draft EIR is amended a follows:

TABLE 5.0-5: REDUCED INTENSITY/DENSITY ALT. GHG EMISSIONS (MITIGATED METRIC TONS/YEAR)

	Bio- CO_2	*NBio- CO_2*	*Total CO_2*	*CH_4*	*N_2O*	*CO_2e*
Reduced Intensity/Density Alternative						
Area	0	~~810.7~~ 810.9	~~810.7~~ 810.9	0.1	0	~~816.5~~ 816.7
Energy	0	~~11,038.7~~ 6,805.4	~~11,038.7~~ 6,805.4	~~0.7~~ 0.5	0.2	~~11,127.7~~ 6,862.1
Mobile	0	~~19,712.5~~ 22,381.2	~~19,712.5~~ 22,381.2	~~0.8~~ 1.0	0	~~19,733.8~~ 22,405.5
Waste	~~1,382.6~~ 834.5	0	~~1,382.6~~ 834.5	~~81.7~~ 49.3	0	~~3,425.3~~ 2,067.5
Water	~~87.0~~ 71.4	~~283.8~~ 200.9	~~370.8~~ 272.3	~~9.0~~ 7.4	0.2	~~660.5~~ 509.4
Total	**~~1,469.6~~ 905.9**	**~~30,633.6~~ 30,198.3**	**~~33,315.3~~ 31,104.2**	**~~92.3~~ 58.2**	**~~0.5~~ 0.3**	**~~35,763.7~~ 32,661.1**
Proposed Project						
Area	0	1,080.9	1,080.9	0.1	<0.1	1,088.6
Energy	0	~~14,718.3~~ 8,534.5	~~14,718.3~~ 8,534.5	~~0.9~~ 0.6	~~0.3~~ 0.2	~~14,836.9~~ 8,604.9
Mobile	0	~~26,283.3~~ 26,403.6	~~26,283.3~~ 26,403.6	1.1	0	~~26,311.7~~ 26,432.0
Waste	~~1,843.5~~ 1,105.6	0	~~1,843.5~~ 1,105.6	~~108.9~~ 60.0	0	~~4,567.1~~ 2,516.2
Water	~~116.0~~ 89.3	~~378.4~~ 245.5	~~494.4~~ 334.9	~~12.0~~ 9.2	~~0.3~~ 0.2	~~880.6~~ 631.6
Total	**~~1,959.5~~ 1,104.9**	**~~40,844.8~~ 36,264.5**	**~~44,420.4~~ 37,369.4**	**~~123.1~~ 71.0**	**~~0.6~~ 0.4**	**~~47,684.9~~ 39,273.3**

SOURCE: CALEEMOD (V.2016.3.2)

With a total projected service population of ~~12,803~~11,947 under this alternative (this is equivalent to a 25% smaller residential population but the same number of workers, when compared to the proposed project), this alternative would generate approximately ~~2.79~~2.74 MT CO_2e/service population/year in the mitigated scenario (in Year 2035). This value are above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035, but lower than the per service population estimate for the proposed project of 2.84 MT CO_2e/service population/year (in Year 2035). Therefore, this impact would be slightly reduced when compared to the proposed project.

Page 4.0-37 of the Draft EIR is amended as follows:

TABLE 5.0-7: ESTIMATED OPERATIONAL EMISSIONS OF THE SMALLER-SCALE ALT. AT FULL BUILDOUT

	ROG		***NOx***		***PM_{10}***		***SOx***	
Threshold	**≤ 137 lbs/day**		**≤ 137 lbs/day**		**≤ 82 lbs/day**		**≤ 150 lbs/day**	
Category	Unmitigated	Mitigated	Unmitigated	Mitigated	Unmitigated	Mitigated	Unmitigated	Mitigated
Smaller-scale Alternative								
Area	~~780.6~~ 718.6	~~164.3~~ 107.0	21.0	16.9	~~112.3~~ 112.1	2.5	1.5	0.1
Energy	~~3.4~~ 1.9	~~3.4~~ 1.9	~~29.8~~ 15.9	~~29.8~~ 15.9	~~2.3~~ 1.3	~~2.3~~ 1.3	~~0.2~~ 0.1	~~0.2~~ 0.1
Mobile	~~33.6~~ 34.4	~~32.1~~ 32.7	~~191.3~~ 195.7	~~184.7~~ 188.7	~~135.7~~ 139.4	~~116.1~~ 118.5	~~1.4~~ 1.3	~~1.2~~ 1.1
Total	**~~817.6~~ 754.9**	**~~199.7~~ 141.6**	**~~242.1~~ 232.7**	**~~231.3~~ 221.5**	**~~250.4~~ 252.8**	**~~120.9~~ 122.2**	**~~3.1~~ 2.9**	**~~1.5~~ 1.4**
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**No**	**No**
Proposed Project								
Area	~~1,170.9~~ 1,079.4	~~246.4~~ 160.7	31.5	25.3	168.4	3.7	2.3	0.2
Energy	~~5.1~~ 2.8	~~5.1~~ 2.8	~~44.7~~ 23.9	~~44.7~~ 23.9	~~3.5~~ 1.9	~~3.5~~ 1.9	~~0.3~~ 0.2	~~0.3~~ 0.2
Mobile	~~50.4~~ 51.7	~~48.1~~ 49.2	~~286.9~~ 293.9	~~277.0~~ 283.3	~~203.6~~ 209.2	~~174.1~~ 177.9	~~2.1~~ 1.9	~~1.8~~ 1.7
Total	**~~1,226.4~~ 1,133.9**	**~~299.6~~ 212.7**	**~~363.1~~ 349.4**	**~~347.0~~ 332.6**	**~~375.6~~ 379.6**	**~~181.3~~ 183.5**	**~~4.6~~ 4.5**	**~~2.2~~ 2.0**
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**No**	**No**

SOURCE: CALEEMOD (V.2016.3.2)

Page 5.0-39 and Page 5.0-40 is amended as follows:

TABLE 5.0-8: SMALLER-SCALE PROJECT ALT. GHG EMISSIONS (MITIGATED METRIC TONS/YEAR)

	Bio- CO_2	*NBio- CO_2*	*Total CO_2*	*CH_4*	*N_2O*	*CO_2e*
Smaller-scale Alternative						
Area	0	~~720.6~~ 719.6	~~720.6~~ 719.6	0.1	0	~~725.7~~ 724.7
Energy	0	~~9,812.2~~ 5,684.0	~~9,812.2~~ 5,684.0	~~0.6~~ 0.4	~~0.2~~ 0.1	~~9,891.3~~ 5,730.9
Mobile	0	~~17,522.2~~ 17,586.0	~~17,522.2~~ 17,586.0	~~0.7~~ 0.8	0	~~17,541.1~~ 17,604.9
Waste	~~1,229.0~~ 676.5	0	~~1,229.0~~ 676.5	~~72.6~~ 40.0	0	~~3,044.7~~ 1,676.1
Water	~~77.3~~ 59.5	~~252.3~~ 163.6	~~329.6~~ 223.0	~~8.0~~ 6.1	~~0.2~~ 0.1	~~587.1~~ 420.7
Total	**~~1,306.3~~ 736.0**	**~~27,229.9~~ 24,153.0**	**~~29,613.6~~ 24,889.1**	**~~82.1~~ 47.3**	**~~0.4~~ 0.3**	**~~31,789.9~~ 26,157.3**
Proposed Project						
Area	0	1,080.9	1,080.9	0.1	<0.1	1,088.6
Energy	0	~~14,718.3~~ 8,534.5	~~14,718.3~~ 8,534.5	~~0.9~~ 0.6	~~0.3~~ 0.2	~~14,836.9~~ 8,604.9
Mobile	0	~~26,283.3~~ 26,403.6	~~26,283.3~~ 26,403.6	1.1	0	~~26,311.7~~ 26,432.0
Waste	~~1,843.5~~ 1,105.6	0	~~1,843.5~~ 1,105.6	~~108.9~~ 60.0	0	~~4,567.1~~ 2,516.2
Water	~~116.0~~ 89.3	~~378.4~~ 245.5	~~494.4~~ 334.9	~~12.0~~ 9.2	~~0.3~~ 0.2	~~880.6~~ 631.6
Total	**~~1,959.5~~ 1,104.9**	**~~40,844.8~~ 36,264.5**	**~~44,420.4~~ 37,369.4**	**~~123.1~~ 71.0**	**~~0.6~~ 0.4**	**~~47,684.9~~ 39,273.3**

SOURCE: CALEEMOD (V.2016.3.2)

With a total projected service population of ~~11,190~~10,608 under this alternative (this is equivalent to a 33% reduction in both residential and worker population, when compared to the proposed project), this alternative would generate approximately ~~2.84~~2.47 MT CO_2e/service population/year in the mitigated scenario (in Year 2035). This value is above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035. Additionally, this emissions per capita value would be the same as those generated by the proposed project. Therefore, this impact would be equal when compared to the proposed project.

3.0 3.0 ERRATA

Page 5.0-48 of the Draft EIR is amended a follows:

TABLE 5.0-10: COMPARISON OF ALTERNATIVE PROJECT IMPACTS TO THE WEST AREA SPECIFIC PLAN

ENVIRONMENTAL TOPIC	PROPOSED PROJECT[1]	NO PROJECT (NO BUILD) ALTERNATIVE	REDUCED LAND AREA PROJECT ALTERNATIVE	REDUCED RESIDENTIAL INTENSITY/DENSITY ALTERNATIVE	SMALLER-SCALE PROJECT ALTERNATIVE
SECTION 3.8 - POPULATION & HOUSING (POP)					
POP Impact 3.8-1	LS	Greater	~~Slightly Greater~~Equal	Slightly Greater	Slightly Greater
POP Impact 3.8-2	LS & LCC	Greater	~~Slightly Greater~~Equal	Slightly Greater	Slightly Greater

SECTION 7.0 REFERENCES

Section 7.0 of the Draft EIR is amended to include the following additional references:

Bay Area Air Quality Management District (BAAQMD). 2017. Spare the Air: Cool the Climate. April. San Francisco, CA. Accessed: July 12, 2019. Available: http://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en

California Air Resources Board (CARB). 2014. Background Material: Almanac of Emissions and Air Quality 2013 Edition - Chapter 4 Regional Trends and Forecasts. Page last reviewed on February 7, 2014. Available: https://ww3.arb.ca.gov/aqd/almanac/almanac13/chap413.htm.

California Air Resources Board. 2019a. 2016 SIP Emission Projection Data. Statewide. Available: https://www.arb.ca.gov/app/emsinv/2017/emssumcat_query.php?F_YR=2012&F_DIV=-4&F_SEASON=A&SP=SIP105ADJ&F_AREA=CA#5.

California Air Resources Board. 2019b. AQMIS 2. Air Quality Data (PST) Query Tool. Accessed on July 11, 2019. Available: https://www.arb.ca.gov/aqmis2/aqdselect.php.

California Air Resources Board. 2019bc. ARB Databases: Aerometric Data Analysis and Management System (ADAM). Accessed July 11, 2019. Available: https://www.arb.ca.gov/adam/trends/trends1.php

California Air Resources Board. 2019d. California Ambient Air Quality Standards (CAAQS). Available: http://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm

National Aeronautics and Space Administration. Jet Propulsion Laboratory. 2015. NASA: Background Ozone is a Major Issue in U.S. West. Available: https://www.jpl.nasa.gov/news/news.php?feature=4723

United States Environmental Protection Agency (USEPA). 2016. Basic Information about Carbon Monoxide (CO) Outdoor Air Pollution. Accessed: July 11, 2019. Available:

https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution#Effects

United States Environmental Protection Agency (USEPA). 2017. Sulfur Dioxide Concentrations – EPA. Accessed: July 11, 2019. Available: https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=91

United States Environmental Protection Agency (USEPA). 2018. National Air Quality: Status and Trends of Key Air Pollutants. Accessed: July 11, 2019. Available: https://www.epa.gov/air-trends

United States Environmental Protection Agency (USEPA). 2019a. Health Effects of Ozone Pollution. Accessed: July 11, 2019. Available: https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution

United States Environmental Protection Agency (USEPA). 2019b. Health Effects of Ozone In the General Population. Accessed: July 11, 2019. Available: https://www.epa.gov/ozone-pollution-and-your-patients-health/health-effects-ozone-general-population

United States Environmental Protection Agency (USEPA). 2019c. Health and Environmental Effects of Particulate Matter (PM). Accessed: July 12, 2019. Available: https://www.epa.gov/pm-pollution/health-and-environmental-effects-particulate-matter-pm

United States Environmental Protection Agency (USEPA). 2019d. Basic Information About Lead Pollution. Accessed: July 12, 2019. Available: https://www.epa.gov/lead-air-pollution/basic-information-about-lead-air-pollution#how

APPENDIX B

Appendix B of the Draft EIR includes additional information regarding models and tools for correlating project-generated criteria pollutant emissions to health end points. The following table is an addition to Appendix B.

ANALYSIS OF MODELS AND TOOLS TO CORRELATE PROJECT-GENERATED CRITERIA POLLUTANT EMISSIONS TO HEALTH END POINTS

TOOL	CREATED BY	DESCRIPTION	RESOLUTION	POLLUTANTS ANALYZED	PROJECT-LEVEL CEQA APPLICABILITY
AERMOD Modeling System[4,5]	AERMIC	A steady-state plume model that incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of both surface and elevated sources, and both simple and complex terrain. The modeling system incorporates air dispersion based on a planetary boundary layer turbulence structure and scaling concepts, including treatment of both surface and elevated sources, and both simple and complex terrain.	Project-level	SO_2, ROG, NO_2, Lead, $PM_{2.5}$, PM_{10}, NH_3	This model operates at the project-level and provides air dispersion modeling for a project's emissions on the surrounding environment. However, even with supplementary (i.e. additional software), the model cannot estimate specific health effects on receptors from the air dispersion modeling. Moreover, it cannot model the (complex) chemical reactions that occur between the ozone precursors (e.g. NOx and ROG) that generate ozone. Therefore, this model is not recommended for project-level CEQA analysis.
AirCounts[6]	Abt Assoc.	Online tool that helps large and medium-sized cities quickly estimate the health benefits of $PM_{2.5}$ emission reductions and economic value of those benefits. The tool estimates the number of deaths (mortality) avoided and economic value related to user-specified regional, annual $PM_{2.5}$ emissions reduction.	City-level	Primary $PM_{2.5}$	This tool is only illustrative, as it is limited to certain cities and does not target specific sectors. The tool is not sector specific, and includes limited California data. It cannot provide results at a project-level. Therefore, the tool is not recommended for project-level CEQA analysis.
Air Pollution Emission Experiments and Policy analysis (APEEP) model[7]	Mueller and Mendelsohn2006, 2009	The Air Pollution Emission Experiments and Policy (APEEP) analysis model (Muller and Mendelsohn 2006, 2009) is a traditional integrated assessment model. Like other integrated assessment models, APEEP connects emissions of air pollution through air-quality modeling to exposures, physical effects, and monetary damages. Making these links requires the use of findings reported in the peer-reviewed literature across several scientific disciplines. The air-quality models in APEEP use the emission data provided by EPA to estimate corresponding ambient concentrations in each county in the coterminous	National or county-level	SO_2, ROG, NO_x, Ozone, $PM_{2.5}$, PM_{10}	The model operates at the national scale but may be applied at the county-level (although it is not clear how this adjustment should be made). It cannot provide results at a project-level. The tool is also not commercially available. Therefore, the tool is not recommended for project-level CEQA analysis.

[4] See: https://www.epa.gov/scram/air-quality-dispersion-modeling-preferred-and-recommended-models

[5] Note: May require additional software to estimate the level of each specific pollutant at the modeled receptors.

[6] See: https://www.abtassociates.com/tools

[7] See: https://public.tepper.cmu.edu/nmuller/APModel.aspx

TOOL	CREATED BY	DESCRIPTION	RESOLUTION	POLLUTANTS ANALYZED	PROJECT-LEVEL CEQA APPLICABILITY
		states.			
CALINE3/ CAL3QHC/ CAL3QHCR[1, 2]	USEPA	A steady-state Gaussian dispersion model designed to determine air pollution concentrations at receptor locations downwind of highways located in relatively uncomplicated terrain. CALINE3 is incorporated into the more refined CAL3QHC and CAL3QHCR models. CAL3QHCR is a more refined version based on CAL3QHC that requires local meteorological data.	Project-level	SO_2, ROG, NO_2, Lead, $PM_{2.5}$, PM_{10}	This model operates at the project-level and provides air dispersion modeling for a project's emissions on the surrounding environment. However, even with supplementary (i.e. additional software), the model cannot estimate specific health effects on receptors from the air dispersion modeling. Moreover, it cannot model the (complex) chemical reactions that occur between the ozone precursors (e.g. NOx and ROG) that generate ozone. Therefore, this model is not recommended for project-level CEQA analysis.
Complex Terrain Dispersion Model Plus Algorithms for Unstable Situations (CTDMPLUS)[1, 2]	USEPA	A refined point source gaussian air quality model for use in all stability conditions for complex terrain. The purpose of the model is to provide a practical, refined plum model for elevated point sources near complex terrain.	Project-level	SO_2, ROG, NO_2, Lead, $PM_{2.5}$, PM_{10}	This model operates at the project-level and provides air dispersion modeling for a project's emissions on the surrounding environment. However, even with supplementary (i.e. additional software), the model cannot estimate specific health effects on receptors from the air dispersion modeling. Moreover, it cannot model the (complex) chemical reactions that occur between the ozone precursors (e.g. NOx and ROG) that generate ozone. Therefore, this model is not recommended for project-level CEQA analysis.
Co-Benefits Risk Assessment (COBRA)[8]	USEPA	Preliminary screening tool that contains baseline emission estimates of a variety of air pollutants for a single year. COBRA is targeted to state and local governments as a screening assessment for clean energy policies. EPA's CO–Benefits Risk Assessment (COBRA) screening model is a free tool that helps state and local governments: • Explore how changes in air pollution from clean energy policies and programs; • Estimate the economic value of the health benefits associated with clean energy policies and programs to compare against program costs; • Map and visually represent the air quality, human health, and health-related economic benefits from reductions in emissions of particulate matter ($PM_{2.5}$), sulfur dioxide ($S0_2$),	National, regional, state, or county-levels	$PM_{2.5}$, SO_2, NO_x, NH_3, and ROG	COBRA is a preliminary screening tool only and cannot be used at sub-county resolution. It cannot provide results at a project-level. It also does not account for secondary emission changes resulting from market responses. Accordingly, the tool is not recommended for project-level CEQA analysis.

[8] See: https://www.epa.gov/statelocalenergy/co-benefits-risk-assessment-cobra-health-impacts-screening-and-mapping-tool

TOOL	CREATED BY	DESCRIPTION	RESOLUTION	POLLUTANTS ANALYZED	PROJECT-LEVEL CEQA APPLICABILITY
		nitrogen oxides (NO_X), ammonia (NH_3), and volatile organic compounds (VOCs) that result from clean energy policies and programs.			
Environmental Benefits and Mapping Program-Community Edition (BenMAP-CE)[9]	USEPA	The USEPA's detailed model for estimating the health impacts from air pollution. It relies on input concentrations and applies concentration-response (C-R) health impact functions, which relate a change in the concentration of a pollutant with a change in the incidence of a health endpoint, including premature mortality, heart attacks, chronic respiratory illnesses, asthma exacerbation and other adverse health effects. Detailed inputs are required for air quality changes (concentrations from AERMOD), population, baseline incidence rates, and effect estimates.	National, County, City, and sub-regional levels	Ozone, PM, NO_2, SO_2, CO	This model cannot provide results at a project-level. Accordingly, the tool is not recommended for project-level CEQA analysis.
Fast Scenario Screening Tool (TM5-FASST)[10]	Joint Research Centre (Italy)	A tool that allows users to evaluate how air pollutant emissions affect large scale pollutant concentrations and their impact on human health (mortality and years of life lost) and crop yield from national to regional air quality policies, such as climate policies. The target policy domains are national to regional air quality policies, or air pollutant scenarios linked to other policy domains (e.g. climate policy). The tool is web-based and does not require coding or modelling. Users must gain access through publishers.	Global and national-levels	$PM_{2.5}$, Ozone, NO_x, NH_3, CO, ROG, CH_4, SO_2	This tool is applicable at national to global scales. It cannot provide results a project-level. Accordingly, the tool is not recommended for project-level CEQA analysis.
Long-range Energy Alternatives Planning System-Integrated Benefits Calculator (LEAP-IBC)[11]	Climate and Clean Air Coalition (CCAC)	A calculator that allows users to rapidly estimate the impacts of reducing emissions on health, climate, and agriculture. The tool uses sensitivity coefficients that link gridded emissions of air pollutants and precursors to health, climate and agricultural impacts at a national level. The tool is primarily used for policy analysis. The tool is currently Excel-based and is available through the developers only. A web-based interface is currently under development.	National-level	$PM_{2.5}$, Ozone, NO_2	This tool is applicable at national scale. Accordingly, the tool is not recommended for project-level CEQA analysis.
Methodology for Estimating Premature Deaths Associated with	California Air Resources Board	The staff report identifies a relative risk of premature death associated with $PM_{2.5}$ exposure based on a review of all relevant scientific literature, and a new relative risk factor was developed. This new factor is a 10% increase in risk of	National	$PM_{2.5}$	The primary author of the CARB staff report notes that the analysis method is not suited for small projects and may yield unreliable results due to various uncertainties. The tool also cannot provide

[9] See: https://www.epa.gov/benmap

[10] See: http://tm5-fasst.jrc.ec.europa.eu/

[11] See: https://www.ccacoalition.org/en/resources/long-range-energy-alternatives-planning-integrated-benefits-calculator-leap-ibc-factsheet

TOOL	CREATED BY	DESCRIPTION	RESOLUTION	POLLUTANTS ANALYZED	PROJECT-LEVEL CEQA APPLICABILITY
Long-Term Exposure to Fine Airborne Particulate Matter in California[12]		premature death per 10 µg/m^3 increase in exposure to $PM_{2.5}$ concentrations (uncertainty interval: 3% to 20%)			results on a project-level. Accordingly, the tool is not recommended for project-level CEQA analysis.
Multi-Pollutant Evaluation Method (MPEM)[13]	BAAQMD	Estimates the impacts of control measures on pollutant concentration, population exposures, and health outcomes for criteria, toxic, and GHG pollutants. Monetizes the value of total health benefits from reductions in $PM_{2.5}$, ozone, and certain carcinogens, and the social value of GHG reductions. MPEM was designed for development of a Clean Air Plan for the San Francisco Bay Area. The inputs are specific to the SF region and are not appropriate for projects outside BAAQMD.	Regional level in the SFBAAB	Ozone, PM, air toxics, GHG	This tool is designed to support the BAAQMD in regional planning and emissions analysis within the San Francisco Bay Area Air Basin (SFBAAB). The model applies changes in pollutant concentrations over a four-square kilometer grid. The tool also cannot provide results on a project-level. Additionally, this tool is only applicable for the SFBAAB. Accordingly, the tool is not recommended for project-level CEQA analysis.
Offshore and Coastal Dispersion Model Version 5 (OCD)[1, 2]	USEPA	A straight-line Gaussian model developed to determine the impact of offshore emissions from point, area or line sources on the air quality of coastal regions. OCD incorporates overwater plume transport and dispersion as well as changes that occur as the plume crosses the shoreline. Hourly meteorological data are needed from both offshore and onshore locations.	Project-level	SO_2, ROG, NO_2, Lead, $PM_{2.5}$, PM_{10}	This model operates at the project-level and provides air dispersion modeling for a project's emissions on the surrounding environment. However, even with supplementary (i.e. additional software), the model cannot estimate specific health effects on receptors from the air dispersion modeling. Moreover, it cannot model the (complex) chemical reactions that occur between the ozone precursors (e.g. NOx and ROG) that generate ozone. Therefore, this model is not recommended for project-level CEQA analysis.
Response Surface Model (RSM)-based Benefit-per-Ton Estimates[14]	USEPA	Consists of tables reporting the monetized $PM_{2.5}$-related health benefits from reducing $PM_{2.5}$ precursors from certain source types nationally and for 9 US cities/regions. Applying these estimates simply involves multiplying the emissions reduction by the relevant benefit per-ton metric. The resulting value is the PM mortality risk estimate at a 3% discount rate.	National or regional (San Joaquin County only) levels	SOx, VOC, NH_3, NO_x	RSM includes regional values specific to San Joaquin County. The values are also dated. Accordingly, the tool is not recommended for project-level CEQA analysis.
Sector-based Benefit-per-Ton	USEPA	Two specific sets of Benefit-per-ton (BPT) estimates for 17 key source categories are available. Both are a reduced-form approach based on BenMAP modeling. Applying these factors involves multiplying the emissions reduction (in	National-scale	$PM_{2.5}$, SO_2, NO_x	The BPT estimates do not account for project-specific emissions or receptor locations, local dispersion characteristics, or regional photochemistry. The resultant health effects are therefore reflective of

[12] See: https://ww3.arb.ca.gov/research/health/pm-mort/pmmortalityreportfinalr10-24-08.pdf
[13] See: http://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/mpem_nov_dec_2016-pdf.pdf?la=en
[14] See: https://www.epa.gov/benmap/response-surface-model-rsm-based-benefit-ton-estimates

TOOL	CREATED BY	DESCRIPTION	RESOLUTION	POLLUTANTS ANALYZED	PROJECT-LEVEL CEQA APPLICABILITY
Estimates[15]		tons) by the relevant benefit (economic value) or incidence (rates of mortality and morbidity) per-ton metric. The resulting value is the economics, mortality, and morbidity of direct and indirect $PM_{2.5}$ emissions.			national averages and may not be accurate when applied to the project-level. Accordingly, the tool is not recommended for project-level CEQA analysis.

[15] See: https://www.epa.gov/benmap/sector-based-pm25-benefit-ton-estimates. The updated Technical Support Document (February 2018) is available at: https://www.epa.gov/sites/production/files/2018-02/documents/sourceapportionmentbpttsd_2018.pdf

APPENDIX B

Appendix B of the Draft EIR includes revised output files from updated CalEEMod model runs.

3.0 3.0 ERRATA

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This document is the Final Mitigation Monitoring and Reporting Program (FMMRP) for the Salinas West Area Specific Plan Project (Project). This FMMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." A FMMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence as found in the Draft EIR, some of which were revised after the Draft EIR were prepared. These revisions are shown in Chapter 3.0 of the Final EIR. All revisions to mitigation measures that were necessary as a result of responding to public comments and incorporating staff-initiated revisions have been incorporated into this FMMRP. The FMMRP also includes mitigation measures which are required by the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002).

4.1 MITIGATION MONITORING AND REPORTING PROGRAM

The FMMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in this Final EIR.

The City of Salinas will be the primary agency responsible for implementing the mitigation measures and will continue to monitor mitigation measures that are required to be implemented during the operation of the Project.

The FMMRP is presented in tabular form on the following pages. The components of the FMMRP are described briefly below:

- **Mitigation Measures**: The mitigation measures are taken from the Draft EIR in the same order that they appear in that document.
- **Mitigation Timing**: Identifies at which stage of the Project mitigation must be completed.
- **Monitoring Responsibility**: Identifies the agency that is responsible for mitigation monitoring.
- **Compliance Verification**: This is a space that is available for the monitor to date and initial when the monitoring or mitigation implementation took place.

TABLE 4.0-1: MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
AIR QUALITY				
Impact 3.1-2: Project operation has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation	***Mitigation Measure 3.1-1:*** *Prior to approval of development review permits including tentative maps, the project applicant(s) shall incorporate the following features into project plans and specifications, as directed by the City of Salinas:* • *Provide traffic calming measures wherever feasible, within the Specific Plan Area;* • *Provide preferential carpool/vanpool parking spaces;* • *Provide electric-vehicle parking spaces;* • *Require the use of low-VOC paint for all new building architectural coatings within the Specific Plan Area, consistent with or better than, what is required by the City's Municipal Code.*	City of Salinas Community Development Department	Prior to approval of development review permits including tentative maps	
	Mitigation Measure 3.1-2: *Prior to approval of development review permit(s), the project applicant(s) shall incorporate effective methods to encourage the use of cleaner alternative fuel vehicles and carpooling within the Specific Plan Area. Effective methods may include the installation of alternative fuel (e.g. electric) charging stations at locations spaced throughout the Specific Plan Area, consistent with or better than what is required by the City's Municipal Code and Specific Plan. Additionally, this can be achieved by providing preferential parking for alternatively-powered vehicles, including electric cars, and/or by providing carpool/vanpool parking spaces.*	City of Salinas Community Development Department	Prior to approval of development review permit(s)	
	Mitigation Measure 3.1-3: *Prior to approval of development review permit(s), the project applicant(s) shall incorporate the use of alternative energy for the residential and mixed-use/commercial developments, including by implementing alternative energy (e.g. PV solar) building requirements, consistent with or better than, what is required by the City's Municipal Code. Project applicant(s) shall also ensure that pre-installed electrical hookups and/or charging stations, as applicable, are incorporated into all project plans and specifications.*	City of Salinas Community Development Department	Prior to approval of development review permit(s)	
	Mitigation Measure 3.1-4: *Prior to the issuance of building permits, the project applicant(s) shall provide plans that demonstrate that low-flow (high-efficiency) indoor water fixtures will be installed throughout the Specific Plan Area, including for bathroom and kitchen faucets, toilet fixtures,*	City of Salinas Community Development	Prior to the issuance of building permits	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	and showers, in both residential and non-residential buildings, in compliance with or better than the standards required within the most recent version of the California Green Building Standards Code.	Department		
	Mitigation Measure 3.1-5: *Prior to the issuance of building permits, the project applicant(s) shall provide plans that demonstrate that water-efficient irrigation systems will be installed throughout the Specific Plan Area, consistent with or better than the requirements contained within the State's Model Water Efficient Landscape Ordinance, the City's Water Conservation Ordinance and the Salinas Zoning Code Landscaping and Irrigation requirements.*	City of Salinas Community Development Department	Prior to the issuance of building permits	
	Mitigation Measure 3.1-6: *Prior to approval of improvement plans or development review permits, as applicable, the project applicant(s) shall ensure that pedestrian/bicycle facilities (e.g. pedestrian paths, outdoor bike racks, etc.) are provided within the Specific Plan Area, in coordination with and subject to approval by the City of Salinas. The project proponent shall also provide bicycling parking near the entrance to commercial establishments within the Specific Plan Area, consistent with or better than the requirements contained within the City's Municipal Code.*	City of Salinas Community Development Department	Prior to approval of improvement plans or development review permits, as applicable	
	Mitigation Measure 3.1-7: *Prior to the issuance of development review permit(s), the project applicant(s) shall incorporate of one or more of the following additional Specific Plan Area requirements, as determined by the City of Salinas:* • *Install secured bicycle storage facilities (bike lockers, cages, interior space, or similar as approved by the City Engineer) at all commercial and public facilities with 50 employees or more;* • *Incorporate a park-and-ride lot;* • *Install Level 2 electric vehicle (EV) charge stations at workplace sites with 50 or more employees (10% of total available parking spaces); and* • *Install publicly-available dual post Level 2 charge stations within commercial zones, and/or other zones as deemed acceptable by the City of Salinas. (Note: The 'level' of the charging station refers to the voltage that the electric vehicle charger uses. Level 1 charging is your typical traditional home outlet, while level 2 is a 240 Volt Portable Cordset or Wall-mounted Charging Station (2-10 hours*	City of Salinas Community Development Department	Prior to approval of development review permit(s)	
		City of Salinas Community Development Department	Prior to approval of development view permits including	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	charging). ***Mitigation Measure 3.1-8:*** *Prior to the approval of individual phases (i.e. tentative maps, commercial design review, etc.), the project applicant(s) shall develop an offsite mitigation program that provides funding to offset the project-generated air emissions that are still above the Air District's operational criteria pollutant thresholds after the adoption of other applicable air quality mitigation measures. The offsite mitigation program is subject to the review and approval of the Air District and the City of Salinas on a project-by-project basis (of phase-by-phase), and is intended to be in addition to offsets that are obtained through any on-site mitigation measures. Example projects that could be included in the offsite mitigation program may include, but are not limited to, the following:* • *Replace existing agricultural combustion-based generators/pumps with electric agricultural water pumps (in place of generators/pumps;* • *Replace combustion school buses with electric school buses within the local community;* • *Install adaptive traffic control systems;* • *Install solar photovoltaic (PV) systems.*		tentative maps	
Impact 3.1-3: Project construction has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation	***Mitigation Measure 3.1-9:*** *Prior to the issuance of grading permits, the project applicant shall prepare a grading plan subject to review and approval by the City. In the event that ground-disturbance exceeds 2.2 acres per day for initial site preparation activities that involve extensive earth-moving activities (e.g., grubbing, excavation, rough grading), and 8.1 acres per day for activities that involve minimal earth-moving (e.g., finish grading), the required grading plans shall include the following measures to be implemented as needed to prevent visible dust emissions:* • *Water all active construction sites to prevent visible dust emissions. Frequency should be based on the type of operation, soil, and wind exposure;* • *Prohibit grading and earthmoving activities, and cover stock piles, during periods of high wind (over 15 mph);* • *Limit vehicle speed on construction sites to 15 mph.* • *Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);* • *Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas*	City of Salinas Community Development Department Monterey Bay Air Resources District	Prior to the issuance of grading permits	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	after cut and fill operations and hydroseed area; • *Maintain at least 1-foot of freeboard in each haul truck;* • *Provide windbreaks on the windward perimeter of construction projects where adjacent to open land;* • *Cover inactive storage piles;* • *Sweep streets if visible soil material is carried out from the construction site;* • *Post a publicly visible sign written in English and Spanish which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District (MBARD) shall be visible to ensure compliance with Rule 402 (Nuisance). The sign shall be in accordance with MBARD and/or City requirements, as applicable;* • *Use cleaner construction equipment that conforms to EPA's Tier 3 or Tier 4 emission standards; and/or* • *Further, where feasible construction should include the use of alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.*			
Impact 3.1-5: The proposed project has the potential for public exposure to toxic air contaminants	***Mitigation Measure 3.1-10:*** *Prior to issuance of building permits or commencing operation of any commercial building/use that would emit toxic air contaminants (such as gas stations or dry cleaning operations), the project applicant shall, at a minimum, perform prioritization screening in accordance with the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act. The prioritization screening shall be performed in accordance with the California Air Pollution Control Officers Association Air Toxic "Hot Spots" Program guidance. The prioritization screening shall also be conducted consistent with the guidance provided by the Monterey Bay Air Resources District, which will be responsible for determining which facilities based on their prioritization screening score, must perform a health risk assessment. In determining the need to prepare a health risk assessment, the Monterey Bay Air Resources District considers the potency, toxicity, quantity, and volume of hazardous materials released from the facility, the proximity of the facility to potential receptors, and any other factors specific to the facility that indicate that it may pose a significant health risk.* *If a health risk assessment is warranted for a facility based on its prioritization score, the project applicant shall assess the facilities for the*	City of Salinas Community Development Department Monterey Bay Air Resources District	Prior to issuance of building permits or commencing operation of any commercial building/use that would emit toxic air contaminants (such as gas stations or dry cleaning operations)	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	potential to expose the public to toxic air contaminants in excess of the applicable thresholds (utilizing an air dispersion modelling program such as AERMOD). As of the time of this writing, the commonly accepted threshold for cancer risk is 10 in a million for carcinogens, and the reference exposure level for non-carcinogens (HI = 1). Facilities that exceed the applicable threshold(s) have the potential to expose the public to toxic air contaminants levels that would be considered significant. Facilities that exceed the applicable threshold(s) must incorporate mitigation to reduce the risks from emission of toxic air contaminants to an acceptable level (i.e., to a level that does not exceed the applicable threshold[s]). Potential mitigation includes: reducing the size of the facility area; rearranging the site to reduce the potential for impacts on the nearest sensitive receptors; and utilizing products that reduce the level of toxic air contaminants, or removal of such products from the operational phase of the project.			
Impact 3.1-7: Cumulative impact on the region's air quality	*Implement Mitigation Measures 3.1-1 through 3.1-10.*	See Mitigation Measures 3.1-1 through 3.1-8	See Mitigation Measures 3.1-1 through 3.1-8	
BIOLOGICAL RESOURCES				
Impact 3.2-2: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Reptile and Amphibian	***Mitigation Measure 3.2-1:*** *Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CTS. The project applicant's qualified biologist shall report the conclusions reached through such consultation to the City's Community Development Director. If either USFWS, CDFW, or the City's Community Development Director determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CTS habitat.* ***Mitigation Measure 3.2-2:*** *Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to California tiger*	City of Salinas Community Development Department California Department of Fish and Wildlife U.S. Fish and Wildlife Service Qualified Biologist City of Salinas	Prior to issuance of grading and/or building permits Prior to	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	salamander, the proposed project activities shall be compliant with all Avoidance and Minimization Measures imposed by the USFWS and CDFW during Construction Activities. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CTS to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by a biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CTS migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CTS found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report.	Community Development Department California Department of Fish and Wildlife U.S. Fish and Wildlife Service Qualified Biologist	issuance of grading and/or building permits	
	Mitigation Measure 3.2-3: *Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CRLF. The project applicant's qualified biologist shall report the conclusions reached through such consultation to the City's Community Development Director. If either USFWS, CDFW, or the City's Community Development Director determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CRLF habitat.*	City of Salinas Community Development Department California Department of Fish and Wildlife U.S. Fish and Wildlife Service Qualified Biologist	Prior to issuance of grading and/or building permits	
	Mitigation Measure 3.2-4: *Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to CRLF, the proposed project activities shall be compliant with all Avoidance and Minimization Measures imposed by the USFWS and CDFW during Construction Activities. Examples of standard avoidance and minimization measures include: 1)*	City of Salinas Community Development Department California	Prior to issuance of grading and/or building permits	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CRLF to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CRLF migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CRLF found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report.	Department of Fish and Wildlife U.S. Fish and Wildlife Service Qualified Biologist		
Impact 3.2-3: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Birds	***Mitigation Measure 3.2-5:*** *Building and grading permits and plans issued for development in the Specific Plan Area shall note the following: If construction activities occur during the avian breeding season (February 1 – September 15) then the project proponent shall conduct pre-construction surveys to prevent impacts to nesting birds. No more than 15 days prior to the start of construction a bird survey shall be conducted by a qualified biologist to identify any active nests within 300 feet of the construction zone, and shall be submitted to the City. If construction stops for a period of 15 days or more during the avian breeding season than an additional bird survey shall be conducted. The biologist will conduct a survey within 300 feet of the construction zone for all special-status birds protected by the federal and state ESA, MBTA and CFGC. The biologist shall map all nests that are within, and visible from, 300 feet of the construction zone. If nests are identified, the biologist shall map the location and establish a minimum 300-foot buffer zone around active nests. Construction activity shall be prohibited within the buffer zones until the young have fledged. Nests shall be monitored at least twice per week during the nesting season and a report submitted to the City and CDFW monthly.*	City of Salinas Community Development Department Qualified Biologist California Department of Fish and Wildlife	In conjunction with issuance of building and grading permits and plans	
Impact 3.2-5: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a	***Mitigation Measure 3.2-6:*** *Grading and/or building permits and plans issued for development in the Specific Plan Area shall note the following: Fifteen days prior to construction activities within 200 feet of the residential complexes located along Natividad Road and San Juan Grade Road, the project applicant shall retain a qualified biologist familiar with bat biology to perform a preconstruction survey for roosting special-status bats; and shall be submitted to the City. The survey shall include a minimum of one daytime and one evening survey. The survey shall cover the trees, structures,*	City of Salinas Community Development Department Qualified Biologist	In conjunction with issuance of building and/or grading permits and plans	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Mammals	*and debris located within these complexes. If active roosting is observed, removal of the tree or building shall be avoided until the bats can be excluded. All active non-maternity roosting sites shall be fitted with passive exclusion devices, such as one-way flaps or doors, and all bats shall be allowed to leave voluntarily. Once it is confirmed that all bats have left the roost (minimum of five days), crews shall be allowed to continue work in the area. If a maternity roosting site is discovered, a minimum 50-foot buffer shall be established around the roost. The project applicant shall consult with the qualified biologist in order to determine if a greater buffer is warranted based on the bat species, roost location, and specific construction activities to be performed in the vicinity. The buffer shall stay in effect until all young are determined to be volant (i.e., able to fly and feed independently) by a qualified biologist. Once it is determined that all young are volant (generally by August 1st), passive exclusion devices shall be installed and all bats shall be allowed to leave voluntarily. Once it is determined by a qualified biologist that all bats have left the roost (minimum of five days), crews shall be allowed to work within the buffer zone. Project Improvement Plans will include this measure as a note in the plans.*			
Impact 3.2-7: The proposed project has the potential to have substantial adverse effect on federally - or state- protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means	***Mitigation Measure 3.2-7:*** *Prior to grading/building permit issuance in an area that would disturb the irrigation ditches and/or roadside ditches, the project applicant shall obtain a jurisdictional determination from the USACE and CDFW for the ditches that are proposed to be disturbed. If these regulatory agencies concur that these facilities are exempt, then no further mitigation is necessary. If it is determined that these facilities are not exempt, authorization for fill from the regulatory agencies (USACE-404 permit, RWQCB-401 certification, 1600 Streambed Alteration Agreement) will be necessary and a permit shall be adhered to throughout the construction phase. At a minimum, the project applicant shall replace on a "no net loss" basis (minimum 1:1 ratio) the acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation or operations, although a higher mitigation measure may be required by the USACE, RWQCB, and CDFW through their permitting processes. Wetland habitat shall be replaced at acreage and location agreeable to the USACE, RWQCB, and CDFW and as determined during the Section 401, 404, and 1600 permitting processes.*	City of Salinas Community Development Department U.S. Army Corps of Engineers Regional Water Quality Control Board California Department of Fish and Wildlife	Prior to grading / building permit issuance in an area that would disturb the irrigation ditches and/or roadside ditches	
CULTURAL AND TRIBAL RESOURCES				

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
Impact 3.3-1: Project implementation may cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5	***Mitigation Measure 3.3-1:*** *In the event that evidence of archaeological or historical features or deposits (e.g., ceramic shard, trash scatters, lithic scatters) are uncovered (discovered) during excavation and/or grading, all work shall stop in the area of the subject property until an appropriate data recovery program can be developed and implemented by a qualified archaeologist. This archaeologist shall determine whether the uncovered deposits or features qualify as either "historical resources" within the meaning of CEQA Guidelines section 15064.5, subdivision (a), "unique archaeological resources" as defined in Public Resources Code section 21083.2, subdivision (g), or "tribal cultural resources," as defined in Public Resources Code section 21074. If historical resources, unique archaeological resources, or tribal cultural resources are present, the project proponent shall preserve any such resources or implement any feasible mitigation measures identified by the archaeologist and imposed by the City. Recommended mitigation measures shall be reviewed by the City Planner and shall be approved if feasible in light of project design, logistics, and cost considerations and, if approved, shall be implemented and completed prior to commencing further work for which grading or building permits were issued, unless otherwise directed by the City Planner. Data recovery shall be an option if preservation in place is infeasible. Where resources have been determined to be "unique archaeological resources" but not "historical resources" or "tribal cultural resources," the project proponent's obligations shall be limited as set forth in Public Resources Code section 21083.2, subdivisions (d), (e), and (f). Grading/building permits and plans shall note this measure.*	City of Salinas Community Development Department Qualified Archaeologist	In the event that evidence of archaeological or historical features or deposits (e.g., ceramic shard, trash scatters, lithic scatters) are uncovered (discovered) during excavation and/or grading	
Impact 3.3-2: Project implementation may cause a substantial adverse change in the significance of archaeological resource pursuant to CEQA Guidelines §15064.5	*Implement Mitigation Measure 3.3-1.*	See Mitigation Measure 3.3-1	See Mitigation Measure 3.3-1	
Impact 3.3-3: Project implementation may directly or indirectly destroy a unique paleontological resource	***Mitigation Measure 3.3-2:*** *If paleontological resources are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the City of Salinas shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where the resource could be*	City of Salinas Community Development Department Qualified	If paleontological resources are discovered during the course of	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	curated and displayed for public education purposes. Grading/ building permits and plans shall note this measure.	Paleontologist	construction	
Impact 3.3-4: Project implementation may disturb human remains, including those interred outside of formal cemeteries	***Mitigation Measure 3.3-3****: If human remains are found during construction within the Specific Plan Area, or at off-site infrastructure improvement locations, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until a qualified archeological monitor and the coroner of Monterey County are contacted. If it is determined that the remains are Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if:* *a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission;* *b) the descendent identified fails to make a recommendation; or* *c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.* *Grading permit/building permit plans shall note this measure.*	City of Salinas Community Development Department Monterey County Coroner Native American Heritage Commission	If human remains are discovered during the course of construction within the Specific Plan Area	
GREENHOUSE GASES AND CLIMATE CHANGE				
Impact 3.4-1: Potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	***Mitigation Measure 3.4-1****: Prior to the approval of the tentative maps and development review permits, as applicable, pursuant to CEQA Guidelines section 15183.5(b), Plans for the Reduction of Greenhouse Gas Emissions, the project applicant shall prepare a Greenhouse Gas Reduction Plan (GGRP) aimed at achieving specific performance standards. The GGRP shall include the following:*	City of Salinas Community Development Department	Prior to the approval of the tentative maps and development review permits	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	1) The GGRP shall achieve a per capita operational emissions level of 1.94 MT CO_2e/service population/year by year 2035, and 0.80 MT CO_2e/service population/year by year 2050. *2) Calculation of GHG emissions projection using an acceptable modeling tool such as the most recent version of CalEEMod.* *GHG reduction measures may include building and site energy reduction measures, measures to reduce project-generated vehicle miles traveled, or other measures. Off-site measures such as participation in a community-wide GHG reduction program(s), if any are adopted, or payment of GHG reduction fees (carbon offsets) into a qualified existing program, if one is in place, may be considered after all feasible on-site reduction measures are considered. The effectiveness of the GHG reduction measures included in the GGRP must be verifiable based on evidence presented in the GGRP. Representative GHG reduction measures which may be considered may include, but are not limited to:* • *Measures identified by the California Air Pollution Control Officers' Association in Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures or updates to this document as may occur from time to time.* • *Applicable measures identified in guidance from MBARD, if any, and/or in guidance provided by other regional air districts such as the Bay Area Air Quality Management District, Sacramento Metropolitan Air Quality Management District, San Luis Obispo County Air Pollution Control District, or other agencies with adopted GHG reduction guidance that is applicable on the date the project application is deemed complete by the City.* *If sufficient feasible GHG reduction measures are unavailable to reduce GHG emissions to below the threshold of significance, the project applicant shall include evidence in the GGRP to this effect. The GGRP shall be subject to review and approval of the City of Salinas Community Development Department prior to approval of the tentative map or development review application, as applicable.* *Implementation of this mitigation measure shall not be required if the City has a qualified GHG reduction plan in place on the date a future individual project application is deemed complete, the qualified GHG reduction plan*			

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	reflects the most recent legislatively-adopted GHG reduction targets (e.g., the 2030 target set by SB 32), includes an inventory of projected GHG emissions from development within the Specific Plan Area, and includes GHG reduction measures applicable to development within the Specific Plan Area whose implementation is required as a condition of approval of such projects.			
HAZARDS AND HAZARDOUS MATERIALS				
Impact 3.5-1: Potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment	***Mitigation Measure 3.5-1****: Prior to issuance of grading permits or building permits, (including the issuance of demolition permits for agricultural support buildings) as applicable, the applicant shall hire a qualified consultant to:* *1) Provide a final evaluation of the soils around the agricultural operations support buildings (residences, warehouses, barns, etc.) before they are demolished. If toxic levels of residual agrichemicals or surface staining are found, the contaminated soil shall be excavated and disposed of at an off-site disposal facility permitted to accept such waste. Any contaminated areas shall be remediated by the project applicant in accordance with recommendations made by the Monterey County Health Department Hazardous Materials Management Services, Regional Water Quality Control Board, Department of Toxic Substances Control, or other appropriate federal, State, or local regulatory agencies.* *2) Investigate structures for asbestos-containing materials and lead. If asbestos-containing materials and/or lead are found in the buildings, a Cal-OSHA certified ACBM and lead based paint contractor shall be retained to remove the asbestos-containing materials and lead in accordance with U.S. EPA and California Occupational Safety and Health Administration (Cal/OSHA) standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards. Any ACBM and lead shall be disposed of properly at an appropriate offsite disposal facility.* ***Mitigation Measure 3.5-2:*** *Prior to the issuance of grading permits, existing water wells within the grading area shall be destroyed under permit from the City of Salinas and/or the Monterey County Health Department, as applicable. Any destruction of these facilities shall be in accordance with the Monterey County Well Standards for Abandonment/Destruction. The project*	City of Salinas Community Development Department City of Salinas Community Development Department Monterey	Prior to issuance of grading permits or building permits, (including the issuance of demolition permits for agricultural support buildings) as applicable Prior to the issuance of grading permits	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	applicant shall provide the City of Salinas with a copy of the permit and a report or other information documenting the appropriate destruction of these facilities. ***Mitigation Measure 3.5-3:*** *Prior to the issuance of building permits, the water well or wells that will be providing water for the applicable portion of the Specific Plan Area, shall be constructed and tested for water quality under permit from the Monterey County Health Department. The project applicant shall provide the City of Salinas with a copy of the permit and a report or other information documenting the appropriate construction and operation of these facilities.*	County Health Department City of Salinas Community Development Department Monterey County Health Department	Prior to the issuance of building permits	
Impact 3.5-2: Create a significant hazard to school sites due to siting or the placement of infrastructure	***Mitigation Measure 3.5-4:*** *The property line of all school sites (even if it is a joint use agreement as described in subsection (o) of § 14010) shall be at least the following distance from the edge of respective power line easements as identified in the California Code of Regulations Title 5, Article 2. School Sites § 14010. Standards for School Site Selection (c).* • *100 feet for power lines that are between 50 and 133 kV.*	City of Salinas Community Development Department	Prior to approval of improvement plans for any school site	
HYDROLOGY AND WATER QUALITY				
Impact 3.6-1: The proposed project has the potential to violate water quality standards or waste discharge requirements during construction	***Mitigation Measure 3.6-1:*** *Prior to issuance of grading permits, the project proponent shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the City of Salinas prior to submitting to the RWQCB to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ). The SWPPP shall be designed with Best Management Practices (BMPs) that the RWQCB has deemed to be effective at reducing erosion, controlling sediment, and managing runoff. These include: covering disturbed areas with mulch, temporary seeding, soil stabilizers, binders, fiber rolls or blankets, temporary vegetation, and permanent seeding. Sediment control BMPs, installing silt fences or placing straw wattles below slopes, installing berms and other temporary run-on and runoff diversions. These BMPs are only examples of what should be considered and shall not preclude the use of equally or more effective new or innovative approaches currently available or being developed. Final selection of BMPs will be subject to approval by City*	City of Salinas Public Works Department Regional Water Quality Control Board	Prior to issuance of grading permits	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	of Salinas. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.			
Impact 3.6-2: The proposed project has the potential to violate water quality standards or waste discharge requirements during operation	***Mitigation Measure 3.6-2:*** *Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department a Stormwater Control Plan detailing plans and calculations for water quality best management practices (BMPs) and water quality detention/retention basins designed to meet the applicable regulatory requirements and to reduce contaminant loadings to receiving waters to the maximum extent practicable.* *The Improvement Plans shall be consistent with the City's NPDES permit requirements at the time of permitting. The NPDES permit granted to the City of Salinas by the Central Coast RWQCB (RWQCB – Central Coast Region, 2012) requires the following:* *I. Erosion and Sediment Control BMPs – Erosion control and sediment control BMPs shall be designed, installed, and maintained to reduce the discharge of pollutants from construction sites to the maximum extent practical (MEP) and protect water quality;* *II. Erosion and sediment from slopes and channels shall be controlled by implementing an effective combination of erosion control (source control) and other sediment control BMPs; and* *III. Soil Stabilization – Stabilization of disturbed areas shall, at a minimum, be initiated immediately whenever any clearing, grading, excavating, or other earth disturbing activities have permanently ceased.* *Additionally, the Improvement Plans shall be consistent with the requirements of the City's Stormwater Development Standards for New and Redevelopment Projects. The City of Salinas Stormwater Standards for New and Redevelopment Projects (City of Salinas, 2013a) require the following practices:* *I. Limit disturbance of creeks and natural drainage features and provide setbacks according to the City's latest NPDES permit;* *II. Minimize compaction of highly permeable soils; and* *III. Limit clearing and grading of native vegetation to the minimum needed to build the project and provide fire protection.*	City of Salinas Public Works Department	Prior to the approval of site improvement plans	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	Mitigation Measure 3.6-3: *Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department a Stormwater Control Plan detailing plans and calculations for water quality best management practices (BMPs) and water quality detention basins designed to prevent to the maximum extent practicable the creation of new sources of polluted runoff. The detailed plans and calculations shall be subject to review and approval by the Salinas Public Works Department.* ***Mitigation Measure 3.6-4:*** *Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department detailed plans and calculations for supplemental retention and peak flow control. BMPs will be designed to meet regulatory requirements and to reduce peak flows during storm events below peak flows under pre-project conditions. The detailed plans and calculations shall be subject to review and approval by the Salinas Public Works Department.*	City of Salinas Public Works Department City of Salinas Public Works Department	Prior to the approval of site improvement plans Prior to the approval of site improvement plans	
Impact 3.6-3: The proposed project has the potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge	***Mitigation Measure 3.6-5:*** *Prior to the approval of site improvement plans, the project applicant shall site, and design and include an Operation and Maintenance Plan for stormwater retention/infiltration basins and infiltration promoting BMPs sufficient to assure that there is no reduction in groundwater recharge. In order to assure there is no reduction in recharge, the plan shall result in circumstances which maintain infiltration to support baseflow and interflow to wetlands and surface waters, and deep vertical infiltration to groundwater. The site, design, and installation shall be consistent with the requirements of the City's Stormwater Development Standards for New and Redevelopment Projects. The contents of the site, design, and installation shall be included in a stormwater control plan. The stormwater control plan shall be reflected on the Improvement Plans, subject to review and approval by the Salinas Public Works Department.* ***Mitigation Measure 3.6-6:*** *Prior to the approval of site improvement plans, the project applicant shall site, design, and include an Operation and Maintenance Plan for post-construction BMPs and supplemental stormwater detention basins in accordance with City of Salinas stormwater development standards. Maintenance procedures (including frequency of procedure, cleaning schedules, applicant responsibility for each procedure, performance standards, or other means) and funding mechanisms shall be established for those facilities to assure adequate long-term performance and success in treating the water and controlling infiltration into the groundwater. The Improvement Plans and Operation and Maintenance Plan shall be subject to*	City of Salinas Public Works Department City of Salinas Public Works Department	Prior to the approval of site improvement plans Prior to the approval of site improvement plans	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	review and approval by the Salinas Public Works Department.			
Impact 3.6-5: The proposed project has the potential to otherwise substantially degrade water quality	*Implement Mitigation Measure 3.6-1.*	See Mitigation Measure 3.6-1	See Mitigation Measure 3.6-1	

4.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
NOISE				
Impact 3.7-1: The proposed project has the potential to increase traffic noise levels at existing receptors	*Implement Mitigation Measures 3.7-1 and 3.7-8.*	See Mitigation Measures 3.7-1 through 3.7-8	See Mitigation Measures 3.7-1 through 3.7-8	
Impact 3.7-2: The proposed project has the potential to increase noise levels associated with construction activities	***Mitigation Measure 3.7-1:*** *Prior to the approval of site improvement plans and respective permits, plans shall note that construction activities shall adhere to the requirements of the City of Salinas Municipal Code with respect to hours of operation.* ***Mitigation Measure 3.7-2:*** *Prior to the approval of site improvement plans and respective permits, plans shall note that all equipment shall be fitted with factory equipped mufflers and in good working order. All stationary noise generating equipment (i.e. generators) shall be located at least 300 feet from a sensitive receptor. All construction staging areas shall be located at least 300 feet from a sensitive receptor.*	City of Salinas Community Development Department City of Salinas Community Development Department	Prior to the approval of site improvement plans Prior to the approval of site improvement plans	
Impact 3.7-4: The proposed project has the potential to expose new sensitive receptors to excessive transportation noise	***Mitigation Measure 3.7-3:*** *Prior to the approval of site improvement plans and respective permits, the plans shall note the location, design and constructions details of the eight-foot to nine-foot tall sound attenuation walls and/or landscaped berm/wall combinations, as applicable, that will be constructed along the primary Specific Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. At the City's discretion, wall heights which achieve the City's conditionally acceptable 60-70 dB L_{dn} noise standard may be allowed. See the Draft EIR Table 3.7-14 for specific noise barrier/wall heights along each roadway. Noise barrier walls shall be constructed of concrete panels, concrete masonry units, stucco or manufactured materials (with a density of four pounds per square foot or greater), earthen landscaped berms, or any combination of these materials as determined appropriate by the City of Salinas. The design/appearance of the wall is subject to the design approval by the City of Salinas based upon the standards contained in the West Area Specific Plan and the Salinas Zoning Code, as applicable to ensure that it is visually pleasing. Wood is not permitted due to eventual warping and degradation of acoustical performance. The walls shall not have gaps or penetrations which allow sound to flank through or around the walls. Small gaps which may occur using materials such as "keystone" blocks shall be avoided. Additionally, in accordance with Section 5-03.19 of the City's*	City of Salinas Community Development Department	Prior to approval of improvement plans and respective permits	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	Municipal Code, best management practices shall be incorporated into the sound wall design in order to control graffiti and/or mitigate the potential impacts of graffiti. These graffiti prevention best management practices may include, without limitation: *(1) The use or the installation and maintenance of ant-graffiti materials and surface treatments approved by the City on likely graffiti-attracting surfaces.* *(2) Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces.* *(3) Installation and maintenance of lighting to protect likely graffiti-attracting surfaces.* *(4) Immediate removal of graffiti by appropriate means within seventy-two hours.* *(5) Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED).* *(6) Authorizing right of access by city employees or contract agents to remove graffiti if not removed within specified time periods.* *(7) Supplying the city at its request with paint (of the appropriate color and type), cleaning agents, and/or other materials acceptable to the city to abate or to deter graffiti.* *(8) Other requirements, as deemed reasonably feasible by the city planner, to deter, to protect or to reduce the potential for graffiti defacement.* ***Mitigation Measure 3.7-4:*** *Prior to the approval of building permits, the first row of residential dwellings located along E. Boronda Road and Natividad Road shall include windows having a Sound Transmission Class (STC) 35, or higher, rating installed in second floor facades and rooms that have windows or doors that abut E. Boronda Road and/or Natividad Road. Exterior walls shall also require 3-coat stucco and RC-channels, sheathing, or another acceptable construction application that effectively attenuates noise intrusion to the interior of the house. The exterior wall specifications would specifically apply to the first row of homes that abut E. Boronda Road and/or Natividad Road and only applies to the facades facing these roadways. These specifications do not apply to single story homes, or the first floor of a two-story home, both of which are attenuated by the sound wall. These requirements shall be included in the building plans for the specific dwelling units and noted on the building permits. A detailed analysis of any additional interior mitigation measures shall be conducted when building plans are*	City of Salinas Community Development Department	Prior to approval of building permits	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	available and prior to building permit issuance to verify these requirements. These requirements shall also be noted in the site improvement plans prior to approval by the City. ***Mitigation Measure 3.7-5:*** *Prior to the approval of building permits, mechanical ventilation shall be required in the first row of all residential dwellings that abut E. Boronda Road and/or Natividad Road, sufficient to allow residents, as desired for acoustical isolation, to keep their doors and windows closed and still maintain acceptable interior temperature and noise levels. This requirement shall be included in the building plans for the specific dwelling units and noted on the building permits. This requirement shall also be noted in the site improvement plans prior to approval by the City.*	City of Salinas Community Development Department	Prior to approval of building permits	
Impact 3.7-5: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed park and school uses	***Mitigation Measure 3.7-6:*** *Prior to the approval of site improvement plans, as applicable, when parks or play areas are located near residential uses, the center of active play areas, such as football fields, soccer fields or other athletic fields, shall be located at a minimum distance of 90-feet from the nearest residential property lines. Large active play areas shall comply with the 60 dB L_{eq} and 70 dB L_{max} standards, and shall include these further noise level evaluations during the design phases of future park areas.* *Parks shall be designed such that residences front, or side in limited locations where approved by the City Planner, to the park. Minimum 6-foot tall sound walls and/or landscaped berms shall be constructed where school site directly abuts a residential property line in instances where site design (i.e., minimum distances, siting of activity areas, etc.) cannot achieve the 60 dB L_{eq} and 70 dB L_{max} noise standards. No wall shall be required where residential uses are fronted towards a park or school site and separated by a roadway or a walkway.* *Noise barrier walls shall be constructed of concrete panels, concrete masonry units, stucco or manufactured materials (with a density of four pounds per square foot or greater), earthen landscaped berms, or any combination of these materials as determined appropriate by the City of Salinas. The design/appearance of walls is subject to the design approval by the City of Salinas based upon the standards contained in the West Area Specific Plan and the Salinas Zoning Code, as applicable to ensure that it is visually pleasing. Wood is not permitted due to eventual warping and degradation of acoustical performance. The walls shall not have gaps or penetrations which allow sound to flank through or around the walls. Small gaps which may*	City of Salinas Community Development Department	Prior to the approval of site improvement plans	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	occur using materials such as "keystone" blocks shall be avoided. Additionally, in accordance with Section 5-03.19 of the City's Municipal Code, best management practices shall be incorporated into the sound wall design in order to control graffiti and/or mitigate the potential impacts of graffiti (see mitigation 3.7.3 for further discussion of best management practices.)			
Impact 3.7-6: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed commercial mixed-uses	***Mitigation Measure 3.7-7:*** *Prior to the approval of development review permits, the plans shall demonstrate: where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes abut residential areas, the following measures shall be included in the project design:* • *All HVAC equipment shall be located within mechanical rooms where possible or shielded from view with solid or grated barriers;* • *Emergency generators shall comply with the City's noise criteria at the nearest noise-sensitive receivers;* • *Delivery/loading activities shall comply with the Salinas Zoning Code standards and regulations; and* *The applicant shall submit a noise study to verify that the appropriate noise control measures have been incorporated into the project design and will achieve compliance with the City's noise level standards.*	City of Salinas Community Development Department	Prior to the approval of development review permits	
Impact 3.7-7: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed well sites	***Mitigation Measure 3.7-8:*** *The potential well and treatment plant sites are shown in the Specific Plan. The actual well and treatment plant facilities are subject to the approval of a Conditional Use Permit (CUP) by the City pursuant to the requirements of the Salinas Zoning Code and the West Area Specific Plan. The potential well and treatment plant sites and the CUP requirement for said facilities shall be clearly noted on the site improvement plans.* *Prior to approval of the CUP and subsequent issuance of the building permits for the well and treatment plant facilities, the plans shall demonstrate that the following measures shall be included in the project design:* • *The well and treatment facilities have been designed and will be built to not exceed a noise level of 55 dB L_{eq} at the nearest residential or school property line during normal operation of the facilities;* • *The generators shall not be permitted to exceed the City's daytime noise standard of 60 dB L_{eq};*	City of Salinas Community Development Department	Prior to approval of the CUP and subsequent issuance of the building permits for the well and treatment plant facilities	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	• *The generators shall be tested only during daytime hours; and* *Additionally, that the well and treatment facilities/sites have been designed (in accordance with the West Area Specific Plan) to incorporate decorative screen walls, landscaping and other features to ensure compatibility with surrounding land uses.*			
PUBLIC SERVICES AND RECREATION				
Impact 3.9-1: The proposed project may require the construction of fire department facilities which may cause substantial adverse physical environmental impacts	***Mitigation Measure 3.9-1:*** *Prior to the issuance of a Certificate of Occupancy for each dwelling unit (and prior to issuance of building permits for non-residential uses), the applicant shall pay all applicable project impact fees per the impact fee schedule.*	City of Salinas Community Development Department	Prior to the issuance of a Certificate of Occupancy for each dwelling unit (and prior to issuance of building permits for non-residential uses)	
Impact 3.9-3: Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts	***Mitigation Measure 3.9-2:*** *Prior to the issuance of building permits for each dwelling unit, the applicant shall pay applicable school fees mandated by SB 50 to the Salinas Union High School District (SUHSD), and Santa Rita Union School District (SRUSD) and provide documentation of said payment to the City.*	City of Salinas Community Development Department	Prior to the issuance of building permits for each dwelling unit	
TRANSPORTATION AND CIRCULATION				
Impact 3.10-1: Under Existing Plus Project conditions, implementation of the proposed Specific Plan would conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans	***Mitigation Measure 3.10-1:*** *Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal at San Juan Grade Road/Van Buren Avenue, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans for each stage of project development shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems*	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	(ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.		development	
	Mitigation Measure 3.10-2: *Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of the existing signal timing at San Juan Grade Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-3: *Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the signalization of the intersection at Hemingway Drive/East Boronda Road or equivalent traffic control (such as a roundabout), in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of roundabouts), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-4: *Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings at North Main Street/Laurel Drive, in proportion to the area planned for development by such project applicant, in*	City of Salinas Public Works	Prior to issuance of	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.	Department	Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-5: *Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the widening of the intersection at Natividad Road/East Laurel Drive to add additional northbound and southbound through lanes, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of a roundabout), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-6: *Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal or equivalent traffic control (such as a roundabout) at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of a roundabout), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design,*	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	as specified by the City of Salinas Public Works Department.			
	Mitigation Measure 3.10-7: *Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings and to add an eastbound left turn pocket at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. This mitigation includes the addition of an eastbound left turn pocket and optimization of the existing signal timing to better accommodate the expected changes in traffic distribution and volume with implementation of the proposed project. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-8: *Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the addition a southbound left turn lane and optimization of the traffic signal's timing at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share requirement. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-9: *Each project applicant for development within the Specific Plan Area shall contribute its fair-share funding to the Transportation Agency for Monterey County (TAMC) Regional Development*	City of Salinas Public Works	Prior to issuance of	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	Impact Fee (RDIF) Program and the City of Salinas' Traffic Impact Fee (TIF) Program, as determined by the TAMC and the City of Salinas, respectively, in proportion to the area planned for development by each project applicant. These programs include improvements to U.S. 101 that would improve mainline and ramp junction operations, which would mitigate the proposed project's impact to the U.S. 101 ramp junctions affected by the proposed project (i.e. the Northbound Road Off-Ramp and Northbound West Laurel Drive Off-Ramp. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.	Department	Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
Impact 3.10-2: Under Existing Plus Project and Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans	***Mitigation Measure 3.10-10:*** *Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-11: *Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to convert the eastbound right turn lane to a shared through-right turn lane at Natividad Road/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*	City of Salinas Community Development Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	Mitigation Measure 3.10-12: *Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for addition of an eastbound right turn pocket at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*	City of Salinas Community Development Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-13: *Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of a traffic signal at the intersection of Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-14: *Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at the South Sanborn/North Sanborn/John Street intersection, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas*	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	Public Works Department.			
Impact 3.10-3: Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans	***Mitigation Measure 3.10-15:*** *Each project applicant for development within the Specific Plan Area shall contribute its fair-share of funding to the TAMC Regional Development Impact Fee provides mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Southbound Ramps/Echo Valley Road/Crazy Horse Canyon Road. Regional fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-16: *Each project applicant for development within the Specific Plan Area shall contribute its fair-share of the TAMC Regional Development Impact Fee to provide mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Northbound Ramps/Crazy Horse Canyon Road. Total fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-17: *Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Crazy Horse Canyon Road/San Juan Grade Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
		City of Salinas		

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	Mitigation Measure 3.10-18: *Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Rogge Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*	Public Works Department City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-19: *Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Russell Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-20*: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of southbound and westbound left turn lanes at the intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	Mitigation Measure 3.10-21: *Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*	City of Salinas Community Development Department	development Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-22: *Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at the intersection of Old Stage Road/Williams Road/Private Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*	City of Salinas Public Works Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-23: *Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound through lane, the addition of a northbound right turn overlap phase, and the conversion of the westbound through lane to a westbound shared through-left turn lane at the intersection of North Main Street/East Bernal Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note*	City of Salinas Community Development Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	these improvements and the fair-share funding requirement.		development	
	Mitigation Measure 3.10-24: *Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound and southbound through lanes at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*	City of Salinas Community Development Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-25: *Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of South Davis Road/Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*	City of Salinas Community Development Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-26: *Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane and a southbound left turn lane at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*	City of Salinas Community Development Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
		City of Salinas Community Development	Prior to	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	Mitigation Measure 3.10-27: *Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound left turn lane at the intersection of South Main Street/West Blanco Road/East Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*	Department	issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
Impact 3.10-4: Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans	***Mitigation Measure 3.10-28:*** *Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Old Stage Road/Hebert Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.*	City of Salinas Public Works Department	Prior to the approval of final improvement plans for each tentative map	
	Mitigation Measure 3.10-29: *Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of northbound and southbound through lanes on Natividad Road and for the conversion of the existing eastbound right turn lane on East Laurel Drive to a shared through-right turn lane, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*	City of Salinas Community Development Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-30: *Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of eastbound and southbound left turn lanes at Constitution Boulevard/East Laurel Drive, in proportion to the area planned for*	City of Salinas Community Development Department	Prior to issuance of Certificate of Occupancy for residential and	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
	development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.		prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-31: *Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of North Sanborn Road/Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*	City of Salinas Community Development Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-32: *Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane at Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*	City of Salinas Community Development Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development	
	Mitigation Measure 3.10-33: *Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of East Front Street/Sherwood Drive/Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.*	City of Salinas Community Development Department	Prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential	

4.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
			development	

ENVIRONMENTAL IMPACT	*MITIGATION MEASURE*	*MONITORING RESPONSIBILITY*	*TIMING*	*VERIFICATION (DATE/INITIALS)*
OTHER ISSUES DISCUSSED IN THE INITIAL STUDY				
AESTHETICS				
a) Have a substantial adverse effect on a scenic vista? b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? c) Substantially degrade the existing visual character or quality of the site and its surroundings? d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	***Mitigation Measure A4:*** *The City will implement Implementation Program CD4 on an ongoing basis. Implementation Program CD4 requires the City to implement landscaping requirements for public and private development and redevelopment projects to promote greater visual and functional compatibility with residential development and pedestrian/bicycle use.* ***Mitigation Measure A5:*** *The City will implement Implementation Program CD5 on an ongoing basis. Implementation Program CD5 requires the City to review discretionary development proposals for potential aesthetics impacts per the California Environmental Quality Act (CEQA). The standards established in the Zoning Code, the City's Design Guidelines, Landscaping Standards, Lighting Ordinance, Gateway Guidelines, the projects incorporation of Traditional Neighborhood Development (TND) characteristics, and the projects potential to damage or block scenic resources and views will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of project redesign (e.g., bulk, height, architectural details, lighting) will be required to reduce the impact to a level less than significant.*			

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APPENDIX B

Appendix B of the Draft EIR includes revised output files from updated CalEEMod model runs.

3.0 3.0 ERRATA

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REPORT PREPARERS

City of Salinas

Tara Hullinger.....Planning Manager

Jill Miller.....Senior Planner/Project Manager

Andrew Easterling, PE, TE.....Traffic Engineer

James Serrano.....Transportation Planner

Gabriel Elliott.....Project Manager (Former)

De Novo Planning Group

Ben Ritchie.....Principal Planner/Project Manager

Steve McMurtry.....Principal Planner/Co-Project Manager

Beth Thompson.....Principal Planner

Amanda Tropiano.....Principal Planner

Martti Eckert.....Senior Planner

Megan Thorne.....Senior Planner

Elise Carroll.....Associate Planner

William Crenshaw.....Associate Planner

Josh Smith.....Associate Planner

REPORT CONTRIBUTORS

Balance Hydrologics

Benjamin Roberts, PhD, P.E.....Senior Hydraulic Engineer

Edward D. Ballman, P.E.....Principal Civil Engineer

Fehr and Peers

Fred Choa, P.E .....Principal Engineer

Bill Burton.....Senior Associate

Rebecca Shafer.....Transportation Engineer / Planner

5.0 REPORT PREPARERS

Geocon

Dan Easter, PG, CEG .....Senior Geologist

Jim Brake, PG. .....Senior Geologist

JC Brennan & Associates – Noise Consultant

Luke Saxelby, INCE Bd. Cert. ..... Senior Consultant

Peak & Associates – Cultural Consultant

Melinda Peak .....President

Robert A. Gerry. .....Senior Archeologist

Remy Moose Manley

James G Moose .....Attorney

ATTACHMENT 20

CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS OF THE CITY COUNCIL OF THE CITY OF SALINAS FOR THE WEST AREA SPECIFIC PLAN

I. INTRODUCTION

The City of Salinas (hereinafter "City"), as lead agency, prepared a Program Environmental Impact Report (hereinafter "EIR") for the West Area Specific Plan (hereinafter "Specific Plan" or "project"). In its entirety, the EIR consists of the February 27, 2019 Draft Program EIR (hereinafter "Draft EIR" or "DEIR") and the October 10, 2019 Final Program EIR (hereinafter "Final EIR" or "FEIR") (State Clearinghouse No. 2006021072).

The Applicant has submitted applications requesting approval of the West Area Specific Plan, Rezoning, and Development Agreement. As approved, the project will facilitate the City's future consideration of applications for individual projects to be proposed within the Specific Plan Area.

The EIR analyzes the impacts of the West Area Specific Plan and the anticipated subsequent filing of maps and other development applications in the future. Therefore, the EIR analyzes the total impacts of the West Area Specific Plan, including these applications yet unfiled, so that future filings will not require separate environmental analysis, as long as development proposed does not substantially deviate from the approved Specific Plan. The specific processes by which the City will review individual applications are set forth on pages ES-1 through pages ES-4 of the Draft EIR and are also described below in section III(D).

These findings, as well as the accompanying statement of overriding considerations in Section XI below, have been prepared in accordance with the California Environmental Quality Act (hereinafter "CEQA") (Pub. Resources Code, § 21000 et seq) and its implementing guidelines (hereinafter "CEQA Guidelines") (Cal. Code Regs., tit. 14, § 15000 et seq).

II. DEFINITIONS AND ACRONYMS

Like the EIR itself, these findings use a number of acronyms. Key acronyms are defined the first time they are introduced in the text of this document.

III. PROJECT DESCRIPTION

A. Location

As described in the DEIR, the City of Salinas is located in northern Monterey County, within the Salinas Valley between the Gabilan and Santa Lucia mountain ranges. Salinas is situated approximately 20 miles northeast of the City of Monterey, 60 miles south of San Jose, 100 miles south of San Francisco and 325 miles north of Los Angeles. Figure 2-1 in the Draft EIR displays the project regional location. Several regional transportation routes are located within or near Salinas, including U.S. Highway 101 (U.S. 101), State Routes 68 (SR 68) and 183 (SR 183), the

Union Pacific Railroad line and the Monterey Regional Airport in Monterey. Salinas Municipal Airport, a general aviation facility, is located in the southeastern portion of the city.

The Specific Plan Area is located within the incorporated boundary of the City of Salinas. It is bounded by San Juan Grade Road on the west, East Boronda Road (also referred to as "Boronda Road") on the south, Natividad Road on the east, and Rogge Road and the future extension of Russell Road on the north. Gabilan Creek is located east of the Specific Plan Area, while U.S. 101 and North Main Street are located to the west. Unincorporated land under the jurisdiction of the County of Monterey abuts the Specific Plan Area on the north and northeast (DEIR, p. 2.0-1).

B. Overview

The West Area Specific Plan establishes the land use planning and regulatory guidance, including the land use and zoning designations and policies, development regulations, and design standards, for the approximately 797-acre Specific Plan Area. The Specific Plan will serve as a bridge between the Salinas General Plan and individual development applications in the Specific Plan Area, applying—and adding greater specificity to—the goals, policies and concepts of the General Plan for that area. The Specific Plan provides a complete blueprint for development of the Specific Plan Area, including:

- A description of proposed land uses,
- Policies, regulations and standards to support the Specific Plan,
- Infrastructure needed to support the Specific Plan, and
- Implementation and administrative processes needed for plan development.

The Specific Plan has been crafted to be consistent with overall community goals as expressed in the City of Salinas General Plan, as well as more specific policies and implementation measures contained in other documents. The City of Salinas Zoning Code requirements will apply to development applications and property within the Specific Plan Area unless specifically superseded by the development regulations or design standards contained in the Specific Plan.

The underlying purpose of the project is the approval and subsequent implementation of the West Area Specific Plan (including the Specific Plan's goals) and related entitlements. Land uses in the approximate 797-acre Specific Plan Area include residential, mixed use commercial, community park, neighborhood parks, small parks, schools and open space (including supplemental storm water detention/retention basins). Implementation will involve development of the site under the New Urbanism Zoning Districts of Neighborhood Edge (NE)/Low Density Residential, Neighborhood General 1 (NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, Village Center (VC) as well as the Public and Semipublic (PS), Parks (P), and Open Space (OS) Zoning Districts.

The quantifiable objectives of the project include the development of up to 4,340 residential dwelling units (with a minimum of 3,553 required under the General Plan), up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities (including three elementary schools, a high school, a middle school, open space areas (including supplemental storm water detention/retention basins) and 11 parks). It is anticipated that the Specific Plan Area will house up to 15,928 residents at project build-out.

C. Project Objectives

The underlying purpose of the project is the approval and subsequent implementation of the West Area Specific Plan and related entitlements. The quantifiable objectives of the project include the development of up to 4,340 residential dwelling units (with a minimum of 3,553 required under the General Plan), up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities (including three elementary schools, a high school, a middle school, open space (including supplemental detention/retention basins) and 11 parks. The Specific Plan goals are summarized as follows:

- Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly.
- Provide a variety of land uses in easy walking distance of housing including a mixed use village, parks, and schools to reduce vehicle miles traveled.
- Provide parks and other public green space in accordance with General Plan standards that are designed to be safe and easily accessible to residents.
- Provide a variety of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages.
- Provide public services and infrastructure improvements that achieve and maintain City service standards.
- Provide an inviting tree-lined street system which incorporates traffic calming and other measures.
- Establish an interconnected sidewalk/path and open space system throughout the development which links to the greater Future Growth Area (FGA) and City as a whole.
- Create a sense of place and unique identity through the use of entry treatments, landscaping, streetscapes, public art, decorative street lighting, pedestrian amenities and other elements.
- Provide for a reasonable jobs/housing balance.
- Provide opportunities for senior housing.
- Provide for a site/parcel-based post-construction Stormwater Control Measures (SCMs)/LID to the maximum extent practicable.

It is noted that there are additional project objectives that are not specifically presented in the Specific Plan, but are more overarching and are a response to, and driven by, the policy direction from the State Legislature and the Salinas City Council.

The State Legislature has declared that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives." (Government Code section 65589.5.) The Legislature notes that "California housing has become the most expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by

producers of housing." The Legislature further found that "Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration." The legislative intent of Government Code section 65589.5 is to "significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled." The State Legislature established its policy direction in the statute as follows: "It is the policy of the state that this section should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing."

The City of Salinas has recognized the need for additional housing supply for its citizens for many decades. Dating back to 1986, the City entered into the Boronda Memorandum of Understanding (MOU) with the County of Monterey to preserve the best agricultural land and to provide certain areas for future urban growth. Twenty years later, in 2006, the Greater Salinas Area MOU was adopted to preserve agricultural lands within Monterey County, and to provide future growth areas (FGSs) for Salinas. A year later, in 2007, applications for an amendment to the City's Sphere of Influence (to include the FGAs) and Pre-Zoning and Annexation (for the majority of the North of Boronda FGA consisting of approximately 2,400 acres) were submitted to the Monterey County Local Agency Formation Commission (LAFCO) for consideration. A Supplemental EIR for the Salinas General Plan Final Program EIR (SCH#2007031055) was also submitted in conjunction with the applications. The applications were approved by LAFCO on May 19, 2008. The North of Boronda FGA (which includes the West Area Specific Plan) was formally annexed to the incorporated City of Salinas on September 8, 2008 and zoned New Urbanism Interim (NI) with a Specific Plan Overlay. The West Area Specific Plan is a reflection of over twenty years of planning for new development, which is reflected by the City Council's approval of the FGA, including annexation of the land into the City limits.

The following two overarching project objectives are presented here as a response to: 1) the State Legislature's declaration of a housing crisis in California, 2) the State Legislature's policy direction for the provision of more housing, 3) the Salinas City Council's more than 30 years of planning for urban development within the FGAs, which includes the West Area Specific Plan, and 4) the Salinas City Council's policy direction as provided in the approved FGAs and General Plan:

- Objective 1: Respond to the State Legislature's declaration of a housing crisis in California, and their policy direction that local governmental agencies provide more housing, by including provisions for the construction of new housing supply within the West Area Specific Plan.
- Objective 2: Respond to the Salinas City Council's long-term vision and policy direction for new urban development to be focused in the Future Growth Areas, by including provisions the construction of new urban development consistent with the City of Salinas General Plan.

Based on its own review of the EIR and other information and testimony received in connection with the project, as well as the statutory and planning policies described above, the City Council finds all of these objectives to be acceptable and persuasive from a public policy standpoint. In

choosing to approve the project, the City thus embraces these objectives and accords them weight in considering the feasibility of alternatives set forth in the EIR, and in invoking overriding considerations in approving the project. (See *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1507-1508.)

D. Discretionary Approvals

Project approval requires the City, as lead agency, to take discrete planning and regulatory actions to approve the overall project. In addition, certain "responsible agencies" may ultimately rely in part on the programmatic analysis in the Specific Plan Area in making decisions associated with future site-specific projects consistent with the Specific Plan. Described below are the discretionary actions necessary to carry out the project.

City of Salinas

In addition to certifying the Final EIR and adopting these Findings and the associated Statement of Overriding Considerations and Mitigation Monitoring Plan (CEQA requirements), the City itself must approve the following actions:

- Certification of the EIR and adoption of the Mitigation Monitoring and Reporting Program (MMRP);
- Approval of the Draft West Area Specific Plan;
- Approval of the rezoning of the Specific Plan area from NI with a Specific Plan Overlay to NE/Low Density Residential, NG-1/Medium Density Residential, NG-2/High Density Residential, VC, PS, P and OS. A Specific Plan Overlay is also applicable to each Zoning District; and
- Approval of the Development Agreement;
- Subsequent Approvals: Parcel Maps, tentative maps, Final Maps, Subdivision Improvement Plans, Site Improvement Plans, Grading Permits, Building Permits, Conditional Use Permits, Business Permits, Encroachment Permits, etc.

Other Responsible/Trustee Agencies

The agencies below will also use the EIR, either as responsible agencies or as trustee agencies:

- California Department of Fish and Wildlife – Lake and Streambed Alteration Agreement (1600 permit);
- Cal Water – Approval of SB 610 Water Supply Assessment, Approval to serve the Specific Plan Area;
- Central Coast Region - Regional Water Quality Control Board – Clean Water Act Section 401 Water Quality Certification, National Pollution Discharge Elimination System (NPDES) general construction permit;
- Comcast/AT&T/SBC/Other – Approval to serve the Specific Plan Area, approval of telecommunications utility plans, Encroachment Permits;
- Johnson Canyon Landfill – Approval to serve the Specific Plan Area;
- Monterey Bay Air Resources District – Authority to Construct; Demolition permit;

- Monterey Bay Community Power – Approval to Serve the Specific Plan Area;
- Monterey One Water – Approval to serve the Specific Plan Area for wastewater services, and Encroachment Permit;
- Monterey County Health Department - Well demolition permit, Well construction permit;
- Monterey County Water Resources Agency – Approval to serve the Specific Plan Area, Encroachment Permit;
- Monterey-Salinas Transit – Approval to serve the Specific Plan Area, approval of bus stop locations and design;
- Pacific Gas and Electric Company – Approval to serve Specific Plan Area, approval of relocation plans, approval of electric and gas utility plans, Encroachment Permit;
- Salinas Valley Solid Waste Authority – Approval to serve the Specific Plan Area; and
- Santa Rita Union School District – Approval of site for the construction of two new elementary schools and one middle school

Federal Agencies

The following federal agencies also have approval authority over some aspects of the project, though these agencies are not subject to CEQA and instead are required to comply with the federal National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.):

- U.S. Army Corps of Engineers;
- U.S. Fish and Wildlife Service; and
- U.S. Federal Emergency Management Agency.

Future Projects

All individual future development projects proposed within the Specific Plan Area will be reviewed to determine their individual CEQA compliance requirements. The type of CEQA analysis required would be determined at the time a project is proposed.

It is noted that the Specific Plan provides a very high level of design detail for certain components of the project. To the extent that sufficient detail is available in the Specific Plan, a full project-level analysis is provided in this EIR. Examples of a full project level analysis would include topics that are related to the physical acreage affected (i.e., the project footprint), as opposed to the number of units, land uses/zoning, or other design parameters. Topics such as Biological Resources, Cultural Resources, and Hydrology/Water Quality are analyzed at a project-level analysis in this EIR given that these are physical environmental resources, and the area of impact is fully defined. Additionally, the Specific Plan includes a substantial level of detailed information that allows for a project-level analysis of topics such as Air Quality, Greenhouse Gases and Climate Change, Noise, Population and Housing, Transportation and Circulation, and Utilities. The analysis for these topics is driven by the number of units and square footage of development, which is detailed in the land use design and development projections. In some cases, there may be specific commercial uses that have design details developed at a later date that cannot reasonably be analyzed at a project-level at this time. Additionally, the design of the school facilities and other public facilities are not known at this time, so they are not able to be analyzed at a project-level.

This EIR examines the planning, construction and operation of the project. The program-level approach, with some project-level analysis, is appropriate for the project because it allows comprehensive consideration of the reasonably anticipated scope of the development plan; however, as discussed above, not all design aspects of the future development phases are known at this stage in the planning process. Subsequent individual development that requires further discretionary approvals will be examined in light of this EIR to determine whether additional environmental documentation must be prepared.

CEQA Guidelines Section 15168 states that a program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

1. Geographically,
2. As logical parts in the chain of contemplated actions,
3. In connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program, or
4. As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

According to CEQA Guidelines section 15168, subdivision (c)(5), "[a] program EIR will be most helpful in dealing with later activities if it provides a description of planned activities that would implement the program and deals with the effects of the program as specifically and comprehensively as possible." Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from the program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168[d][2]). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168[d][3]).

Section 15168(c), entitled "Use with Later Activities," provides, in pertinent part, as follows:
Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared:

1. If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. That later analysis may tier from the program EIR as provided in Section 15152.
2. If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activities as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.

3. An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into later activities in the program.
4. Where the later activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR.

Here, the City anticipates preparing a written checklist or similar device whenever landowners within the Specific Plan area submit applications for site-specific approvals (i.e. tentative maps, conditional use permits, or other discretionary entitlements). The checklist would serve in part as a consistency checklist to determine if the application for site specific approval is consistent with the General Plan, Specific Plan, Conditions of Approval, and Mitigation Measures, and it would also include a review of the project details relative to what was anticipated and analyzed in the program EIR (i.e., whether there are new environmental effects that were not covered by the program EIR). The City's expectation, at least at present, is that the checklist will conclude that most, or all, components of the Specific Plan can be developed with no new analysis of environmental effects given that there is a high level of resolution with regard to the project details that have been analysis in this program EIR. In some cases, however, a site-specific application (i.e., a proposed commercial use) may have specific issues associated with the project, or business, that this program EIR could not anticipate given the information that was available at this time. In those situations, the detailed site-specific information from that application could have site-specific effects not wholly anticipated in this EIR and would require some additional environmental review. (See also CEQA Guidelines section 15063, subd. (b)(1)(C).)

Future site-specific approvals may also be narrowed pursuant to the rules for tiering set forth in CEQA Guidelines Section 15152. "'[T]iering is a process by which agencies can adopt programs, plans, policies, or ordinances with EIRs focusing on 'the big picture,' and can then use streamlined CEQA review for individual projects that are consistent with such…[first tier decisions] and are…consistent with local agencies' governing general plans and zoning.'" (*Koster v. County of San Joaquin* (1996) 47 Cal.App.4th 29, 36.) Section 15152 provides that, where a first-tier EIR has "adequately addressed" the subject of cumulative impacts, such impacts need not be revisited in second- and third-tier documents. Furthermore, second- and third-tier documents may limit the examination of impacts to those that "were not examined as significant effects" in the prior EIR or "[a]re susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means." In general, significant environmental effects have been "adequately addressed" if the lead agency determines that:

a. they have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental impact report; or
b. they have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

Here, as noted above, the City anticipates preparing a written checklist or similar device whenever landowners within the Specific Plan area submit applications for site-specific approvals (i.e., tentative maps, conditional use permits, or other discretionary entitlements). The checklist would serve in part as a consistency checklist to determine if the application for site specific approval is consistent with the General Plan, Specific Plan, Conditions of Approval, and Mitigation Measures, and it would also include a review of the project details relative to what was anticipated and analyzed in the program EIR (i.e., whether all significant environmental impacts identified have been "adequately addressed" in the program EIR). Thus, if a new analysis is required for these site-specific actions, it would focus on impacts that cannot be "avoided or mitigated" by mitigation measures that either (i) were adopted in connection with the Specific Plan or (ii) were formulated based on information in this EIR.

In addition, because the EIR addresses the effects of rezoning the land within the proposed Specific Plan area, future environmental review can also be streamlined pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183. These provisions, which are similar but not identical to the tiering provisions, generally limit the scope of necessary environmental review for site-specific approvals following the preparation of an EIR for a "zoning action." For such site-specific approvals, CEQA generally applies only to impacts that are "peculiar to the parcel or to the project" and have not been previously disclosed, except where "substantial new information" shows that previously identified impacts would be more significant than previously assumed. Notably, impacts are considered not to be "peculiar to the parcel or to the project" if they can be substantially mitigated pursuant to previously adopted, uniformly applied development policies or standards. As noted above, the City anticipates that, in assessing the extent to which the Specific Plan EIR has previously addressed significant impacts that might occur with individual projects, the City may conclude that in some instances (e.g., with respect to agricultural resources, cultural resources, geology, soils, and paleontological resources), no further analysis beyond that found in the program EIR will be necessary.

Finally, for purely residential projects consistent with the Specific Plan, the City intends to preserve its ability to treat such projects as exempt from CEQA pursuant to Government Code section 65457. Subdivision (a) of that statute provides that "[a]ny residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an [EIR] has been certified after January 1, 1980, is exempt from the requirements of [CEQA]." The statutes go on to say, moreover, that "if after adoption of the specific plan, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental [EIR] for the specific plan is prepared and certified in accordance with the provisions of [CEQA]. After a supplemental [EIR] is certified, the exemption … applies to projects undertaken pursuant to the specific plan." (See also CEQA Guidelines section 15182.)

When purely residential projects are proposed, the City will consider whether they qualify for this exemption or whether the West Area Specific Plan EIR must be updated through a supplement to this EIR or a subsequent EIR as required by Public Resources Code section 21166 and CEQA Guidelines sections 15162 and 15163.

IV. ENVIRONMENTAL REVIEW PROCESS

The Notice of Preparation (hereinafter "NOP") of an EIR was circulated for public review and comment from October 15, 2015 to November 13, 2015 in accordance with CEQA Guidelines section 15082. Written responses to the NOP were received from the following interests/agencies:

1. Northern Salinas Valley Mosquito Abetment District (October 21, 2015)
2. California Department of Transportation (October 28, 2015)
3. Monterey-Salinas Transit (November 16, 2015)
4. Monterey County Resource Management Agency (November 16, 2015)
5. California Natural Resource Agency Division of Land Resource Protection (November 10, 2015)
6. Salinas Union High School District (November 10, 2015)
7. Ohlone/Costanoan-Esselen Nation (January 11, 2016)
8. Santa Rita Union School District (January 29, 2016)
9. Transportation Agency of Monterey County (March 31, 2016)

As part of the early consultation process and pursuant to the CEQA Guidelines section 15083 regarding early public consultation, a scoping meeting was held at the City of Salinas Rotunda (City Council chamber) on October 29, 2015. No specific comments were made about the scope of issues to be addressed in the EIR. Questions and comments were primarily focused on the project description and the project consideration process.

Pursuant to CEQA Guidelines sections 15023, subdivision (c), and 15087, subdivision (f), the State Clearinghouse in the Office of Planning and Research was responsible for distributing environmental documents to State agencies, departments, boards, and commissions for review and comment. The City followed required procedures with regard to distribution of the appropriate notices and environmental documents to the State Clearinghouse. The State Clearinghouse was obligated to make, and did make, that information available to interested agencies for review and comment. The NOP was received by the State Clearinghouse (SCH # 2006021072) and a 30-day public review period ended on November 13, 2015. The NOP and all comments received on the NOP are presented in Appendix A of the Draft EIR.

An Initial Study was also prepared for the project. Included below is a brief summary of findings from the Initial Study on environmental topics that were either found to have no impact or be less than significant, or were found to be sufficiently addressed in the General Plan EIR, and thus are not included within individual sections of the Draft EIR. For full Initial Study Findings and individual topics found to be less than significant through the Initial Study process refer to Appendix A of the Draft EIR.

- **Aesthetics:** The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would allow development to occur in the City in both vacant and underdeveloped portions of the community, and that the introduction/expansion of urban uses into these areas has the potential to interrupt views of natural features, open space, the hillsides, and agricultural resources, reducing

the aesthetic value of these resources. Additionally, new development in the City was found to increase the amount of light and glare in the community, particularly in areas planned for nonresidential development, such as retail and general commercial. It was also found that future development under the General Plan has the potential to change the visual character of the City.

To minimize and mitigate the impacts on aesthetics, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented the following five mitigation measures: Mitigation Measure A1 requires the City to implement the City's Gateway Guidelines; Mitigation Measure A2 requires the City to strengthen and require compliance with the City's Design Guidelines; Mitigation Measure A3 requires the City to improve the Lighting Ordinance; Mitigation Measure A4 requires the City to implement landscaping requirements for all proposed projects; and Mitigation Measure A5 requires the City to review all discretionary projects for aesthetics impacts. The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of Mitigation Measures A1 through A5, the potential citywide aesthetics impact would be reduced to a less than significant level.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that aesthetic impacts associated with the FGAs, which includes the West Area Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). Any future development under the approved General Plan, which includes all development under the project, would be required to comply with the above referenced regulations, policies, and standards. Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). This topic did not warrant additional analysis and was not addressed further in the EIR.

- **Agriculture and Forest Resources:** The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would result in the conversion of 3,525 acres of agriculture lands to urban uses. The *Final Environmental Impact Report* also indicates that General Plan buildout would result in agricultural activity in proximity to residential and other urban uses, which may result in conflicts between the uses. It is noted that agricultural activity can cause nuisances related to air quality and noise that may disturb surrounding development. Urban activities may also negatively affect nearby agricultural uses, as increased vandalism often occurs and the introduction of domestic animals may disturb certain agricultural activities.

  The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of Mitigation Measures AG1 through AG4, the impacts on potential compatibility issues would be reduced to a less than significant level; however, while the impacts on agricultural conversion would be reduced to the extent feasible, a significant and unavoidable impact would remain related to the loss of important farmland. Mitigation AG5 specifically addressed Agricultural

Land Conservation Easement Program, which states that the City will work with the County of Monterey and other local jurisdictions to create and implement an agricultural land conservation easement program, including such measures as securing the dedication of easements or by paying a mitigation fee that could be used to purchase easements through a mitigation bank. Additionally, in 2006, the City Council adopted Resolution No. 19422, approving the Agricultural Land Preservation Program. The resolution adopted a $750.00 per acre mitigation fee for agricultural lands currently designated by the California Department of Conservation's Farmland Mapping Program as "Prime" or "of Statewide Importance."

The City of Salinas certified the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), adopted a statement of overriding considerations relative to this significant and unavoidable impact, and approved the Salinas General Plan.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that agricultural impacts associated with the FGAs, which includes the Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002).

Any future development under the approved General Plan, which includes all development under the project, would be required to comply with the above-referenced regulations, policies, and standards. Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). This topic did not warrant additional analysis and was not addressed further in the EIR.

- **Geology and Soils:** Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). This topic did not warrant additional analysis and was not addressed further in the EIR.

- **Hazards and Hazardous Materials:** While the Draft EIR analyzes Hazards and Hazardous Materials, several topics were determined to not warrant additional analysis within the Chapter.

  The land uses proposed within the Specific Plan Area would not be expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, these uses are not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Furthermore, the project is not located in the vicinity of an airport or private airstrip; therefore, it would not result in a safety hazard related to air traffic for people residing or working in the Specific Plan Area. These topics did not warrant additional analysis and were not addressed further in the EIR.

Separately, the City has adopted a Multi-hazard Emergency Plan, which serves as extensions of the California Emergency Plan and the Emergency Resource Management Plan. The purpose of the Multi-hazard Emergency Plan is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The Emergency Operations Center (EOC) in City Hall serves as the center of the City's emergency operations. The Plan also addresses evacuation and movement of people in the event of an emergency. The project does not impair implementation of or physically interfere with the Multi-hazard Emergency Plan. Implementation of the project would have a less than significant impact relative to this environmental topic and is not further analyzed or addressed further in the EIR.

Lastly, the project is not located in an area that is considered a high risk for wildfires. The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Implementation of the proposed project would have a less than significant impact relative to this environmental topic and is not further analyzed or addressed further in the EIR.

- **Land Use and Planning:** The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the impacts would be reduced to a less than significant level with mitigation.

  Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan Area, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002).

  The City certified the Final Supplemental EIR and approved annexation of the North of Boronda FGA, which includes the West Area Specific Plan. The project, as proposed, is consistent with the Greater Salinas Area Memorandum of Understanding (GSA MOU). All development under the project would be required to comply with the regulations, policies, and standards identifies in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). Implementation of the project would not result in any new significant adverse impacts beyond those addressed within these supporting documents. This topic did not warrant additional analysis and is not addressed further in the EIR.

- **Mineral Resources:** It was determined in the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) that development of the FGA, including the Specific Plan Area, would not have a significant impact on mineral resources or mining activities. As such, implementation of the project would have no impact on mineral resources and this topic did not warrant additional analysis and is not addressed further in the EIR.

- **Population and Housing:** While the Draft EIR analyzes Population and Housing, several topics were determined to not warrant additional analysis within the Chapter.

The Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) noted that the General Plan would not result in the displacement of substantial numbers of existing housing units or persons since the majority of the FGA designated for future development consists of vacant, agricultural, or redevelopment of nonresidential land. Additionally, any individual units that require removal would be offset by the increase in housing by the development of approximately 18,397 additional dwelling units at General Plan buildout.

The project would necessitate the removal of some existing houses within the Specific Plan Area; however, removal of any individual units would be offset by the increase in housing by the development of approximately 4,340 additional dwelling units at Specific Plan buildout. As such, the project would not displace substantial numbers of existing housing or people. Implementation of the project would not result in any new significant adverse impacts beyond those addressed in the in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). This topic did not warrant additional analysis and is not addressed further in the EIR.

- **Recreation:** While the project would increase the demand for parks and other recreational facilities based on the population growth, the amount of parkland and open space provided within the Specific Plan Area sufficiently meets the City's parkland requirements. Construction of the parks would not result in any new significant adverse impacts beyond those addressed in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). This topic did not warrant additional analysis and is not addressed further in the EIR.

- **Transportation and Circulation:** While the Draft EIR analyzes Traffic and Circulation, several topics were determined to not warrant additional analysis within the Chapter.

  The project is not located in the vicinity of an airport or airstrip; therefore, it would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Implementation of the project would have no impact relative to this environmental topic

The remaining issues areas and checklist questions are analyzed in the EIR. The EIR includes an analysis of the following issue areas:

- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gases and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Population and Housing

- Public Services
- Transportation and Circulation
- Utilities

The City circulated the DEIR for public and agency review on February 27, 2019. A public review period of 45 days was provided on the DEIR and ended on April 15, 2019. This period satisfied the requirement for a 45-day public review period as set forth in Section 15105 of the CEQA Guidelines.

V. RECORD OF PROCEEDINGS

In accordance with Public Resources Code section 21167.6, subdivision (e), the record of proceedings for the City's decision on the project includes the following documents:

- The NOP and all other public notices issued by the City in conjunction with the project;

- All comments submitted by agencies or members of the public during the comment period on the NOP;

- The Draft EIR for the project (February 2019) and all appendices;

- All comments submitted by agencies or members of the public during the comment period on the Draft EIR;

- The Final EIR for the project, including comments received on the Draft EIR and the responses to those comments and appendices;

- Documents cited or referenced in the Draft EIR and Final EIR;

- The mitigation monitoring and reporting program for the project;

- All findings and resolutions adopted by the City Council in connection with the project and all documents cited or referred to therein;

- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the project;

- The Draft West Area Specific Plan;

- All documents submitted to the City by other public agencies or members of the public in connection with the project, up through the close of the Planning Commission public hearing, and the close of the City Council public hearing;

- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the project;

- Any documentary or other evidence submitted to the City at such information sessions, public meetings, and public hearings;

- The City of Salinas General Plan and all environmental documents prepared in connection with the adoption of the General Plan;

- Any and all resolutions approved by the City regarding the project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;

- Matters of common knowledge to the City, including, but not limited to federal, state, and local laws and regulations;

- Any documents expressly cited in these findings, in addition to those cited above; and

- Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The documents constituting the record of proceedings are available for review by responsible agencies and interested members of the public during normal business hours at the City of Salinas Community Development Department, 65 West Alisal Street, Salinas, California 93901. The custodian of these documents is the Community Development Director. Without exception, any documents set forth above not found in the project files fall into one of two categories. Many of them reflect prior planning or legislative decisions of which the City Council was aware in approving the project. (See *City of Santa Cruz v. Local Agency Formation Commission* (1978) 76 Cal.App.3d 381, 391-392; *Dominey v. Department of Personnel Administration* (1988) 205 Cal.App.3d 729, 738, fn. 6.) Other documents informed the experts who provided advice to City Staff or consultants, who then provided advice to the City Council. For that reason, such documents form part of the underlying factual basis for the City Council's decisions relating to the approval of the project. (See Pub. Resources Code, § 21167.6(e)(10); *Browning-Ferris Industries v. City Council of City of San Jose* (1986) 181 Cal.App.3d 852, 866; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 153, 155.)

VI. CONSISTENCY WITH APPLICABLE PLANS

This section includes a review of the project's relationship to the General Plan, other land use related documents/agreements, and to regional plans and identifies whether inconsistencies with these plans may exist.

Consistency with the Salinas General Plan

The Salinas General Plan states the City's vision for the community's future and outlines goals, policies and implementation measures to achieve its vision. The General Plan also projects the population, dwelling units, and non-residential building square footage associated with the future

buildout of the Land Use Plan, also referred to as General Plan buildout. Typically, General Plan buildout is decades beyond the 20-year General Plan planning cycle.

As described in CEQA Guidelines section 15125, subdivision (d), an EIR must discuss any inconsistencies between a proposed project and applicable general plans, specific plans, and regional plans. Such regional plans include, but are not limited to, the applicable air quality attainment or maintenance plan, area-wide waste treatment and water quality control plans, regional transportation plans, regional housing allocation plans, regional blueprint plans, plans for the reduction of greenhouse gas (GHG) emissions, habitat conservation plans, and natural community conservation plans.

New Urbanism principles, a component of the General Plan Land Use Element, were used to design a land use plan for the project that is compact and pedestrian-friendly, with a mixture of uses surrounding activity centers/neighborhood local points in the Specific Plan Area. Higher density residential uses are proposed around retail, recreation, and public uses and all of these core activity centers are proposed to be connected with pedestrian, bicycle, and transit systems.

The quantifiable objectives of the project include the development of up to 4,340 residential dwelling units (with a minimum of 3,553 required under the General Plan), up to 571,500 square feet of commercial/mixed use building area, and up to 177 acres of public facilities (including three elementary schools, a high school, middle school, supplemental detention/retention basins and 11 parks). It is anticipated that Specific Plan Area will have up to 15,928 residents at project build-out. This is consistent with the expected intensity of development within the Specific Plan Area under General Plan buildout conditions as analyzed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002).

The Salinas General Plan requires the approval of Specific Plans prior to development of any land in the North of Boronda Future Growth Area (FGA). The West Area Specific Plan includes certain development regulations and design standards that are intended to be specific to the Specific Plan Area. Where there is a matter or issue not specifically covered by the Specific Plan development regulations and design standards, the Salinas Zoning Code would apply. Where there is a conflict between the Specific Plan and the Zoning Code, the Specific Plan would prevail.

The Specific Plan is intended to be adopted by the City Council and to serve as a tool for the City of Salinas to implement. The Specific Plan is to be used by designers, developers, builders, and planners, to guide development of the Specific Plan Area. The land use, development standards, and design guidelines are provided to ensure that all proposed developments remain consistent with the vision established by the Specific Plan as the project is built over time. The Specific Plan development concepts, design guidelines, and standards are in accordance with the City's General Plan, Municipal Ordinances, and City Specifications. The Specific Plan shall be used to review, process, and approve development proposals for individual parcels/project sites within the Specific Plan Area, including but not limited to site specific development applications and site improvement plans.

The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that the General Plan may impact the related land use plans and policies that have

been adopted to avoid or mitigate an environmental effect. The Salinas Zoning Code, Salinas Redevelopment Plan, Greater Salinas Area Plan, Salinas Municipal Airport Master Plan, Monterey County Airport Land Use Plan, GSA MOU, are specifically mentioned. Of these seven documents, the project does not affect an existing Specific Plan, the Salinas Municipal Airport Master Plan, or the Monterey County Airport Land Use Plan, and the Salinas Redevelopment Plan is no longer in effect. These topics are not discussed further, but the other three are discussed below.

Salinas Zoning Code

The Specific Plan Area is currently zoned NI with a Specific Plan Overlay. The project includes a rezone to NE/Low Density Residential, NG-1/Medium Density Residential, NG-2/High Density Residential, VC, PS, P and OS. A Specific Plan Overlay District is also applicable to each Zoning District. The purpose of the rezone is to ensure consistency between the proposed General Plan Land Use Designations and Zoning. With the approval of the rezoning application, the Specific Plan would be consistent with the Salinas Zoning Code.

City/County Greater Salinas Area Memorandum of Understanding

In 2006, the City and the County adopted the GSA MOU to allow for annexation and development of specific parcels that are located outside of the Future Growth Areas as illustrated in the General Plan. These areas were not contemplated for annexation and development at the time the General Plan was adopted. These areas include, but are not limited to, the "Unikool", Boronda Road, and Fresh Express sites.

The GSA MOU describes the intent of each agency to consider annexation of the subject growth areas and identifies framework conditions under which annexations could be considered. The following excerpt from the Preface of the GSA MOU identifies its general intent:

"This Memorandum of Understanding (MOU), by and between the County of Monterey (County) and the City of Salinas (City), is to set forth certain agreements between the parties to express their intent to jointly pursue action to assure orderly and appropriate land use development in the area designated in the General Plan of Monterey County as the Greater Salinas Area Plan area and in the City of Salinas. Specific objectives to be achieved through the implementation of the land use and associated policies included in this MOU are the preservation of certain agriculture land, the provision of future growth areas, and the provision of adequate financing for the services and facilities of benefit to the residents of the Greater Salinas Area Plan area and the City."

With the adoption of the GSA MOU, both the City and the County acknowledged that additional development outside the City's Future Growth Areas would be considered subject to amendment of the City's SOI and annexation of such areas to the City. The GSA MOU also includes a set of points of agreement that govern future annexations and associated development. Among other topics, the points of agreement address the future direction of City growth, agricultural mitigation, traffic impacts, and storm drainage. The GSA MOU states that the direction of future growth of the City shall be to the north and east of the current city limits, except as otherwise provided for in the GSA MOU.

To minimize and mitigate the potential impacts, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented the following two mitigation measures: Mitigation Measure LU5 requires the City to continue to cooperate with the County of Monterey to implement the GSA-MOU, which directs that City growth generally to the north and east away from the most productive farmland; and Mitigation Measure LU6 requires the City to encourage City-centered growth and give priority to redevelopment and infill projects that reduce development pressure on agricultural lands. The City will also establish an incentive program to promote these projects, such as priority permit processing and density bonuses for such developments. The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of this mitigation measure, the impact would be reduced to a less than significant level.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan Area, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). The City certified this EIR and approved annexation of the North of Boronda FGA, which includes the WASP. The project as proposed is consistent with the GSA-MOU. All development under the project would be required to comply with the above-referenced regulations, policies, and standards.

Greater Salinas Area Plan

The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that implementation of General Plan will result in development outside the existing City limits, into the Greater Salinas Planning Area. Development occurring outside of the City limits is subject to the Greater Salinas Area Plan. The implementation of the General Plan may conflict with the Greater Salinas Area Plan, resulting in a significant impact.

To minimize and mitigate the potential impacts, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented Mitigation Measure LU2, which requires the City to be consistent with a portion of Draft Policy LU 3.4 of the Monterey County Draft General Plan, and to cooperate with LAFCO and the County of Monterey to direct growth outside the City limits to the Future Growth Area, on lands that are served or are planned to be served, with a full range of urban services, such as public water and sewer, an extensive road network, public transit, safety and emergency response services, parks, trails, and open space. The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of this mitigation measure, the impact would be reduced to a less than significant level.

Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). The City certified this EIR and approved annexation of the North of Boronda Future Growth Area, which includes the Specific Plan. The project as proposed is consistent with the Greater Salinas Area Plan. All development

under the project would be required to comply with the above-referenced regulations, policies, and standards.

VII. FINDINGS REQUIRED UNDER CEQA

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute provides that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to provide that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in Public Resources Code section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR. The second permissible finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and that such changes have been adopted by, or can and should be adopted by, such other agency. The third potential conclusion is that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR. (CEQA Guidelines, § 15091, subd. (a).)

As explained elsewhere in these findings, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors. The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506-1509 (court upholds CEQA findings rejecting alternatives in reliance on project's objectives); see also *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 (*CNPS*) (an alternative "'may be found infeasible on the ground it is inconsistent with the project objectives as long as the finding is supported by substantial evidence in the record'") (quoting Kostka & Zischke, *Practice Under the Cal. Environmental Quality Act* [Cont.Ed.Bar 2d ed. 2009] (*Kostka*), § 17.309, p. 825); *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165, 1166 (*Bay-Delta*) ([i]n the CALFED program, feasibility is strongly linked to achievement of each of the primary program objectives"; "a lead agency may structure its EIR alternative analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basic goal).) Moreover, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133

Cal.App.3d 410, 417 (*City of Del Mar*); see also *CNPS, supra,* 177 Cal.App.4th 957 (after weighing "'economic, environmental, social, and technological factors,' ... 'an agency may conclude that a mitigation measure or alternative is impractical or undesirable from a policy standpoint and reject it as infeasible on that ground) (quoting Kostka, *supra,* § 17.29, p. 824))

For purposes of these findings (including the table described in Section IX below), the term "avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. In contrast, the term "substantially lessen" refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less than significant level.

As explained above, CEQA requires that the lead agency adopt feasible mitigation measures or, in some instances, feasible alternatives to substantially lessen or avoid significant environmental impacts that would otherwise occur. With respect to a proposed project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons that the agency found that the project's benefits outweigh its unavoidable adverse environmental effects. The City of Salinas' Statement of Overriding Considerations for the project is included herein in Section XI below.

VIII. MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring and Reporting Program (hereinafter "MMRP") has been prepared for the project, and is being approved by the City Council by Resolution 2019-__(N.C.S.). The City will use the MMRP to track compliance with project mitigation measures. The MMRP will remain available for public review during the compliance period. The Final MMRP is Exhibit "B" of the aforementioned resolution and is approved in conjunction with these Findings of Fact.

IX. SIGNIFICANT EFFECTS AND MITIGATION MEASURES

The EIR identified a number of significant and potentially significant environmental effects (or impacts) that the project will cause or contribute to. Most of these significant effects can be fully avoided through the adoption of feasible mitigation measures. Other effects, however, cannot be avoided by the adoption of feasible mitigation measures or alternatives, and thus will be significant and unavoidable. Some of these unavoidable significant effects can be substantially lessened by the adoption of feasible mitigation measures. Other significant, unavoidable effects cannot be substantially lessened or avoided. For reasons set forth in Section XI however, the City Council has determined that overriding economic, social, and other considerations outweigh the significant, unavoidable effects of the project.

The City Council's findings with respect to the project's significant effects and mitigation measures are set forth in the Table of Impacts, Mitigation Measures, and CEQA Findings attached to these findings. The findings set forth in the table are hereby incorporated by reference.

This table does not attempt to describe the full analysis of each environmental impact contained in the EIR. Instead, the table provides a summary description of each impact, describes the

applicable mitigation measures identified in the Draft EIR or Final EIR and adopted by the City Council, and states the City Council's findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Draft and Final EIRs, and these findings hereby incorporate by reference the discussions and analyses in those documents supporting the Final EIR's determinations regarding mitigation measures and the projects' impacts and mitigation measures designed to address those impacts. In making these findings, the City Council ratifies, adopts, and incorporates into these findings the analyses and explanations in the Draft EIR and Final EIR, and ratifies, adopts, and incorporates in these findings the determinations and conclusions of the Draft EIR and Final EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

By Resolution 2019-__(N.C.S.), the City Council adopts all of the mitigation measures identified in the table.

X. PROJECT ALTERNATIVES

A. Basis for Analysis of the Feasibility of Alternatives

Public Resources Code section 21002, a key provision of CEQA, provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects."

Where a lead agency has determined that, even after the adoption of all feasible mitigation measures, a project as proposed will still cause one or more significant environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA. Although an EIR must evaluate this range of *potentially* feasible alternatives, an alternative may ultimately be deemed by the lead agency to be "infeasible" if it fails to fully promote the lead agency's underlying goals and objectives with respect to the project. (*City of Del Mar, supra,* 133 Cal.App.3d at p. 417) "'[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*Ibid*.; see also *CNPS, supra,* 177 Cal.App.4th at p. 1001.) Thus, even if a project alternative will avoid or substantially lessen any of the significant environmental effects of the project, the decision-makers may reject the alternative if they determine that specific considerations make the alternative infeasible.

Under CEQA Guidelines section 15126.6, the alternatives to be discussed in detail in an EIR should be able to "feasibly attain most of the basic objectives of the project [.]" For this reason, the Objectives described above provided the framework for defining possible offsite alternative project locations. (See *Bay-Delta, supra,* 43 Cal.4th at p. 1166). The project objectives are set out

above in section III.C. Based on the requirements of CEQA Guidelines section 15126.6 and the Project's Objectives, the following alternatives to the project were identified:

No Project (No Build) Alternative

The CEQA Guidelines (Section 15126.6[e]) require consideration of a no project alternative that represents the existing conditions, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved. For purposes of this analysis, the No Project (No Build) Alternative assumes that development of the Specific Plan Area would not occur, and the Specific Plan Area would remain in its current agricultural condition. It is noted that the No Project (No Build) Alternative would fail to meet the project objectives identified for the West Area Specific Plan and is inconsistent with the goals of the General Plan for the future growth areas of the City.

Reduced Land Area Project Alternative

Under this alternative, the Specific Plan Area would be developed with the same components as described in the Project Description, but the area utilized for the development (i.e., the project footprint) would be reduced by approximately 20 percent. Under this alternative, approximately 162 acres of land in the northeast corner of the Specific Plan Area would be removed. This removed area would include the 52.85-acre Mortensen property (APN 21101108) and the 108.32-acre Madolora/Global property (APN 21101109), which are shown on Figure 5.0-1. The resultant Specific Plan Area would include approximately 635 acres. The proposed land uses within this area identified for removal under this alternative would be incorporated into the remaining 635 acres of the Specific Plan Area, which would increase the residential density of the Specific Plan Area under this alternative, while retaining the same number of residences, mixed use commercial areas, schools, parks, etc. as the project. This alternative would establish a site for a third 10.0-acre elementary school to be developed by the Santa Rita Union School District (District). However, if the District decides against the elementary school siting, the area would instead be residential units.

Under this alternative the average residential density (units per net acre) would increase from 9.0 to approximately 11.3 units/acre. It is assumed that the number of NE parcels would be reduced, and the number of NG-1 parcels would increase. The proposed Village Center would remain unchanged under this alternative, and would still include up to 571,500 square feet of mixed use commercial floor area and a minimum of 91 dwelling units.

Reduced Residential Intensity/Density Project Alternative

Under this alternative, the Specific Plan Area would be developed with a reduction in the overall residential intensity/density while maintaining the approximate overall project footprint. For the purposes of discussion, this option considers a 25 percent reduction in the intensity/density of the residential components of the project while maintaining the approximately 797-acre project footprint. This would result in fewer residential lots, but larger lot sizes. This alternative would result in up to 3,255 residential units. This alternative would retain the approximately 571,500 square feet of mixed commercial uses, the five proposed schools (three elementary, one middle, and one high school), and the same acreage of parks and detention basins as the project.

Under this alternative, the average residential density (units per net acre) would decrease from 9.0 to approximately 6.8 units/acre. It is assumed that the number of NE parcels would be increased, and the number of NG-1 and NG-2 parcels would increase. The proposed Village Center would remain unchanged under this alternative, and would still include up to 571,500 square feet of mixed use commercial floor area and a minimum of 91 dwelling units.

This alternative, based upon residential overall density, is inconsistent with the Salinas General Plan's standards for the Specific Plan Area, which require a minimum of 3,553 residential units within the Specific Plan Area, and the incorporation of New Urbanism concepts which mandates that new residential development have a minimum average density of 9 dwelling units per net residential acre. A General Plan Amendment would be required.

Smaller-scale Project Alternative

Under this alternative, the Specific Plan Area would be reduced by approximately 33 percent and the proposed residential and non-residential uses would also be reduced by approximately 33 percent. For the purposes of discussion, this alternative assumes that approximately 264 acres of land along the entire eastern boundary of the Specific Plan Area would be removed and remain as undeveloped agricultural land. The resultant Specific Plan Area under this alternative would be approximately 533 acres in size, and include up to 2,908 residential units, up to 382,905 square feet of commercial/mixed use building area, and up to 119 acres of public facilities (including two elementary schools, a high school, a middle school, open space (including supplemental detention/retention basins) and up to 8 parks). The number of residential units under this alternative would not meet the minimum of 3,553 residential units as provided within the City of Salinas General Plan. The residential densities under this alternative would be similar to the project.

The City Council finds that that a good faith effort was made to evaluate all potentially feasible alternatives in the EIR that are reasonable alternatives to the project and could feasibly obtain the basic objectives of the project, even when the alternatives might impede the attainment of the project objectives and might be more costly. As a result, the scope of alternatives analyzed in the EIR is not unduly limited or narrow. The City Council also finds that all reasonable alternatives were reviewed, analyzed and discussed in the review process of the EIR and the ultimate decision on the project. (See, e.g., DEIR, pp. 6-5 to 6-55)

1. Significant, Unavoidable Impacts of the Project

The significant and unavoidable impacts of the project are set out in detail below in Section XI.A.

2. Scope of Necessary Findings and Considerations for Project Alternatives

As noted above, these findings address whether the various alternatives substantially lessen or avoid any of the significant unavoidable impacts associated with the project and also consider the feasibility of each alternative. Under CEQA, "[f]easible means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic,

environmental, legal, social, and technological factors." (CEQA Guidelines § 15364). As explained earlier, the concept of feasibility permits agency decision makers to consider the extent to which an alternative is able to meet some or all of a project's objectives. In addition, the definition of feasibility encompasses "desirability" to the extent that an agency's determination of infeasibility represents a reasonable balancing of competing economic, environmental, social, and technological factors supported by substantial evidence.

In identifying potentially feasible alternatives to the project, the following project objectives were considered:

1. Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly.

2. Provide a variety of land uses in easy walking distance of housing including a mixed use village, parks, and schools to reduce vehicle miles traveled.

3. Provide parks and other public green space in accordance with General Plan standards that are designed to be safe and easily accessible to residents.

4. Provide a variety of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages.

5. Provide public services and infrastructure improvements that achieve and maintain City service standards.

6. Provide an inviting tree-lined street system which incorporates traffic calming and other measures.

7. Establish an interconnected sidewalk/path and open space system throughout the development which links to the greater FGA and City as a whole.

8. Create a sense of place and unique identity through the use of entry treatments, landscaping, streetscapes, public art, decorative street lighting, pedestrian amenities and other elements.

9. Provide for a reasonable jobs/housing balance.

10. Provide opportunities for senior housing.

11. Provide for a site/parcel-based post-construction SCMs/LID to the maximum extent practicable.

As noted near the beginning of these findings, moreover, the City is keenly aware that the State Legislature has declared that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives." (Government Code section 65589.5.) The Legislature notes that "California housing has become the most

expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing." The Legislature further found that "Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration." The legislative intent of Government Code section 65589.5 is to "significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled." The State Legislature established its policy direction in the statute as follows: "It is the policy of the state that this section should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing."

The following two overarching project objectives are therefore presented here as a response to: 1) the State Legislature's declaration of a housing crisis in California, 2) the State Legislature's policy direction for the provision of more housing, 3) the Salinas City Council's more than 30 years of planning for urban development within the FGAs, which includes the West Area Specific Plan, and 4) the Salinas City Council's policy direction as provided in the approved FGAs and General Plan:

- Objective 1: Respond to the State Legislature's declaration of a housing crisis in California, and their policy direction that local governmental agencies provide more housing, by including provisions for the construction of new housing supply within the West Area Specific Plan.
- Objective 2: Respond to the Salinas City Council's long-term vision and policy direction for new urban development to be focused in the Future Growth Areas, by including provisions the construction of new urban development consistent with the City of Salinas General Plan.

B. No Project (No Build) Alternative

In general, a CEQA "No Project Alternative" must "discuss the existing conditions …, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." (CEQA Guidelines, § 15126.6, subd. (e)(2).) When the proposed project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future. In such an instance, the no project alternative consists of evaluating the projected impacts of the proposed plan to the impacts that would occur under the existing plan. "Typically, this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan. (*Id.*, subd. (e)(3)(A).)

1. Analysis of No Project (No Build) Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed, and there would be no net change in emissions and no potential for a conflict with any adopted plans or policies related to air quality. As such, the project level and cumulative impacts would be greatly reduced when compared to the project.

Biological Resources

Under the No Project (No Build) Alternative, the West Area Specific Plan would not be constructed, no habitat would be removed, no wetlands disturbed, and no ground disturbing activities would occur. The Specific Plan Area would remain open to migration, foraging, nesting, and other uses by wildlife. Therefore, potential for impacts to biological resources would be eliminated under the No Project (No Build) Alternative. Impacts to biological resources would be reduced as compared to the project.

Cultural Resources

The No Project (No Build) Alternative would continue to result in ground disturbing activities associated with the agricultural operations (i.e., soil tilling); however, because the ground disturbance associated with farming has occurred for an extended period of time with no cultural resources being found it is anticipated that the continuation of these operations under this alternative would have a significantly reduced potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources, the No Project (No Build) Alternative would result in slightly less potential for impacts to cultural resources as the entire Specific Plan Area would continue to be used for agriculture production.

Greenhouse Gases and Climate Change

Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed, and there would be no net change in emissions and no potential for a conflict with any adopted plans or policies related to GHG reductions. As such, this impact would be reduced when compared to the project. This does not necessarily mean, however, that the No Project Alternative represents a better long-term policy outcome for climate than the project. California has a large housing need, and new housing will have to be built somewhere, if not the Specific Plan Area. As the California Supreme Court explained, "[g]iven the reality of growth, some greenhouse gas emissions from new housing and commercial developments are inevitable. The critical CEQA question is the cumulative significance of a project's greenhouse gas emissions, and from a climate change point of view it does not matter where in the state those emissions are produced." (*Center for Biological Diversity v. California Dept. of Fish and Wildlife* (2015) 62 Cal.4th 204, 220-221.)

Hazards and Hazardous Materials

Under the No Project (No Build) Alternative, no new land uses would be introduced to the Specific Plan Area, and the potential for hazardous material release in the Specific Plan Area would be reduced. Ongoing pesticide use would occur within the area to remain in agriculture, and this has the potential to generate negative health effects on existing residents located in the areas south and west of the Specific Plan Area. However, there would not be long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, because development would not occur. While the West Area Specific Plan is not anticipated to result in significant impacts associated with hazards and hazardous materials, the No Project (No Build) Alternative would result in less potential for impacts.

Hydrology and Water Quality

Under the No Project (No Build) Alternative, potential new water quality impacts from construction and operation of the West Area Specific Plan would be eliminated. Under this alternative, the land would be kept in its present state with the majority of the Specific Plan Area either fallow land or being used for agricultural purposes. The No Project (No Build) Alternative would have a greater chance of groundwater recharge because it would not introduce large areas of impervious surfaces as would the West Area Specific Plan. However, the beneficial impact of reducing the consumptive use of water by 2,078 acre-feet per year (AFY) (Cal Water, 2015) would not exist. This is a significant contribution in reducing overdraft in the Salinas Valley Ground Water basin.

The potential to result in the violation of water quality standards would be reduced under this alternative as compared with the project. However, there are some instances where the No Project (No Build) Alternative would have greater discharges of certain pollutants (such as erosion, sedimentation, pesticides release, etc.) when compared to the project. Nevertheless, overall, potential impacts related to hydrology and water quality would be reduced under this alternative.

Noise

Existing agricultural activities within the Specific Plan Area sometimes involve on-going noise sources such as agricultural equipment (e.g., tractors, harvesters, planters, etc.). Such noise sources are part of the existing ambient noise levels in the Specific Plan Area. Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed and there would be no potential for new noise sources; however, existing noise from agricultural operations would continue. As such, this alternative would have less impact relative to the project.

Population and Housing

Under the No Project (No Build) Alternative, the Specific Plan Area would not be developed and the Specific Plan Area would not accommodate the City's anticipated growth. Growth would still be anticipated to occur within the region, but it would not be accommodated in the FGA, which has undergone extensive planning efforts by the City and community for over a decade. This outcome would not be consistent with the FGA and General Plan. The City would need to look

to other undeveloped areas of the region to develop for new housing, which would be expected to have environmental impacts that have not yet been assessed, but could well be worse than those of the West Area Specific Plan, particularly with respect to prime agricultural land, which is abundant in the region. Overall, this alternative would have a greater impact when compared to the project.

Public Services

Under the No Project (No Build) Alternative, there would be no increased demand for police, fire, schools, parks, or other public services. Alternatively, this alternative would result in no new school or park facilities, which are designed to accommodate more than the demand that is generated by the West Area Specific Plan. Overall, this alternative would have a slightly greater impact to public services when compared to the project.

Transportation and Circulation

Under the No Project (No Build) Alternative, there would be no new traffic generated within the Specific Plan Area. This alternative would also not result in new traffic improvements on the City's roadway system and it would not result in payments of traffic impact fees into the City's Capital Improvement Program (CIP) that would be used for the roadway system. Existing deficiencies in the traffic system would not receive the benefit of improvements to improve existing deficiencies; however, this would be more than offset by the fact that there would be no new contribution to degrading traffic levels of service at a project and cumulative level. Overall, this alternative would have less of an overall traffic impact than the project. Still, the growth for which there is market demand would still be anticipated to occur somewhere else within the region, possibly in areas that could result in transportation effects worse than those of the West Area Specific Plan.

Utilities

Under the No Project (No Build) Alternative, the Specific Plan Area would not have an increased demand for wastewater, storm drainage, or solid waste disposal. There would be no new impacts on these utilities and there would be no need to construct new infrastructure. Therefore, overall, the impact on wastewater, solid waste, and storm drainage would be reduced under this alternative. In conclusion, the No Project (No Build) Alternative would not result in a beneficial impact to groundwater recharge. However, this alternative would decrease the amount of solid waste and wastewater generated at the site, and would not require construction of new utilities infrastructure. Overall, the No Project (No Build) Alternative would not add new impacts to wastewater, storm drainage, or solid waste disposal systems, but would not result in the beneficial impacts to the groundwater system.

2. Feasibility of No Project (No Build) Alternative

The No Project (No Build) Alternative is the environmentally superior alternative because it results in the least adverse environmental impacts when compared to the project. However, the No Project (No Build) Alternative would fail to meet the project objectives identified for the

West Area Specific Plan and is inconsistent with the goals of the General Plan for the future growth areas of the City.

The City Council finds the No Project (No Build) Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the Project.

C. Reduced Land Area Project Alternative

1. Analysis of Reduced Land Area Project Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the Reduced Land Area Project Alternative, the Specific Plan Area would be developed with a 20 percent smaller development area, with an overall increase in residential density. Although the number of users would be the same under this alternative as compared with the project, this alternative has reduced mobile emissions when compared to the project, due to the more compact design of this alternative. It was assumed that mobile emissions under this alternative would be reduced by approximately twenty percent (as compared to the project), the same amount as the reduction in the size of this alternative's footprint when compared to the project. However, project operational activities under this alternative would still exceed the threshold of significance and generate a significant and unavoidable impact for reactive organic compounds (ROG), nitrogen oxides (NO_x), and respirable particulate matter (PM_{10}) at buildout.

This alternative would provide more compact development than the project, providing greater opportunities for non-motorized transportation choices (such as walking or cycling). This would slightly reduce vehicle miles travelled (VMT) as compared to the project, which would slightly the mobile source emissions.

The Reduced Land Area Project Alternative would have greater impacts with respect to Air Quality Impact 3.1-1, which is identified as "the potential to conflict with or obstruct implementation of the applicable air quality plan." This is because the Association of Monterey Bay Area Governments (AMBAG), in consultation with the City of Salinas, included the North of Boronda FGA (inclusive of the West Area Specific Plan) within the AMBAG 2018 Regional Growth Forecast. The AMBAG 2018 Regional Growth Forecast feeds into the Monterey Bay Air Resources Board's (MBARD) 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) as well as the future version of the Air Quality Management Plan (AQMP). Therefore, while an increase in density has the potential to reduce mobile source emissions if residents chose alternative transportation modes (i.e., walk/bike/transit instead of driving a vehicle), this is not guaranteed to occur given that the choice to drive is still convenient and economical for most residents under this residential density in a suburban environment. The increased residential density under this alternative was not specifically planned for in the MBARD planning documents and within the AMBAG forecasts. Nevertheless, due to the reduced footprint and slightly reduced VMT, this impact would be slightly reduced when compared to the West Area Specific Plan.

Biological Resources

Under the Reduced Land Area Project Alternative, less habitat would be removed, and fewer ground disturbing activities would occur. It is still anticipated that the drainage ditches along Boronda Road would be eliminated (i.e., fill activity). A portion of the Specific Plan Area (twenty percent) would remain open to migration, foraging, nesting, and other uses by wildlife. The balance of the Specific Plan Area (eighty percent of site) would be developed and no longer available for migration, foraging, nesting, and other uses by wildlife. This would still be a significant and unavoidable impact, and would be cumulatively considerable.

When compared to the Specific Plan, potential for impacts to biological resources would be reduced under the Reduced Land Area Project Alternative proportionate to the reduction in developed area estimated at twenty percent.

Cultural Resources

The Reduced Land Area Project Alternative would result in fewer ground disturbing activities and would have a slightly reduced potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources with mitigation, the Reduced Land Area Project Alternative would result in slightly less potential for impacts to cultural resources, as a portion of the Specific Plan Area would remain undeveloped.

Greenhouse Gases and Climate Change

The Reduced Land Area Project Alternative would not develop approximately 162 acres that is proposed to be developed under the project. This would provide more compact development, creating more opportunities for non-motorized transportation options (such as walking or cycling). This is likely to reduce overall VMT as compared to the project. This would reduce mobile-related GHG emissions by an amount approximately equivalent to proportional reduction in the size of the Specific Plan Area (twenty percent) under this alternative, as compared with the project. Total operational emissions would be reduced by approximately 11 percent under this scenario, as compared to the project. However, Specific Plan Area operational activities under this alternative would be expected to generate a significant and unavoidable impact on operational greenhouse gases.

With a total projected service population of 16,785 (same as the project), this alternative would generate approximately 2.53 metric tons of carbon dioxide equivalent (MT CO_2e)/service population/year in the mitigated scenario (in Year 2035). This value is above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035. However, this value is below the per service population estimate for the project of 2.84 MT CO_2e/service population/year (in Year 2035). Therefore, the emissions per capita under this alternative would be reduced as compared with the project. This impact would be slightly reduced when compared to the project.

Hazards and Hazardous Materials

Under the Reduced Land Area Project Alternative, the land area to be developed would be reduced by 20 percent and the potential for exposure to hazardous materials, or a release of hazardous materials would be reduced proportionately. Ongoing pesticide use would occur within the area to remain in agriculture, and this would have the potential to generate negative health effects on new residents in the development. Similar to the project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production. Any negative health effects associated with the residuals of these chemicals would be alleviated through compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. While the West Area Specific Plan is not anticipated to result in significant impacts associated with hazards and hazardous materials, the Reduced Land Area Project Alternative would result in slightly less potential for impacts.

Hydrology and Water Quality

Implementation of the West Area Specific Plan has the potential to result in the violation of water quality standards and waste discharge of pollutants into surface waters during both construction and long-term operations. Construction operations could result in temporary increases in runoff, erosion, sedimentation, soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas. The long-term operation of the West Area Specific Plan could result in long-term impacts to surface water quality from urban stormwater runoff and could enter groundwater or surface water systems. Additionally, the proposed project would result in new impervious surfaces that could reduce rainwater infiltration and groundwater recharge. Mitigation measures incorporated into the project would reduce potential water quality impacts to a less than significant level. The West Area Specific Plan would not place persons or structures in a flood hazard zone.

Under the Reduced Land Area Project Alternative, potential water quality impacts from construction and operation of the West Area Specific Plan would be reduced. Under this alternative, the developed area would be reduced by 20 percent when compared with the project. The Reduced Land Area Project Alternative would have a greater chance of groundwater recharge because it would reduce the amount of impervious surfaces by 20 percent as compared to the West Area Specific Plan. The areas that would not be developed (i.e., the 162 acres of land in the northeast corner of the Specific Plan Area) would remain under agricultural production. While the 162-acre agricultural area would provide opportunities for groundwater recharge, the agricultural uses would continue to require intensive groundwater pumping for the agricultural production. The higher amount of groundwater pumping required for the 162-acres of agricultural use under this alternative would result in a greater impact on the Salinas Valley Ground Water basin, when compared to the project. The amount of total consumptive water usage reduced by this alternative when compared to the existing uses in the Specific Plan Area would be approximately 1,666 AFY, compared with the approximately 2,078 AFY estimated to be saved by the proposed project. That is, buildout this alternative would save approximately 412

AFY less water than buildout of the proposed project. This would increase risks to the groundwater basin associated with seawater intrusion, when compared to the proposed project.

Under this alternative, there are some instances where the undeveloped portions of the Specific Plan Area would have greater discharges of certain pollutants (such as erosion, sedimentation, pesticides release, etc.) when compared to the project. Additionally, while the potential to result in water quality violations would be reduced under this alternative when compared with the project, the higher amount of groundwater pumping under this alternative would result in a greater impact on the Salinas Valley Ground Water basin, when compared to the proposed project. There would still be some benefit on the Salinas Valley Ground Water basin under this alternative because 80 percent of the land area would be converted into a use that would not require intensive groundwater pumping. As such, potential impacts related to hydrology and water quality would be increased under this alternative when compared to the project.

Noise

Under the Reduced Land Area Project Alternative, development would be reduced by 20 percent when compared with the project. As a result of less development, noise levels associated with traffic, stationary sources, and construction would be expected to be reduced under this alternative. Receptors would be subject to ongoing agricultural noise under this alternative. It is noted that, despite this reduction in the size of development under this alternative, it is expected that some noise levels associated with traffic, stationary sources, and construction would still generate a significant and unavoidable impact. As such, this alternative would have a reduced impact relative to the project.

Population and Housing

Under the Reduced Land Area Project Alternative, the project footprint would be reduced by 20 percent when compared with the project. However, although the residential density would increase from approximately 9.0 to 11.3 residential units per acre under this alternative, the number of residences developed under this alternative would be the same as for the proposed project. Overall, this alternative would have a equal impacts when compared to the project.

Public Services

Under the Reduced Land Area Project Alternative, the development area would be reduced by 20 percent. Residential and non-residential development would be equal under the Reduced Land Area Project Alternative; therefore, the demand for police, fire and other public services would be equal. This alternative would still result in development of public facilities (i.e. schools and parks) and would be required to pay the appropriate public safety impact fees. Overall, this alternative would have equal impacts to public services when compared to the project.

Transportation

Under the Reduced Land Area Project Alternative, the development area would be reduced by 20 percent. Residential and non-residential development would be equal under the Reduced Land Area Project Alternative; therefore, traffic generated in the Specific Plan Area would be equal.

This alternative would still result in new traffic improvements on the City's roadway system to accommodate the new traffic generated. It would also still result in payments of traffic impact fees into the City's CIP program that would be used for the roadway system. Existing deficiencies in the traffic system would receive some benefit of improvements to improve existing deficiencies; however, there would still be significant and unavoidable cumulative impacts to this topic under this alternative.

The Reduced Land Area Project Alternative would have "slightly greater" impact with respect to Transportation and Circulation Impact 3.10-7, which is identified as "impacts related to emergency access." The basis for this determination is that the increased density of the proposed project would increase congestion on existing and planned roadways as compared to the proposed project, given that fewer roadways would be developed under this alternative (because the APNs 211-011-008 and 211-011-009 would not be developed under this alternative). Specifically, Natividad Road (Major Arterial), Russell Road (Major Arterial), and Rogge Road would not be expanded with full frontage improvements under this alternative. Congestion is also expected to be slightly higher under this alternative compared to the proposed project, given the increased density of traffic (based on fewer roadway miles being developed under this alternative compared with the proposed project, and the increased density of the proposed project [to 11.3 residential units per acre under this alternative, compared to 9.0 residential units per acre under the proposed project]). This represents a slightly greater impact with respect to emergency access within the Specific Plan Area. It is noted that the significance determination under Transportation and Circulation Impact 3.10-7 would likely still be less than significant for the Reduced Land Area Alternative, similar to the proposed project; however, the roadway network will not have the same capacity as under the proposed project, so the determination remains "slightly greater."
Additionally, the Reduced Land Area Project Alternative would have a "slightly greater" impact with respect to Transportation and Circulation Impact 3.10-8, which is identified as "conflict with adopted multi-modal circulation policies, plans, or programs" or a "decrease [in] the performance or safety of public transit, bicycle, or pedestrian facilities." The basis for this determination is that the following roadways would not be developed in full under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane);
- Rogge Road frontage improvements.

Since these roadways would not be developed in full, as planned for by the proposed project, connectivity with the remainder of the City and County, including other areas within the City's FGA, would be more limited under the Reduced Land Area Project Alternative as compared to the proposed project. Overall, this alternative would have slightly greater traffic impacts than the project.

Utilities

This alternative would not save as much groundwater when compared to the proposed project. The amount of total consumptive water usage reduced by this alternative when compared to the

existing uses in the Specific Plan Area would be approximately 1,666 AFY, compared with the approximately 2,078 AFY estimated to be saved by the proposed project. That is, buildout this alternative would save approximately 412 AFY less water than buildout of the proposed project. This is due to the dramatically higher water usage under the current irrigated agricultural cultivation uses as compared with developed residential and/or commercial uses. This would increase risks to the groundwater basin associated with seawater intrusion, when compared to the project.

Although this alternative would save less groundwater than the project, generate a similar amount of solid waste, and demand a similar amount of water, this alternative would reduce impacts to stormwater compared to the project. Overall, the demand for utilities would be reduced under this alternative when compared to the project.

2. Feasibility of Reduced Land Area Project Alternative

The Reduced Land Area Project Alternative would slightly reduce impacts to air quality, biological resources, cultural resources, GHG and climate change, hazards, hydrology, noise, transportation, and utilities compared to the project. However, this alternative would potentially worsen impacts related to groundwater supplies and recharge (cumulative and project-level), population and housing, emergency vehicle access, and conflicts with adopted multi-modal circulation policies, plans, or programs. Further, this alternative does not meet the following project objectives:

- Provide public services and infrastructure improvements that achieve and maintain City service standards;
- Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole.

The Reduced Land Area Project Alternative does not fully meet the project objective to "Provide public services and infrastructure improvements that achieve and maintain City service standards" because the Reduced Land Area Project Alternative would develop fewer roadways, bicycle and pedestrian pathways, and other infrastructure improvements (such as well sites) when compared with the project.

Under this alternative, APNs 211-011-008 and 211-011-009, as shown in Figure 5.0-1 of the Draft EIR, would not be developed. The effect of this area not developing in accordance with the General Plan would be that the following roadways and infrastructure improvements would not be developed:

- Natividad Road (Major Arterial) expansion frontage improvements;
- Russell Road (Major Arterial) expansion;
- Rogge Road frontage improvements;
- The proposed water well #3 and water treatment site;
- The supplemental stormwater basins along Natividad Road; and
- Neighborhood Park WA-3 (3-acre park).

Therefore, based on the above list of roadways and infrastructure improvements that would not be developed under this alternative, the ability of the City to provide public services and infrastructure improvements in accordance with the adopted General Plan would be hampered under the Reduced Land Area Project Alternative.

The Reduced Land Area Project Alternative does not meet the project objective to "Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole" because this alternative would leave undeveloped a portion of the land that would be developed under project (i.e., APNs 211-011-008 and 211-011-009), as shown in Figure 5.0-1 of the Draft EIR. This is an area located adjacent to the future Central Area Specific Plan (within the City's FGA). If this area were to remain undeveloped, there would be fewer interconnected sidewalks/pathways and available open space areas for City residents, and connectivity would be limited between the West Area Specific Plan (the project) and the planned for Central Area Specific Plan (a planned Specific Plan Area that would be located just to the east of the proposed project). This reduced connectivity means that the Reduced Land Area Project Alternative would not establish an interconnected sidewalk/pathway and open space system that fully links with the greater FGA and with the City as a whole. Notably, this rationale is also the basis for determining that the Smaller-Scale Project Alternative would not meet this Specific Plan objective. Specifically, the following roadways would not be developed under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane); and
- Rogge Road frontage improvements.

The Reduced Land Area Project Alternative would lessen many of the potentially significant environmental effects of the project. For example, some of the potentially significant impacts related to the following topics would be reduced or slightly reduced under this alternative: air quality, biological resources, cultural resources, greenhouse gases and climate change, hazards and hazardous materials, hydrology and water quality, noise, transportation and circulation, and utilities. It is noted, however, that this alternative would also result in greater, slightly greater, or equal impacts as compared to the project in the following topics: air quality plan consistency, hydrology and water quality, population and housing, public services, transportation and circulation, and utilities.

Ultimately, the significant and unavoidable environmental effects anticipated with the project would still occur under this Reduced Land Area Project Alternative due to the location, size and scope of the alternative. The significant and unavoidable impacts may occur to a lesser extent than under the project under this alternative, but the impacts would still be significant and unavoidable. For example, a significant and unavoidable impact related to increased traffic noise levels at existing receptors would occur under the project and the Reduced Land Area Project Alternative as there is a possibility of not being able to feasibly install sounds walls in some locations that would be warranted. It is noted that, due to decreased noise levels associated with this alternative, the noise at existing receptors would likely decrease. However, the cumulative traffic noise level increases would exceed the Federal Interagency Committee on Noise (FICON) CEQA substantial increase criteria of 1.5 to 5 dB.

The City Council finds the Reduced Land Area Project Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the project.

D. Reduced Residential Intensity/Density Project Alternative

1. Analysis of Reduced Residential Intensity/Density Project Alternative's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the Reduced Residential Intensity/Density Project Alternative, there would be a 25 percent reduction in the intensity/density of the residential portions of the Specific Plan Area, with an overall decrease in residential density.

It was assumed that overall criteria pollutant emissions under this alternative would be reduced by approximately 25 percent when compared to the project, consistent with the reduction in the intensity/density of the residential portions of the Specific Plan Area under this alternative. However, project operational activities under this alternative would still exceed the threshold of significance and generate a significant and unavoidable impact for ROG, NOx, and PM_{10} at buildout.

Although less compact development generally increases overall per capita VMT, the smaller number of residential units under this alternative as compared with the project would reduce overall air quality emissions, including under area sources, mobile sources, and energy sources. As such, this impact would be reduced when compared to the project.

Biological Resources

Under the Reduced Residential Intensity/Density Project Alternative, an equivalent amount of habitat would be removed as under the project, and a similar level of ground disturbing activities would occur as compared with the project. Therefore, there would be an approximately equal potential for impacts to biological resources under this alternative as compared with the project.

Cultural Resources

The Reduced Residential Intensity/Density Project Alternative would result in a similar level of ground disturbing activities and would have a similar potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources with mitigation, the Reduced Residential Intensity/Density Project Alternative would result in equal potential for impacts to cultural resources.

Greenhouse Gases and Climate Change

Under the Reduced Residential Intensity/Density Project Alternative, there would be a 25 percent reduction in the intensity/density of the residential portions of the Specific Plan Area. It

was assumed that overall GHG emissions under this alternative would be reduced by approximately 25 percent when compared to the project, consistent with the reduction in the intensity/density of the residential portions of the Specific Plan Area under this alternative. Total operational emissions would be reduced by approximately 25 percent under this scenario, as compared to the project. However, Specific Plan Area operational activities under this alternative would be expected to generate a significant and unavoidable impact on operational greenhouse gases.

With a total projected service population of 12,803 under this alternative (this is equivalent to a 25 percent smaller residential population but the same number of workers, when compared to the project), this alternative would generate approximately 2.79 MT CO_2e/service population/year in the mitigated scenario (in Year 2035). This value is above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035, but lower than the per service population estimate for the project of 2.84 MT CO_2e/service population/year (in Year 2035). Therefore, this impact would be slightly reduced when compared to the project.

The slight reduction does not necessarily mean that the Reduced Residential Intensity/Density Project Alternative represents a better long-term policy outcome for climate than the project. California has a large housing need, and new housing will have to be built somewhere, if not in the Specific Plan Area. As the California Supreme Court explained, "[g]iven the reality of growth, some greenhouse gas emissions from new housing and commercial developments are inevitable. The critical CEQA question is the cumulative significance of a project's greenhouse gas emissions, and from a climate change point of view it does not matter where in the state those emissions are produced." (*Center for Biological Diversity v. California Dept. of Fish and Wildlife* (2015) 62 Cal.4th 204, 220-221.)

Hazards and Hazardous Materials

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential components would be reduced by 25 percent as compared with the project. Similar to the project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production. Any negative health effects associated with the residuals of these chemicals would be alleviated through compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. Overall, given the reduction in the intensity-density of this alternative as compared with the project, it is expected that the Reduced Residential Intensity/Density Project Alternative would have a slightly reduced impact to this topic relative to the project.

Hydrology and Water Quality

Under the Reduced Residential Intensity/Density Project Alternative, potential water quality impacts from construction and operation would be slightly reduced. Under this alternative, the intensity/density of the residential uses would be reduced by 25 percent when compared with the project, although the footprint would remain the same. This would result in fewer residential lots, but larger lot sizes. Since the residential lot sizes under this alternative would be larger when

compared with the project, there would be less impervious surface, and therefore there would be a greater chance of groundwater recharge under this alternative. As such, potential impacts related to hydrology and water quality would be reduced under the Reduced Residential Intensity/Density Alternative when compared to the project.

Noise

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent when compared with the project. As a result of less development, noise levels associated with traffic, stationary sources, and construction would be expected to be reduced under this alternative. Despite this reduction in the size of intensity of development under this alternative, it is expected that some noise levels associated with traffic, stationary sources, and construction would still generate a significant and unavoidable impact. As such, this alternative would have less impact relative to the project.

Population and Housing

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent when compared with the project. Development of housing would still occur under this alternative, but fewer units would be built. Growth would still be anticipated to occur within the region, but it would not be fully accommodated in the North of Boronda FGA, which has undergone extensive planning efforts by the City and community for over a decade. This would not be consistent with the FGA and General Plan. The City would need to look to other undeveloped areas of the region to develop for new housing which would be expected to have environmental impacts that have not yet been assessed but could well be worse than those of the West Area Specific Plan, particularly with respect to prime agricultural land, which is abundant in the region. The lower density of this alternative would also not meet the minimum number of residential units required for New Urbanism principles that are established in the General Plan for the Specific Plan Area. Overall, this alternative would have a greater impact when compared to the project.

Public Services

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent; therefore, the demand for police, fire and other public services would be reduced. This alternative would still result in development of public facilities (i.e. schools and parks) and would be required to pay the appropriate public safety impact fees. Overall, this alternative would have a slightly reduced impact to public services when compared to the project.

Transportation and Circulation

Under the Reduced Residential Intensity/Density Project Alternative, the intensity/density of the residential uses would be reduced by 25 percent; therefore, traffic generated in the Specific Plan Area would be reduced. This alternative would still result in new traffic improvements on the City's roadway system to accommodate the new traffic generated. It would also still result in payments of traffic impact fees into the City's CIP program that would be used for the roadway

system. Existing deficiencies in the traffic system would receive some benefit of improvements to improve existing deficiencies; however, there would still be significant and unavoidable cumulative impacts under this alternative. Overall, this alternative would have less of an overall traffic impact than the project.

Utilities

Under the Reduced Residential Intensity/Density Alternative, the Specific Plan Area would be developed with a reduction in the overall residential intensity/density while maintaining the approximate overall project footprint as in the project. For the purposes of discussion, this option considers a 25 percent reduction in the intensity/density of the residential components of the project while maintaining the approximately 797-acre project footprint. This would result in fewer residential lots, but larger lot sizes. This alternative would result in up to 3,255 residential units. This alternative would retain the approximately 571,500 square feet of mixed commercial uses, the five proposed schools (three elementary, one middle, and one high school), and the same acreage of parks and detention basins as the project.

The total quantity of infrastructure installed would not be reduced, but the demand for wastewater and solid waste services would be less than would be required for the project. For example, is expected that this alternative would generate approximately 0.8 million gallons per day (MGD) of wastewater and approximately 37,777 pounds per day (lbs/day) of solid waste, smaller than would be generated by the project, since this alternative would generate fewer residents when compared to the project.

Separately, the total storm drainage runoff under this alternative would be approximately the same when compared to the project, due to the project footprint remaining the same for this alternative when compared to the project. Additionally, this alternative would save approximately the same amount of groundwater when compared to the project, since the project footprint would remain the same for this alternative as compared to the project. Overall, the demand for wastewater and solid waste services would be less than would be required for the project, and the amount of storm drainage runoff would be approximately the same. Therefore, demand for utilities would be slightly reduced under this alternative when compared to the project.

2. Feasibility of Reduced Residential Intensity/Density Project Alternative

The Reduced Residential Intensity/Density Project Alternative would slightly reduce impacts to air quality, cultural resources, GHG and climate change, hydrology, noise, public services, transportation, and utilities compared to the project. However, this alternative would potentially worsen impacts related to conflicts with applicable air quality plans and population and housing. Further, this alternative does not meet the following project objectives:

- Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly;
- Provide a balance of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages;
- Provide a reasonable jobs/housing balance.

The Reduced Residential Intensity/Density Project Alternative does not fully meet the project objective to "Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly" because the Reduced Residential Intensity/Density Project Alternative would result in fewer lots with larger lot sizes than will occur under the project. Larger lot sizes are inherently not compact, and development of these larger lot sizes may result in larger block sizes, which are less conducive to travel by walking, bicycles, and transit. Based upon residential overall density, this alternative is inconsistent with the Salinas General Plan's standards for the Specific Plan Area, which require a minimum of 3,553 residential units within the Specific Plan Area, and the incorporation of New Urbanism concepts, which mandate that new residential development have a minimum average density of 9 dwelling units per net residential acre.

The Reduced Residential Intensity/Density Project Alternative does not fully meet the project objective to "Provide a balance of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages" because the Reduced Residential Intensity/Density Project Alternative would provide fewer medium- and high-density housing units than the project. The number of low-density housing options would increase compared to the project, and these units would replace otherwise varied density housing options.

Furthermore, the reduction in housing units under the Reduced Residential Intensity/Density Project Alternative would be less consistent than the project in meeting statewide legislative goals of building housing units in order to address the statewide housing crisis. Given the enormous unmet demand for housing in California, the City believes that it has an obligation to facilitate the construction of more, rather than fewer, housing units when opportunities for residential development arise.

Similarly, the Reduced Residential Intensity/Density Project Alternative does not fully meet the project objective to "Provide a reasonable jobs/housing balance" because the Reduced Residential Intensity/Density Project Alternative would result in 1,085 fewer housing units than the project, but the same amount of commercial uses. This would impact the jobs/housing balance because fewer residents would be live in the Specific Plan Area, which proximity is vital to ensuring the success of the businesses in the Specific Plan Area.

The Reduced Residential Intensity/Density Project Alternative would lessen many of the potentially significant environmental effects of the project. For example, some of the potentially significant impacts related to the following topics would be reduced or slightly reduced under this alternative: air quality, cultural resources, greenhouse gases and climate change, hydrology and water quality, hazards and hazardous materials, noise, public services, transportation and circulation, and utilities. It is noted, however, that this alternative would also result in greater, slightly greater, or equal impacts as compared to the project in the following topics: air quality plan consistency, biological resources, hazards and hazardous materials, population and housing, transportation and circulation, and utilities.

Ultimately, the significant and unavoidable environmental effects which are anticipated with the project would still occur under this Reduced Residential Intensity/Density Project Alternative due to the location, size and scope of the alternative. The significant and unavoidable impacts

may occur to a lesser extent under this alternative than under the project, but the impacts would still be significant and unavoidable. For example, a significant and unavoidable impact related to violation of an air quality standard would occur under both the project and the Reduced Residential Intensity/Density Project Alternative. As shown in Table 5.0-4 of Chapter 5.0 of the Draft EIR, the Reduced Residential Intensity/Density Project Alternative would exceed the threshold of significance for ROG, NOx, and PM_{10} at buildout. Although the emissions would be less than with the project, this alternative would also cause a violation of an air quality standard. This is considered a significant and unavoidable impact.

The City Council finds the Reduced Residential Intensity/Density Project Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the project.

E. Smaller Scale Project Alternative

1. Analysis of Smaller Scale Project's Ability to Reduce Significant Unavoidable Project Impacts

Air Quality

Under the Smaller-scale Project Alternative, the overall size of the project would be scaled down by approximately 33 percent as compared with the project. This would reduce Specific Plan Area operational emissions by an approximately equivalent amount (33%) as compared to the project. However, project operational activities under this alternative would still exceed the threshold of significance and generate a significant and unavoidable impact for ROG, NOx, and PM_{10} at buildout.

Nevertheless, overall air quality emissions under this alternative would be reduced compared to the project, due to the smaller size of this alternative, including for area sources, mobile sources, and energy sources. As such, this impact would be reduced when compared to the project.

Biological Resources

Under the Smaller-scale Project Alternative, an area of about 264 acres would not be developed, and fewer ground disturbing activities would occur. It is still anticipated that the drainage ditches along Boronda would be eliminated (i.e., fill activity). The 264 acres would remain open to migration, foraging, nesting, and other uses by wildlife. The balance of the Specific Plan Area would be developed and no longer available for migration, foraging, nesting, and other uses by wildlife. This would still be a significant and unavoidable impact, and would be cumulatively considerable.

When compared to the Specific Plan, potential for impacts to biological resources would be reduced under the Smaller-scale Project Alternative proportionate to the reduction in developed area.

Cultural Resources

The Smaller-scale Project Alternative would result in a reduced level of ground disturbing activities and would therefore have slightly less potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. While the West Area Specific Plan is not anticipated to result in significant impacts to cultural resources with mitigation, this alternative would result in slightly less potential for impacts to cultural resources.

Greenhouse Gases and Climate Change

The Smaller-scale Project Alternative would reduce the level of development by approximately 33 percent as compared with the project. This would reduce Specific Plan Area operational GHG emissions by an approximately equivalent amount (33%) when compared to the project. Total operational emissions would be reduced by approximately 33% under this scenario, as compared to the project. However, Specific Plan Area operational activities under this alternative would be expected to generate a significant and unavoidable impact on operational greenhouse gases.

With a total projected service population of 11,190 under this alternative (this is equivalent to a 33% reduction in both residential and worker population, when compared to the project), this alternative would generate approximately 2.84 MT CO_2e/service population/year in the mitigated scenario (in Year 2035). This value is above the derived per capita GHG threshold of 1.94 MT CO_2e/service population/year for Year 2035. Additionally, this emissions-per-capita value would be the same as those generated by the project. Therefore, this impact would be equal when compared to the project.

Hazards and Hazardous Materials

The Smaller-scale Project Alternative would reduce the level of development by approximately 33 percent and the potential for exposure to hazardous materials, or a release of hazardous materials would be reduced proportionately. Ongoing pesticide use would occur within the area to remain in agriculture, and this would have the potential to generate negative health effects on new residents in the development. Similar to the project, new development would introduce new sensitive receptors into an area that contains land that has historically utilized chemicals for agricultural production. Any negative health effects associated with the residuals of these chemicals would be alleviated through compliance with state and federal regulations that require remediation when above certain thresholds. There would be a long-term potential for hazards associated with use and generation of household and commercial hazardous wastes, although compliance with state and federal regulations would be required. While the West Area Specific Plan is not anticipated to result in significant impacts associated with hazards and hazardous materials, the Smaller-scale Project Alternative would result in slightly less potential for impacts.

Hydrology and Water Quality

Under the Smaller-scale Project Alternative, potential water quality impacts from construction and operation would be reduced. Under this alternative, the overall level of development (including the size of the site and the overall development area per use) would be reduced by approximately 33 percent. An area of approximately 264 acres that would be developed as part of the project would not be developed as part of this alternative. The areas that would not be developed would remain under agricultural production, and while they would have better

recharge in those areas, they would continue to require intensive groundwater pumping for the agricultural production. The higher amount of groundwater pumping under this alternative would result in a greater impact on the Salinas Valley Ground Water basin, when compared to the project. There would still be some benefit on the Salinas Valley Ground Water basin under this alternative because 66 percent of the land area would be converted into a use that would not require intensive groundwater pumping.

There are some instances where the 264 acres of Specific Plan Area that remains undeveloped would have greater discharges of certain pollutants (such as erosion, sedimentation, pesticides release, etc.) when compared to the project. Additionally, overall, while the potential to result in the violation of water quality standards would be reduced under this alternative when compared with the project, overdraft conditions would worsen in the Salinas Valley Ground Water basin under this alternative when compared to the project. As such, potential impacts related to hydrology and water quality would be increased under the Smaller-scale Project Alternative when compared to the West Area Specific Plan.

Noise

Under the Smaller-scale Project Alternative, the overall level of development would be reduced by 33 percent as compared with the project. As a result of less development, noise levels associated with traffic, stationary sources, and construction would be expected to be reduced under this alternative. Despite this reduction in the size and intensity of development under this alternative, it is expected that some noise levels associated with traffic, stationary sources, and construction would still generate a significant and unavoidable impact As such, this alternative would have less impact relative to the project.

Population and Housing

Under the Smaller-scale Project Alternative, the overall level of development would be reduced by 33 percent as compared with the project. Development of housing would still occur under this alternative, but fewer units would be built. Growth would still be anticipated to occur within the region, but it would not be fully accommodated in the FGA, which has undergone extensive planning efforts by the City and community for over a decade. This would not be consistent with the FGA and General Plan. The City would need to look to other undeveloped areas of the region to develop for new housing, which would be expected to have environmental impacts that have not yet been assessed but could well be worse than those of the West Area Specific Plan, particularly with respect to prime agricultural land, which is abundant in the region. Overall, this alternative would have a greater impact when compared to the project.

Public Services

Under the Smaller-scale Project Alternative, the overall level of development and the number of residential/non-residential uses would be reduced by 33 percent; therefore, the demand for police, fire and other public services would be reduced. This alternative would still result in development of public facilities (i.e., schools and parks) and would be required to pay the appropriate public safety impact fees. Overall, this alternative would have a slightly reduced impact to public services when compared to the project.

Transportation and Circulation

Under the Smaller-scale Project Alternative, the overall level of development and the number of residential/non-residential uses would be reduced by 33 percent; therefore, traffic generated in the Specific Plan Area would be reduced. This alternative would still result in new traffic improvements on the City's roadway system to accommodate the new traffic generated. It would also still result in payments of traffic impact fees into the City's CIP program that would be used for the roadway system. Existing deficiencies in the traffic system would receive some benefit of improvements to improve existing deficiencies; however, there would still be significant and unavoidable cumulative impacts. Overall, this alternative would have less of an overall traffic impact than the project.

Utilities

Under the Smaller-scale Project Alternative, the Specific Plan Area would be reduced by approximately 33 percent and the proposed residential and non-residential uses would also be reduced by approximately 33 percent. This alternative assumes that approximately 264 acres of land along the entire eastern boundary of the Specific Plan Area would be removed and remain as undeveloped agricultural land. The resultant Specific Plan Area under this alternative would be approximately 533 acres in size, and include up to 2,908 residential units, up to 382,905 square feet of commercial/mixed use building area, and up to 119 acres of public facilities (including two elementary schools, a high school, middle school, open space (including supplemental detention/retention basins) and up to 8 parks).

The total quantity of infrastructure installed would be reduced, and the demand for wastewater, stormwater, and solid waste services would be less than would be required for the project. For example, is expected that this alternative would generate approximately 0.7 MGD of wastewater and approximately 33,473 lbs/day of solid waste, less than what would be generated by the project, since this alternative would generate fewer residents when compared to the project.

Separately, the total storm drainage runoff under this alternative would be reduced by approximately 33% when compared to the project, due to the project footprint being reduced by 33% when compared to the project.

However, this alternative would not save as much groundwater when compared to the project. The amount of total water usage reduced by this alternative when compared to the existing uses in the Specific Plan Area would be approximately 1,389 AFY, compared with the approximately 2,078 AFY estimated to be saved by the project. That is, buildout this alternative would save approximately 689 AFY less water than buildout of the project. This would increase risks to the groundwater basin associated with seawater intrusion, when compared to the project. However, in general, the demand for utilities would be reduced under this alternative when compared to the project.

2. Feasibility of Smaller-scale Project Alternative

The Smaller-scale Project Alternative would slightly reduce impacts to air quality, biological resources, cultural resources, GHG and climate change, hazards, hydrology, noise, public

services, transportation, and utilities compared to the project. However, this alternative would potentially worsen impacts related to conflicts with applicable air quality plans, groundwater supplies and recharge (cumulative and project-level), population and housing, emergency vehicle access, and conflicts with adopted multi-modal circulation policies, plans, or programs. Further, this alternative does not meet the following project objectives:

- Provide public services and infrastructure improvements that achieve and maintain City service standards;
- Establish an interconnected sidewalk/pathway and open space system throughout the development which links to the greater FGA and City as a whole.

The Smaller-scale Project Alternative does not fully meet these two project objectives because, similar to the Reduced Land Area Project Alternative, this alternative would leave 33 percent of the Specific Plan Area undeveloped, which would include 264 acres of land along the entire eastern boundary of the Specific Plan Area. This eastern area is located adjacent to the future Central Area Specific Plan (within the City's FGA). This means that there would be fewer interconnected sidewalks/pathways and available open space areas for City residents, and that there would be limit connectivity between the West Area Specific Plan (the project) and the future Central Area Specific Plan (a planned Specific Plan Area that would be located just to the east of the proposed project). This reduced connectivity means that the Reduced Land Area Project Alternative would not establish an interconnected sidewalk/pathway and open space system which fully links with the greater FGA and the City as a whole. Specifically, the following roadways would not be developed under this alternative:

- Natividad Road (Major Arterial) expansion frontage improvements (proposed Class II bike lane);
- Russell Road (Major Arterial) expansion (proposed Class II Bike Lane); and
- Rogge Road frontage improvements.

Furthermore, the reduction in housing units under the Reduced Residential Intensity/Density Project Alternative would be less consistent than the project in meeting statewide legislative goals of building housing units in order to address the statewide housing crisis. Given the enormous unmet demand for housing in California, the City believes that it has an obligation to facilitate the construction of more, rather than fewer, housing units when opportunities for residential development arise.

The Smaller-scale Project Alternative would lessen many of the potentially significant environmental effects of the project. For example, some of the potentially significant impacts related to the following topics would be reduced or slightly reduced under this alternative: air quality, biological resources, cultural resources, greenhouse gases and climate change, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and circulation, and utilities. It is noted, however, that this alternative would also result in greater, slightly greater, or equal impacts as compared to the project in the following topics: air quality plan consistency, greenhouse gases and climate change, hydrology and water quality, population and housing, transportation and circulation, and utilities.

Ultimately, the significant and unavoidable environmental effects anticipated with the project would still occur under this Smaller-scale Project Alternative due to the location, size and scope of the alternative. The significant and unavoidable impacts may occur to a lesser extent under this alternative than under the project, but the impacts would still be significant and unavoidable. For example, a significant and unavoidable impact related to violation of an air quality standard would occur under both the project and the Smaller-scale Project Alternative. As shown in Table 5.0-7 of Chapter 5.0 of the Draft EIR, the Smaller-scale Project Alternative would exceed the threshold of significance for ROG, NOx, and PM_{10} at buildout. Although the emissions would be less than the proposed project, this alternative would also cause a violation of an air quality standard. This is considered a significant and unavoidable impact.

The City Council finds the Smaller- scale Project Alternative to be infeasible for the above stated reasons, and rejects it as a viable alternative to the project.

XI. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth in the preceding sections, the City of Salinas's approval of the West Area Specific Plan will result in a significant adverse environmental effect that cannot be avoided even with the adoption of all feasible mitigation measures; and there are no feasible project alternatives that would mitigate or substantially lessen all of these impacts. Despite the occurrence of these effects, however, the City Council, in accordance with CEQA Guidelines section 15093, chooses to approve the project because, in the Council's view, the economic, social, and other benefits that the project will produce will render the significant effects acceptable.

A. Significant and Unavoidable Impacts

The project will result in the following potentially significant and unavoidable impacts, even with the implementation of all feasible mitigation measures:

- **Air Quality Operation.** The Specific Plan would exceed the Monterey Bay Air Resources District (MBARD) thresholds of significance for operations for ROG, NO_x, and PM_{10}, even after mitigation. (DEIR, pp. 3.1-19 through 3.1-23)
- **Cumulative Air Quality.** As is currently proposed, the Specific Plan is expected to be built out under a staged approach, and all mitigation would be applicable to each stage. However, even with the application of mitigation measures, operational emissions levels would remain above the defined thresholds of significance. Exceedance of the threshold within an area designated as nonattainment would be a cumulatively considerable impact. (DEIR, pp. 3.1-31 through 3.1-32)
- **Wildlife Movement and Corridors.** Development of the project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. There are no mitigation measures that can fully mitigate this impact and, given the fact that once the land is converted, it will no longer be a viable migration corridor for any species. (DEIR, pp. 3.2-46 through 3.2-47)
- **Cumulative Biological Resources.** Development of the project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. Given the rareness of CTS and CRLF in the Bioregion, the incremental loss of movement habitat from the project, when considered alongside all

past, present, and probable future projects (inclusive of all communities within the Bioregion), is a significant and unavoidable cumulative impact, and the Specific Plan's incremental contribution to this impact is itself cumulatively considerable. (DEIR, pp. 3.2-52 through 3.2-53)

- **Greenhouse Gas Emissions.** The project would generate GHG emissions, directly and indirectly, that may have a significant impact on the environment. While mitigation measures would result in reduced GHGs, it is possible that individual projects within the Specific Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant. (DEIR, pp. 3.4-31 through 3.4-38)
- **Cumulative Greenhouse Gas Emissions.** Implementation of the project will still generate GHG emissions that would not otherwise exist without the project. Given the length of construction activities for a project of this size, the construction emissions would be a long-term release of approximately 168,734.3 MT CO_2e. The operational emissions would be a long-term release totaling approximately 51,939.2 MT CO2e per year without mitigation, and 47,684.9MT CO_2e per year with mitigation. Because it is possible that individual projects within the Specific Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant, implementation of the Specific Plan would have a cumulatively considerable contribution and significant and unavoidable impact to GHGs. (DEIR, pp. 3.4-48 through 3.4-49)
- **Traffic Noise at Existing Receptors.** The project would cause increased noise levels exceeding the City of Salinas 60 dB L_{dn} exterior noise level standard at existing residential receptors. Additionally, traffic noise level increases would exceed the FICON CEQA substantial increase criteria of 1.5 to 5 dB, as outlined in Table 3.7-7. (DEIR, pp. 3.7-14 through 3.7-23)
- **Cumulative Traffic Noise.** The project would cause increased noise levels exceeding the City of Salinas 60 dB L_{dn} exterior noise level standard at existing residential receptors. Therefore, there would be a cumulative exposure of existing and future noise-sensitive land uses to increased noise resulting from cumulative development. (DEIR, pp. 3.7-33 through 3.7-37)
- **School Facilities.** Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts. Development of a school within the proposed Specific Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2, and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1 and 3.7-8), and transportation and circulation (Impacts 3.10-3 and 3.10-4). (DEIR, pp. 3.9-19 through 3.9-21)
- **Park Facilities.** Project implementation may result in effects on parks, or require the construction of park facilities which may cause substantial adverse physical environmental impact. Development of 49.76 acres of park land within the Specific Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2 and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1 and 3.7-8), and transportation and circulation (Impacts 3.10-3 and 3.10-4). (DEIR, pp. 3.9-22 through 3.9-23)
- **Cumulative Public Facilitates.** The construction and operation of future public facilities required to serve cumulative development (including the West Area Specific Plan Area) could potentially cause significant impacts. Cumulative development, including

additional parks, schools, library, and other public facilities within the city and service area, would contribute to significant and unavoidable cumulative impacts that have been identified within this EIR related to: air quality (Impact 3.1-7), biological resources (Impact 3.2-12), greenhouse gases (Impact 3.4-4), noise (Impact 3.7-8), and transportation and circulation (Impacts 3.10-3 and 3.10-4). (DEIR, pp. 3.9-24 through 3.9-26)

- **Cumulative Plus Project Traffic.** Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan would conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. (DEIR, pp. 3.10-63 through 3.10-70)
- **Cumulative Plus Central Area Specific Plan Plus Project Traffic.** Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan would with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans (DEIR, pp. 3.10-76 through 3.10-81)

B. Overriding Considerations

In the City Council's judgment, the project and its benefits outweigh its unavoidable significant effects. The following statement identifies the specific reasons why, in the City Council's judgment, the benefits of the project as approved outweigh its unavoidable significant effects. Any one of these reasons is sufficient to justify approval of the project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City Council would stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section (XI), and in the documents found in the Record of Proceedings, as defined in section V.

1. The project will substantially expand employment opportunities for local residents.

It is anticipated that local employment would be increased to provide administrative, management, and retail services. The project is expected to require both full-time and part-time employees. It is anticipated that the employment growth would be met both by existing residents and through the attraction of new residents. Data from U.S. Bureau of Labor Statistics (2018) indicates that the City has an unemployment rate of approximately 4.9%, as of November 2018, which is higher than the State and national averages at 4.2% and 3.7%, respectively (U.S. Bureau of Labor Statistics, 2018). Many of the newly created jobs are expected to be in the retail/commercial sector and would be opportunities well-suited for second wage earners in households, the younger workforce, and others, which generally depend on the local workforce. Due to the fact there is currently a surplus of unemployed workforce within the City, it is likely that current residents would fill the majority of new positions. Additional population growth induced by the creation of new businesses could be supported by the available housing within Salinas as well as new housing planned as part of the West Area Specific Plan.

The construction of new developments within the Specific Plan Area would increase temporary construction jobs in the area. New employment opportunities are critical to the residents of the

City as a basis to reduce the City's higher than average unemployment rate and to improve the balance between jobs and housing.

The creation of new jobs has a variety of other co-benefits that lead to improved quality of life. These benefits include enhancing overall economic activity in the City, which leads to increased revenue to fund and maintain city services and facilities such as public safety, parks, recreation centers and libraries and related programs that support a high quality of life. Benefits also include improving community health through crime reduction, improving economic productivity, decreasing traffic congestion and greenhouse gas emissions by reducing the number of residents that must travel out of the city to find employment.

2. The project will help attract economic investment.

Currently, Salinas lags behind the region in private economic investment. This lack of investment can be quantified in terms of the number of building permits pulled and the associated building valuation. For example, from June 1, 2018 to June 21, 2019, 1,765 permits with a building valuation of approximately $5,116,481.85 were pulled in Salinas.[1] This is a fraction, 10.0 percent, of the private investment in the City of Monterey totaling a valuation of $51,289,904 (422 permits).[2] This is especially significant considering Salinas (162,797) has more than five times the population of the City of Monterey (28,448).

The project streamlines opportunities for economic investment in the City by positioning the Specific Plan Area for development. The project creates the land use and zoning entitlements and provides specific guidance about how development is to proceed needed to catalyze economic development in the form of individual development projects.

3. The project will generate sales and property taxes for the City.

The project will generate substantial sales tax revenue from the planned commercial and retail uses and property tax revenue from the planned residential uses. The City can use this revenue to fund City programs that benefit the City's residents. The project has been designated with land uses that are intended to generate jobs and tax revenue for the City, while providing recreational facilities, retail opportunities, and housing opportunities.

4. The project will help improve the quality of life for City residents.

The City is experiencing significant retail leakage to surrounding communities and the region resulting in the loss of sales tax revenue. The 2008 Buxton Retail Leakage and Surplus Analysis, estimated that as much as $250 million in annual retail sales could be recaptured by the City through targeted retail development which offers goods and services now sought from businesses located outside the City. The City's total revenue per capita figures demonstrate the impacts of this leakage. In 2016, Salinas' total revenue per capita was $752 dollars compared to Monterey at $2,224 dollars per capita. (California Controller, 2016)

[1] CRW Systems. City of Salinas Permits Issued for the Period 6/1/2018 thru 6/1/2019. Provided by Kristy Parker, City of Salinas Permit Center Coordinator, on June 24, 2019.
[2] City of Monterey Permits Issued for the Period 6/1/2018 thru 6/1/2019. Provided by Lisa Feliciano, City of Monterey Permit Inspection Services Division, on June 14, 2018.

The project would include a central core area with retail and professional services. The retail and professional service uses would help increase annual retail sales and reduce retail leakage. Residents of the Specific Plan Area and the surrounding City and unincorporated areas could shop at the planned core area retail and professional service facilities located within the central core area.

The Specific Plan focuses on individual neighborhoods, parks, schools, and other civic gathering spaces; the tree-lined streets with pedestrian amenities; a Main Street and Town Square surrounded by shops and restaurants; and mixing of land uses that encourages residents to frequently walk and bicycle in their community. The Specific Plan also contains goals and policies which require and/or encourage the necessary services to enhance residents' quality of life. The Specific Plan includes design and management strategies that aim to specifically increase the quality of life for the future residents and employees of the Specific Plan Area. For example, the Specific Plan includes sections regarding traffic calming and landscaping in order to create safe and attractive streets, parks, and landscaped areas.

Quality of life is also an important factor in the ability of the City to attract and retain businesses. The Specific Plan addresses improving safety, improving access to open space and recreational opportunities, and the adequate provision of public services. If currently unemployed residents become employed and increase their earnings through new businesses resulting from development of the Specific Plan, it is expected that their income level and standard of living will improve.

5. The project will revitalize the local infrastructure.

The proposed Specific Plan circulation and infrastructure policies promote investment in infrastructure systems including water supply, wastewater and storm drainage conveyance and disposal facilities that are critical to support the proposed uses. Section 7.3.4.1 of the Specific Plan outlines the Public Facilities Impact Fee program. Section 7.5 of the Specific Plan includes funding policies that will govern the funding of infrastructure and public facilities for the Specific Plan Area.

6. The project will implement the Salinas General Plan.

The Specific Plan will serve as a bridge between the Salinas General Plan and individual development applications in the Specific Plan Area, applying—and adding greater specificity to—the goals, policies and concepts of the General Plan for that area. The Specific Plan provides a complete blueprint for development of the Specific Plan Area, including:

- A description of proposed land uses,
- Policies, regulations and standards to support the Specific Plan,
- Infrastructure needed to support the Specific Plan, and
- Implementation and administrative processes needed for plan development.

The Specific Plan has been crafted to be consistent with overall community goals as expressed in the General Plan, as well as more specific policies and implementation measures contained in other documents.

The 2002 General Plan identifies areas for growth within the FGAs (which includes the Specific Plan Area). The Salinas General Plan Land Use Table LU-3 identifies the development capacity of the FGAs. This includes 15,873 residential units, resulting in an additional population of 58,253 within the City's FGAs. The proposed West Area Specific Plan development proposes 4,340 units with the potential to increase the population of the city by an estimated 16,101 persons, which is within the projections identified in the Salinas General Plan.

Additionally, the General Plan identified FGAs as areas of the City where future urban development will be directed. FGAs are established as a part of the General Plan maps, and include the Specific Plan Area, as well as other nearby areas. The General Plan provides development guidance within the FGAs so that they are developed as urban neighborhoods using the principles of New Urbanism. The principles of new urbanist design are further detailed in Chapter 37 (Zoning) of the City's Municipal Code. The Specific Plan Area is currently designated New Urbanism Interim (NI) by the City's zoning map**.** The purpose of the NI zoning district is to provide a transitional zone for the FGAs of the City located north of East Boronda Road (including the Specific Plan Area) that are within the City limits and are subject to the preparation of specific plans and subsequent subdivision maps.

The New Urbanism Districts promote the principles of New Urbanism and the creation of distinct identifiable neighborhoods that have Traditional Neighborhood Development (TND) characteristics as expressed in the Salinas General Plan and that are intended to guide the development of the North of Boronda FGA. The FGA is also subject to a Specific Plan Overlay. The Overlay requires that a Specific Plan be approved by the City prior to the development of any land located in the FGA. As such, an approved Specific Plan will ultimately regulate the development in the FGA. The New Urbanism districts identified in the City's zoning code and the West Area Specific Plan are as follows: Neighborhood Edge/Low Density Residential (NE), Neighborhood General 1/Medium Density Residential (NG-1), Neighborhood General 2/High Density Residential (NG-2), and Village Center (VC).

The development allowed by the project will be consistent with the development types and intensities identified in the General Plan and its associated Final Program EIR. The project does not change limits, amount, type, or intensity of development allowed in the Plan Area beyond what was analyzed in the certified Final Program EIR for the General Plan and Supplemental EIR for the Salinas General Plan Final Program EIR (SCH#2007031055).

7. The project will provide much-needed housing.

One of the core goals of the Specific Plan is to provide a variety of low-density, medium-density, and high-density housing and a variety of housing options for residents at various life stages. As emphasized earlier, the State Legislature has declared that "California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and

businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives." (Government Code section 65589.5.) The Legislature notes that "California housing has become the most expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing." The Legislature further found that "Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration." The legislative intent of Government Code section 65589.5 is to "significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled." The State Legislature established its policy direction in the statute as follows: "It is the policy of the state that this section should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing."

The City of Salinas has recognized the need for additional housing supply for its citizens for many decades. The project will provide much-needed housing in an area of the City that has been recognized and planned for future growth.

C. Conclusion

As explained above, the City Council has balanced these benefits and considerations against the significant unavoidable environmental effects of the project and has concluded that the impacts are outweighed by these benefits, among others. After balancing environmental costs against project benefits, the City Council has concluded that the benefits the City of Salinas community and economy will derive from the project outweigh the risks. The City Council believes the project benefits outlined above override the significant and unavoidable environmental costs associated with the project.

Attachment

Impacts, Mitigation Measures and CEQA Findings Summary Table

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
AIR QUALITY			
Impact 3.1-1: The project has the potential to conflict with or obstruct implementation of the applicable air quality plan (Less than Significant) AMBAG, in consultation with the City of Salinas, included the North of Boronda Future Growth Area (inclusive of the West Area Specific Plan) within the AMBAG 2018 Regional Growth Forecast. The 2018 Regional Growth Forecast provides the region's population, housing, and employment forecasts for inclusion for AMBAG's 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) as well as for the future version of the AQMP. The City of Salinas has worked closely with AMBAG to ensure that City population estimates are included within AMBAG's 2018 Regional Growth Forecast, which will feed into the next AQMP. The population estimates for the West Area Specific Plan are included in these growth forecasts. As such, the City has met the action recommended by MBARD in the *CEQA Air Quality Guidelines* (MBARD, 2008a) to ensure consistency with the applicable air quality plan (i.e. "*Ensure that the jurisdiction's population forecasts are updated in the next AQMP by working with AMBAG or the appropriate local agency*."). The proposed project would not conflict with or obstruct the latest air quality plan. (DEIR, pp. 3.1-18 through 3.1-19)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.1-2: Project operation has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation (Potentially Significant) Buildout of the Plan Area is expected to exceed some of the MBARD operational criteria pollutant emissions thresholds, as modelled. Mitigation measures are provided below to reduce emissions to the maximum extent feasible. Upon full buildout, the Specific Plan would exceed the MBARD thresholds of significance for operations	**Mitigation Measure 3.1-1:** Prior to approval of development review permits including tentative maps, the project applicant(s) shall incorporate the following features into project plans and specifications, as directed by the City of Salinas: • Provide traffic calming measures wherever feasible, within the Specific Plan Area; • Provide preferential carpool/vanpool parking spaces;	SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. Even with implementation of Mitigation Measures 3.1-1 through 3.1-8, the Specific Plan would exceed the MBARD thresholds of significance for operations for ROG, NO_x, and PM_{10}. Therefore, the impact is significant and unavoidable. The City Council concludes, however, that the Project's benefits

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
for ROG, NO_x, and PM_{10}, even after mitigation. (DEIR, pp. 3.1-19 through 3.1-23)	• Provide electric-vehicle parking spaces; • Require the use of low-VOC paint for all new building architectural coatings within the Specific Plan Area, consistent with or better than, what is required by the City's Municipal Code. **Mitigation Measure 3.1-2:** Prior to approval of development review permit(s), the project applicant(s) shall incorporate effective methods to encourage the use of cleaner alternative fuel vehicles and carpooling within the Specific Plan Area. Effective methods may include the installation of alternative fuel (e.g. electric) charging stations at locations spaced throughout the Specific Plan Area, consistent with or better than what is required by the City's Municipal Code and Specific Plan. Additionally, this can be achieved by providing preferential parking for alternatively-powered vehicles, including electric cars, and/or by providing carpool/vanpool parking spaces. **Mitigation Measure 3.1-3:** Prior to approval of development review permit(s), the project applicant(s) shall incorporate the use of alternative energy for the residential and mixed-use/commercial developments, including by implementing alternative energy (e.g. PV solar) building requirements, consistent with or better than, what is required by the City's Municipal Code. Project applicant(s) shall also ensure that pre-installed electrical hookups and/or charging stations, as applicable, are incorporated into all project plans and specifications. **Mitigation Measure 3.1-4:** Prior to the issuance of building permits, the project applicant(s) shall provide plans that demonstrate that low-flow (high-efficiency) indoor water fixtures will be installed throughout the Specific Plan Area, including for bathroom and kitchen faucets, toilet fixtures, and showers, in both residential and non-residential buildings, in compliance with or better than the standards required within the most recent version of the California Green Building Standards Code. **Mitigation Measure 3.1-5:** Prior to the issuance of building permits, the project applicant(s) shall provide plans that demonstrate that water-		outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	efficient irrigation systems will be installed throughout the Specific Plan Area, consistent with or better than the requirements contained within the State's Model Water Efficient Landscape Ordinance, the City's Water Conservation Ordinance and the Salinas Zoning Code Landscaping and Irrigation requirements. **Mitigation Measure 3.1-6:** Prior to approval of improvement plans or development review permits, as applicable, the project applicant(s) shall ensure that pedestrian/bicycle facilities (e.g. pedestrian paths, outdoor bike racks, etc.) are provided within the Specific Plan Area, in coordination with and subject to approval by the City of Salinas. The project proponent shall also provide bicycling parking near the entrance to commercial establishments within the Specific Plan Area, consistent with or better than the requirements contained within the City's Municipal Code. **Mitigation Measure 3.1-7:** Prior to the issuance of development review permit(s), the project applicant(s) shall incorporate of one or more of the following additional Specific Plan Area requirements, as determined by the City of Salinas: • Install secured bicycle storage facilities (bike lockers, cages, interior space, or similar as approved by the City Engineer) at all commercial and public facilities with 50 employees or more; • Incorporate a park-and-ride lot; • Install Level 2 electric vehicle (EV) charge stations at workplace sites with 50 or more employees (10% of total available parking spaces); and • Install publicly-available dual post Level 2 charge within commercial zones, and/or other zones as deemed acceptable by the City of Salinas. (Note: The 'level' of the charging station refers to the voltage that the electric vehicle charger uses. Level 1 charging is your typical traditional home outlet, while level 2 is a 240 Volt Portable Cordset or Wall-		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	mounted Charging Station (2-10 hours charging). **Mitigation Measure 3.1-8**: Prior to the approval of individual phases (i.e. tentative maps, commercial design review, etc.), the project applicant(s) shall develop an offsite mitigation program that provides funding to offset the project-generated air emissions that are still above the Air District's operational criteria pollutant thresholds after the adoption of other applicable air quality mitigation measures. The offsite mitigation program is subject to the review and approval of the Air District and the City of Salinas on a project-by-project basis (of phase-by-phase), and is intended to be in addition to offsets that are obtained through any on-site mitigation measures. Example projects that could be included in the offsite mitigation program may include, but are not limited to, the following: • Replace existing agricultural combustion-based generators/pumps with electric agricultural water pumps (in place of generators/pumps; • Replace combustion school buses with electric school buses within the local community; • Install adaptive traffic control systems; • Install solar photovoltaic (PV) systems.		
Impact 3.1-3: Project construction has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation (Potentially Significant) The Specific Plan maximum daily unmitigated emissions during construction of the Plan Area buildout in a single year is not expected to exceed the MBARD threshold of significance (82 pounds per day) for construction-generated PM_{10}. Nevertheless, since it is possible that future development proposed within the Plan Area could involve grading that exceeds 2.2 acres per day, MBARD recommends the implementation Mitigation Measure 3.1-9. (DEIR, pp. 3.1-23 through 3.1-25)	**Mitigation Measure 3.1-9**: Prior to the issuance of grading permits, the project applicant shall prepare a grading plan subject to review and approval by the City. In the event that ground-disturbance exceeds 2.2 acres per day for initial site preparation activities that involve extensive earth-moving activities (e.g., grubbing, excavation, rough grading), and 8.1 acres per day for activities that involve minimal earth-moving (e.g., finish grading), the required grading plans shall include the following measures to be implemented as needed to prevent visible dust emissions: • Water all active construction sites to prevent visible dust emissions. Frequency should be based on the type of operation, soil, and wind exposure; • Prohibit grading and earthmoving	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.1-9 be adopted. Mitigation Measure 3.1-9 requires preparation of a grading plan with measures to prevent visible dust emissions. Implementation of Mitigation Measure 3.1-9 would reduce this impact to a less-than-significant level.

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	activities, and cover stock piles, during periods of high wind (over 15 mph); • Limit vehicle speed on construction sites to 15 mph. • Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days); • Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area; • Maintain at least 1-foot of freeboard in each haul truck; • Provide windbreaks on the windward perimeter of construction projects where adjacent to open land; • Cover inactive storage piles; • Sweep streets if visible soil material is carried out from the construction site; and/or • Post a publicly visible sign written in English and Spanish which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District (MBARD) shall be visible to ensure compliance with Rule 402 (Nuisance). The sign shall be in accordance with MBARD and/or City requirements, as applicable; • Use cleaner construction equipment that conforms to EPA's Tier 3 or Tier 4 emission standards; and/or • Further, where feasible construction should include the use of alternative fuels such as compressed natural gas (CNG), propane, electricity or biodiesel.		
Impact 3.1-4: The proposed project has the potential to have carbon monoxide hotspot impacts (Less Than Significant) This project is located in an area that is designated	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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attainment-unclassified for carbon monoxide. Therefore, no project-level conformity analysis is necessary for CO. Substantial concentrations of carbon monoxide are not expected at or along any streets or intersections affected by the development of the Plan Area. (DEIR, pp. 3.1-25 and 3.1-26)			
Impact 3.1-5: The proposed project has the potential for public exposure to toxic air contaminants (Potentially Significant) While implementation of the West Area Specific Plan, in and of itself, would not result in an increased exposure of sensitive receptors to localized concentrations of TACs, there is a potential for future commercial business activity, as permitted under the West Area Specific Plan, to result in increased exposure of sensitive receptors to localized concentrations of TACs. The emission sources could be stationary sources and/or mobile source (i.e. diesel truck traffic). Because, at the Specific Plan level of land use planning, the City does not yet know the precise locations, configurations, and sizes of any future land uses within the Specific Plan that uses may generate sufficient levels of TACs to create the possibility of adverse health effects, it is premature, at the Specific Plan stage, to undertake an overall health risk assessment for the Specific Plan. Future health risk assessments will be performed where warranted, as required by Mitigation Measure 3.1-10. (DEIR, pp. 3.1-26 through 3.1-30)	**Mitigation Measure 3.1-10:** Prior to issuance of building permits or commencing operation of any commercial building/use that would emit toxic air contaminants (such as gas stations or dry cleaning operations), the project applicant shall, at a minimum, perform prioritization screening in accordance with the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act. The prioritization screening shall be performed in accordance with the California Air Pollution Control Officers Association Air Toxic "Hot Spots" Program guidance. The prioritization screening shall also be conducted consistent with the guidance provided by the Monterey Bay Air Resources District, which will be responsible for determining which facilities based on their prioritization screening score, must perform a health risk assessment. In determining the need to prepare a health risk assessment, the Monterey Bay Air Resources District considers the potency, toxicity, quantity, and volume of hazardous materials released from the facility, the proximity of the facility to potential receptors, and any other factors specific to the facility that indicate that it may pose a significant health risk. If a health risk assessment is warranted for a facility based on its prioritization score, the project applicant shall assess the facilities for the potential to expose the public to toxic air contaminants in excess of the applicable thresholds (utilizing an air dispersion modelling program such as AERMOD). As of the time of this writing, the commonly accepted threshold for cancer risk is 10 in a million for carcinogens, and the reference exposure level for non-carcinogens (HI = 1). Facilities that exceed the applicable threshold(s) have the potential to expose the public to toxic air contaminants levels that would be considered significant. Facilities that exceed the applicable threshold(s) must incorporate mitigation to reduce the risks from emission of toxic air contaminants to an acceptable level (i.e.,	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.1-10 be adopted. Mitigation Measure 3.1-10 requires performance of a prioritization screening in accordance with the Air Toxics "Hot Spots" Program, Facility Prioritization Guidelines (July 1990) and the Air Toxics "Hot Spots" Information and Assessment Act. Implementation of Mitigation Measure 3.1-10 would reduce this impact to a less-than-significant level.

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	to a level that does not exceed the applicable threshold[s]). Potential mitigation includes: reducing the size of the facility area; rearranging the site to reduce the potential for impacts on the nearest sensitive receptors; and utilizing products that reduce the level of toxic air contaminants, or removal of such products from the operational phase of the project.		
Impact 3.1-6: The proposed project has the potential for exposure to odors (Less than Significant) The Specific Plan does not propose sensitive receptors that could be exposed to odors in the vicinity; nor does it propose uses that would create odors that could expose receptors in the area. Therefore, operation of the proposed project would not result in significant objectionable odors. (DEIR, pp. 3.1-30 and 3.1-31)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.1-7: Cumulative impact on the region's air quality (Potentially Significant) As discussed under Impact 3.1-2, implementation of the Specific Plan would result in increased emissions primarily from vehicle miles travelled associated with project implementation and area sources. The MBARD has established operations-related emissions thresholds of significance and it was determined that the Specific Plan annual emissions of ROG, NOx, and PM_{10} at full buildout would exceed the MBARD's thresholds of significance for these pollutants, even with mitigation. As is currently proposed, the Specific Plan is expected to be built out under a staged approach, and all mitigation would be applicable to each stage. However, even with the application of mitigation measures, operational emissions levels would remain above the defined thresholds of significance. Exceedance of the threshold within an area designated as nonattainment would be a cumulatively considerable impact. (DEIR, pp. 3.1-31 and 3.1-32)	Implement Mitigation Measures 3.1-1 through 3.1-9.	CS and SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. The City Council has directed that Mitigation Measures 3.1-1 through 3.1-9 be adopted. Implementation of Mitigation Measures 3.1-1 through 3.1-9, which have been required or incorporated into the Project, will substantially lessen the severity of the significant effect, but will not reduce this impact to a less-than-significant level. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
BIOLOGICAL RESOURCES			
Impact 3.2-1: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Invertebrates (Less Than Significant) Based on field surveys, habitat conditions, and records searches, there are no special status invertebrate species that have the potential to be present within the Specific Plan Area. The proposed project would not, directly or indirectly, have a substantial adverse effect on invertebrate species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. (DEIR, pp. 3.2-30)			
Impact 3.2-2: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Reptile and Amphibian (Potentially Significant) There are numerous locations for refugia (debris, burrows, crevices, barns, sheds, etc.) within the Plan Area that could be used by migrating California tiger salamander (CTS). Higher quality upland habitat is found to the east; however, the Specific Plan Area cannot be completely discounted as having potential refuge sites. It is noted that there is not any known CTS taking refuge in the Specific Plan Area during their estivation period. It is also theoretically possible that a breeding CTS would emerge from the breeding basin and migrate west of Natividad Road to find refugia in the Specific Plan Area. The areas with potential upland habitat in the Specific Plan Area include the farmland fringe, irrigation ditch, roadside ditch, and farmland residence. The paved roads, dirt roads, and tilled farmland provide	**Mitigation Measure 3.2-1:** Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CTS. This is may, or may not, include the need to submit an application for incidental take to both the USFWS (Section 7 Consultation) and CDFW (2081 incidental take permit). If either USFWS, CDFW, or the City's Community Development Director determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CTS habitat. **Mitigation Measure 3.2-2:** Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to California tiger salamander, the proposed project activities shall be compliant with all Avoidance and Minimization Measures imposed by the USFWS and/or CDFW during Construction Activities. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CTS to be	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.2-1 through 3.2-4 be adopted. Mitigation Measure 3.2-1 would ensure a final concurrence is obtained from the regulatory agencies to ensure that there is no illegal take for CTS even though they are well documented as a hybrid population. Mitigation Measure 3.2-2 would require activities to avoid and minimize impacts to CTS to the extent feasible. Mitigation Measure 3.2-3 would ensure a final concurrence is obtained from the regulatory agencies to ensure that there is no illegal take for CRLF. Mitigation Measure 3.2-4 would require activities to avoid and minimize impacts to CRLF to the extent feasible. Therefore, this impact is less than significant with mitigation incorporated.

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limited habitat because of the frequency of disturbance in these areas. Given that the entire Specific Plan Area is within the 1.3-mile migration radius, and there is potential aquatic breeding and upland habitat, the proposed project will affect this breeding population of CTS. There are numerous documented occurrences of California red-legged frog (CRLF) in the vicinity of the Specific Plan Area. Higher quality upland and aquatic habitat is found to the east; however, the Specific Plan Area cannot be completely discounted as having potential habitat within the drainage features (i.e. ditches). It is noted that there is not any known CRLF within the Specific Plan Area. The foothill yellow-legged frog (FYLF) is not documented in the vicinity of the Specific Plan Area. The ditches within the Specific Plan Area provide some limited habitat for FYLF. This species is known to occur in aquatic habitats, such as creeks or rivers in woodland, forest, mixed chaparral, and wet meadow habitats with rock and gravel substrate and low overhanging vegetation along the edge. They are usually found near riffles with rocks and sunny banks nearby. The conditions of the Plan Area, including the drainages, are not ideal for this species and they are presumed absent. (DEIR, pp. 3.2-30 through 3.2-38)	responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit traps to capture CTS migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CTS found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report. **Mitigation Measure 3.2-3:** Prior to issuance of grading and/or building permits, the project applicant, assisted by a qualified biologist, shall consult with the USFWS and CDFW to obtain the appropriate regulatory approvals and authorizations regarding CRLF. This may, or may not, include the need to submit an application for incidental take to both the USFWS (Section 7 Consultation) and CDFW (2081 incidental take permit). If either USFWS, CDFW, or the City's Community Development Director determines that an incidental take permit is required, the project applicant shall obtain such a permit before engaging in any grading or other site-treatment activities in areas deemed to be viable CRLF habitat. **Mitigation Measure 3.2-4:** Prior to issuance of grading and/or building permits, in order to avoid and minimize impacts to CRLF, the proposed project activities shall be compliant with all Avoidance and Minimization Measures imposed by the USFWS and CDFW during Construction Activities. Examples of standard avoidance and minimization measures include: 1) conducting environmental education training for all construction personnel, 2) having a biologist with a scientific collecting permit for CRLF to be responsible for overseeing any hand excavation of burrows using hand-trowels and spades per the regulatory agency protocols, 3) erecting drift fencing around the work areas if occurring during the migration/breeding season, 4) inspection of drift fencing by biologist with a scientific collecting permit every 72 hours during the migration/breeding season 5) installation of pit		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	traps to capture CRLF migrating during the rain events with a check twice daily (morning prior to construction start and evening after construction ends), 6) relocation of any CRLF found immediately to a site designated by the USFWS and CDFW per protocol; and 7) post construction report.		
Impact 3.2-3: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Birds (Potentially Significant) Construction activities in the Specific Plan Area would create temporary sources of noise and light that could affect nesting songbirds if they are located adjacent to the Specific Plan Area in the future. The ongoing activities associated with the operational phase (i.e., human and/or domesticated animal presence, light, noise, etc.) could disrupt nesting birds if they are located adjacent to the Specific Plan Area in the future. (DEIR, pp. 3.2-38 through 3.2-40)	**Mitigation Measure 3.2-5:** Building and grading permits and plans issued for development in the Specific Plan Area shall note the following: If construction activities occur during the avian breeding season (February 1 – September 15) then the project proponent shall conduct pre-construction surveys to prevent impacts to nesting birds. No more than 15 days prior to the start of construction a bird survey shall be conducted by a qualified biologist to identify any active nests within 300 feet of the construction zone, and shall be submitted to the City. If construction stops for a period of 15 days or more during the avian breeding season than an additional bird survey shall be conducted. The biologist will conduct a survey within 300 feet of the construction zone for all special-status birds protected by the federal and state ESA, MBTA and CFGC. The biologist shall map all nests that are within, and visible from, 300 feet of the construction zone. If nests are identified, the biologist shall map the location and establish a minimum 300-foot buffer zone around active nests. Construction activity shall be prohibited within the buffer zones until the young have fledged. Nests shall be monitored at least twice per week during the nesting season and a report submitted to the City and CDFW monthly.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.2-1 through 3.2-5 be adopted. Mitigation Measure 3.2-5 would ensure a final concurrence is obtained from the regulatory agencies to ensure that there is no illegal take for CRLF. Mitigation Measure 3.2-4 requires a preconstruction survey of the Plan Area and immediate vicinity for all special-status birds protected by the federal and state ESA, MBTA and CFGC prior to construction. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.2-4: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Fish (Less Than Significant) field surveys, habitat conditions, and records searches, there are no fish species that have the potential to be present within the Specific Plan Area. The proposed project would not, directly or indirectly, have a substantial adverse effect on fish	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. (DEIR, pp. 3.2-41)			
Impact 3.2-5: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS - Mammals (Potentially Significant) The Specific Plan Area provides potential habitat for several special-status bats, including: Mexican free-tailed bat (*Tadarida brasiliensis),* California mastiff bat (*Eumops perotis californicus*), big brown bat (*Eptesicus fuscus),* Hoary bat (*Lasiurus cinereus),* spotted bat (*Euderma maculatum),* Townsend's big-eared bat (*Corynorhinus townsendii),* pallid bat (*Antrozous pallidus*), western pipistrelle (*Pipistrellus Hesperus),* small-footed myotis/bat (*Myotis ciliolabrum*), long-eared myotis/bat (*Myotis evotis*), California myotis (*Myotis californicus),* long-legged myotis/bat (*Myotis volans*), Yuma myotis/bat (*Myotis yumanensis*), and little brown bat *(Myotis lucifugus).* These species are not federal or State listed; however, most of them are considered California Species of Special Concern and/or are tracked by the CNDDB. Bats are found in a variety of habitats in the region, including buildings, bridges, mines, caves, tree cavities, under bark or rocks, etc. There is the potential for bats to roost in the two on-site farmland residence complexes along San Juan Grade Road, and/or the complexes located along Natividad Road. There is no evidence that bats are present in these locations at this time; however, they can become occupied at some future date. (DEIR, pp. 3.2-41 through 3.2-43)	**Mitigation Measure 3.2-6:** Grading and/or building permits and plans issued for development in the Specific Plan Area shall note the following: Fifteen days prior to construction activities within 200 feet of the residential complexes located along Natividad Road and San Juan Grade Road, the project applicant shall retain a qualified biologist familiar with bat biology to perform a preconstruction survey for roosting special-status bats; and shall be submitted to the City. The survey shall include a minimum of one daytime and one evening survey. The survey shall cover the trees, structures, and debris located within these complexes. If active roosting is observed, removal of the tree or building shall be avoided until the bats can be excluded. All active non-maternity roosting sites shall be fitted with passive exclusion devices, such as one-way flaps or doors, and all bats shall be allowed to leave voluntarily. Once it is confirmed that all bats have left the roost (minimum of five days), crews shall be allowed to continue work in the area. If a maternity roosting site is discovered, a minimum 50-foot buffer shall be established around the roost. The project applicant shall consult with the qualified biologist in order to determine if a greater buffer is warranted based on the bat species, roost location, and specific construction activities to be performed in the vicinity. The buffer shall stay in effect until all young are determined to be volant (i.e., able to fly and feed independently) by a qualified biologist. Once it is determined that all young are volant (generally by August 1st), passive exclusion devices shall be installed and all bats shall be allowed to leave voluntarily. Once it is determined by a qualified biologist that all bats have left the roost (minimum of five days), crews shall be allowed to work within the buffer zone. Project Improvement Plans will include this measure as a note in the plans.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.2-6 be adopted. Mitigation Measure 3.2-6 requires avoidance and minimization measures to avoid impacts to bat species. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.2-6: The proposed project has the potential to, directly or indirectly, have a substantial adverse effect through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS – Plants (Less Than Significant) The records search identified numerous special-status plants located within the region. Field surveys and habitat evaluations were performed in 2004 by Biotic Resources Group: March (26th and 31st), April (14th and 30th), May (17th), June (17th), July (26th). Additional field surveys were performed by De Novo Planning Group in 2015 September (11th) and in 2016 (April 18th). The collection of field surveys included surveys that coincided with the blooming period for special many status plants known to occur within the region. The conditions of the Specific Plan Area are highly disturbed due to the active agricultural operations. No special-status plants were observed within the Specific Plan Area during field surveys. The proposed project would not, directly or indirectly, have a substantial adverse effect on plant species through habitat modifications or reductions, cause populations to drop below self-sustaining levels, substantially eliminate a community, or substantially reduce the number of, or restrict the range of, an endangered, rare or threatened species, including those considered candidate, sensitive, or special status in local or regional plans, policies, regulations, or by the CDFW or USFWS. (DEIR, pp. 3.2-43)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-7: The proposed project has the potential to have substantial adverse effect on federally - or state-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (Potentially Significant) The Specific Plan Area contains a roadside ditch located along the north side of East Boronda Road. The ditch was constructed to support agricultural operations, and drains agricultural runoff from most of the Specific Plan Area into the existing City storm water drainage system	**Mitigation Measure 3.2-7**: Prior to grading/building permit issuance in an area that would disturb the irrigation ditches and/or roadside ditches, the project applicant shall obtain a jurisdictional determination from the USACE and CDFW for the ditches that are proposed to be disturbed. If these regulatory agencies concur that these facilities are exempt, then no further mitigation is necessary. If it is determined that these facilities are not exempt, authorization for fill from the regulatory agencies (USACE-404 permit, RWQCB-401 certification, 1600 Streambed Alteration Agreement) will be	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.2-7 be adopted. Mitigation Measure 3.2-7 requires a 1:1 replacement of acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation or operations. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
The USACE has regulatory responsibility for navigable waters as well as "all other waters such as...streams ...wetlands...and natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce" (33 CFR 323.2) under Section 404 of the CWA. A formal jurisdictional determination must be made by the USACE relative to the protected wetlands and jurisdictional waters within the Specific Plan Area. The agricultural irrigation ditches are manmade and believed to solely function to drain upland agricultural runoff. As such, they are expected to be exempted from the USACE jurisdiction under the Irrigation Ditch Exemption pursuant to Federal Regulations (33 CFR 323.4(a)(3)). However, a final determination must be made by the USACE prior to any filling of these ditches for urban use. (DEIR, pp. 3.2-43 through 3.2-45)	necessary and a permit shall be adhered to throughout the construction phase. At a minimum, the project applicant shall replace on a "no net loss" basis (minimum 1:1 ratio) the acreage and function of all wetlands and other waters that would be removed, lost, or degraded as a result of project implementation or operations, although a higher mitigation measure may be required by the USACE, RWQCB, and CDFW through their permitting processes. Wetland habitat shall be replaced at acreage and location agreeable to the USACE, RWQCB, and CDFW and as determined during the Section 401, 404, and 1600 permitting processes.		
Impact 3.2-8: The proposed project has the potential to have substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Less Than Significant) The records search and field surveys did not reveal the presence of any riparian habitat or sensitive natural communities within the Specific Plan Area. The conditions of the Specific Plan Area are highly disturbed due to the active agricultural operations. The proposed project would not result in a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or UFWSF. (DEIR, pp. 3.2-45 and 3.2-46)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-9: The proposed project has the potential to interfere substantially with the movement of native fish or wildlife species or with established wildlife corridors, or impede the use of native wildlife nursery sites (Potentially Significant) The proposed project has the potential to interfere substantially with the movement of native fish or wildlife species or with established wildlife corridors, or impede the use of native wildlife nursery sites. Development of the proposed project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. (DEIR, pp.	No mitigation measures are feasible.	CS and SU	The EIR identified no mitigation measures to address this particular significant effect on the environment. Thus, the effect remains significant and unavoidable, and no mitigation is available to substantially lessen or avoid the effect. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
3.2-46 through 3.2-47)			
Impact 3.2-10: The proposed project has the potential to conflict with an adopted Habitat Conservation Plan or Natural Community Conservation Plan (Less Than Significant) The proposed project is not subject to a Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, the proposed project would not conflict with an adopted Habitat Conservation Plan or Natural Community Conservation Plan. (DEIR, pp. 3.2-47)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-11: The proposed project has the potential to conflict with local policies or ordinances protecting biological resources (Less Than Significant) The proposed project would not conflict with local policies or ordinances protecting biological resources. The project proponent is required to comply with the provisions of the City's General Plan and Municipal Code. The proposed project is generally consistent with the above relevant open space and conservation policies of the General Plan, as well as the City's Municipal Code. (DEIR, pp. 3.2-47 through 3.2-52)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.2-12: Cumulative loss of biological resources including habitats and special status species (Potentially Significant) The project would result in impacts to biological resources including habitats and special status species. Development of the proposed project would eliminate any movement habitat through the Specific Plan Area, along with any upland habitat adjacent to the movement corridors. Given the rareness of CTS and CRLF in the Bioregion, the incremental loss of movement habitat from the proposed project, when considered alongside all past, present, and probable future projects (inclusive of all communities within the Bioregion), is a significant and unavoidable cumulative impact, and the Specific Plan's incremental contribution to this impact is itself cumulatively considerable**.** (DEIR, pp. 3.2-52 and 3.2-53)	No mitigation measures are feasible.	CS and SU	The EIR identified no mitigation measures to address this particular significant effect on the environment. Thus, the effect remains significant and unavoidable, and no mitigation is available to substantially lessen or avoid the effect. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
CULTURAL AND TRIBAL RESOURCES			
Impact 3.3-1: Project implementation may cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines	**Mitigation Measure 3.3-1:** In the event that evidence of archaeological or historical features or deposits (e.g., ceramic shard, trash scatters,	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
§15064.5 (Potentially Significant) No historical resources were found during field surveys for the proposed project. Additionally, there are no historical resources that have been identified in the Specific Plan Area on maps and files maintained by the Northwest Information Center (NWIC). There have been three previous cultural resource studies that examined approximately three-quarters of the Specific Plan Area and no historical resources were documented. The Monterey County Historic Property Data File Directory and National Register of Historic Resources do not list any historical resources in the Specific Plan Area. It is not anticipated that ground disturbing activities would result in impacts to historical resources given that none are believed to be present. However, as with most projects in California that involve ground disturbing activities, there is the potential for discovery of a previously unknown historical resource. Project implementation may cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5. (DEIR, pp. 3.3-12 and 3.3-13)	lithic scatters) are uncovered (discovered) during excavation and/or grading, all work shall stop in the area of the subject property until an appropriate data recovery program can be developed and implemented by a qualified archaeologist. This archaeologist shall determine whether the uncovered deposits or features qualify as either "historical resources" within the meaning of CEQA Guidelines section 15064.5, subdivision (a), "unique archaeological resources" as defined in Public Resources Code section 21083.2, subdivision (g), or "tribal cultural resources," as defined in Public Resources Code section 21074. If historical resources, unique archaeological resources, or tribal cultural resources are present, the project proponent shall preserve any such resources or implement any feasible mitigation measures identified by the archaeologist and imposed by the City. Recommended mitigation measures shall be reviewed by the City Planner and shall be approved if feasible in light of project design, logistics, and cost considerations and, if approved, shall be implemented and completed prior to commencing further work for which grading or building permits were issued, unless otherwise directed by the City Planner. Data recovery shall be an option if preservation in place is infeasible. Where resources have been determined to be "unique archaeological resources" but not "historical resources" or "tribal cultural resources," the project proponent's obligations shall be limited as set forth in Public Resources Code section 21083.2, subdivisions (d), (e), and (f). Grading/building permits and plans shall note this measure.		The City Council hereby directs that Mitigation Measure 3.3-1 be adopted. Implementation of Mitigation Measure 3.3-1 requires work to stop if an archaeological or historical feature or deposit is found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.3-2: Project implementation may cause a substantial adverse change in the significance of archaeological resource pursuant to CEQA Guidelines §15064.5 (Potentially Significant) No archaeological resources were found during field surveys for the proposed project. Additionally, no archaeological resources have been identified in the Plan Area on maps and files maintained by the NWIC. There have been three previous cultural resource studies that examined approximately three-quarters of the Specific Plan Area and no archaeological resources were documented. The Monterey County Historic Property Data File Directory and National Register of Historic	Implement Mitigation Measure 3.3-1	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.3-1 be adopted. Implementation of Mitigation Measure 3.3-1 requires work to stop if an archaeological or historical feature or deposit is found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Resources do not list any archaeological resources in the Specific Plan Area. It is not anticipated that ground disturbing activities would result in impacts to archaeological resources given that none are believed to be present. However, as with most projects in California that involve ground disturbing activities, there is the potential for discovery of a previously unknown archaeological resource. Project implementation may cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5. (DEIR, pp. 3.3-13)			
Impact 3.3-3: Project implementation may directly or indirectly destroy a unique paleontological resource (Potentially Significant) A search of the University of California, Berkeley Museum of Paleontology collections database of Paleontology Localities did not identify any paleontological resources (fossils or fossil formations) within the Specific Plan Area. The Monterey County General Plan Draft EIR (2007) included a review of known fossil localities conducted by paleontologists in 2001. Twelve fossil sites were identified as having outstanding scientific value. For the most part, the fossils at these 12 sites reflect the type of assemblages found throughout the county (microorganisms or invertebrates); however, each has special characteristics that make it unique or rare, or in some way provide important stratigraphic or historic information. None of the 12 identified high value sites are located on or near the Specific Plan Area. Additionally, the Salinas General Plan Final EIR (2002) does not identify any high value sites in the Specific Plan area or in the City as a whole. However, unknown important paleontological resources have the potential to occur within the planning area including the undeveloped future growth areas, which include the Specific Plan Area. The construction of new development would involve grading and other earthwork that can disturb important fossils. Therefore, project implementation may directly or indirectly destroy a unique paleontological resource. (DEIR, pp. 3.3-13 and 3.3-14)	**Mitigation Measure 3.3-2**: If paleontological resources are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the City of Salinas shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where the resource could be curated and displayed for public education purposes. Grading/ building permits and plans shall note this measure.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.3-2 be adopted. Implementation of Mitigation Measure 3.3-2 requires work to stop if a paleontological resource is found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.3-4: Project implementation may disturb human remains, including those interred outside of	**Mitigation Measure 3.3-3:** If human remains are found during construction within the Specific	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
formal cemeteries (Potentially Significant) No human remains or known burial sites were found during field surveys for the proposed project. Additionally, there are no human remains or known burial sites that have been identified in the Plan Area on maps and files maintained by the NWIC. It is not anticipated that ground disturbing activities would result in impacts to human remains or known burial sites given that none are believed to be present. However, as with most projects in California that involve ground disturbing activities, there is the potential for discovery of previously unknown human remains or known burial sites. Project implementation may disturb human remains, including those interred outside of formal cemeteries. (DEIR, pp. 3.3-14 and 3.3-15)	Plan Area, or at off-site infrastructure improvement locations, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until a qualified archeological monitor and the coroner of Monterey County are contacted. If it is determined that the remains are Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. Grading permit/building permits and plans shall note this measure.		environment. The City Council hereby directs that Mitigation Measure 3.3-3 be adopted. Implementation of Mitigation Measure 3.3-3 requires work to stop if human remains are found during construction, as well as steps to follow once construction has stopped. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.3-5: The project may contribute to cumulative impacts on known and undiscovered cultural resources (Less Than Significant) While there are extensive documented cultural resources in Salinas and unincorporated Monterey County, there are no cultural resources that were found during field surveys of the proposed project. Additionally, there are no cultural resources that have been identified in the Plan Area on maps and	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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files maintained by the NWIC. The Monterey County Historic Property Data File Directory and National Register of Historic Resources do not list any cultural resources in the Plan Area. Any significant discoveries during construction would be required to be preserved in place or mitigated through relocation or documentation; and the project is not anticipated to considerably contribute to a significant reduction in cultural resources. The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts. The proposed project would not have cumulatively considerable impacts associated with cultural resources. (DEIR, pp. 3.3-15 and 3.3-16)			
GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY			
Impact 3.4-1: Potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (Potentially Significant) Short-term construction GHG emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate change over the lifetime of the Specific Plan. Even after incorporation of the mitigation measures provided in Section 3.1: Air Quality, overall GHGs generated by the proposed project are expected to be greater than the applicable thresholds of 1,150 MT of CO_2e per year for construction emissions, 1.94 MT CO_2e/service population/year for operational emissions during Year 2035, and 0.80 MT CO_2e/service population/year for operational emissions during Year 2050. The project would generate GHG emissions, directly and indirectly, that may have a significant impact on the environment. (DEIR, pp. 3.4-31 through 3.4-38)	**Mitigation Measure 3.4-1**: Prior to the approval of the tentative maps and development review permits, as applicable, pursuant to CEQA Guidelines section 15183.5(b), Plans for the Reduction of Greenhouse Gas Emissions, the project applicant shall prepare a Greenhouse Gas Reduction Plan (GGRP) aimed at achieving specific performance standards. The GGRP shall include the following: 1) The GGRP shall achieve a per capita operational emissions level of 1.94 MT CO_2e/service population/year by year 2035, and 0.80 MT CO_2e/service population/year by year 2050. 2) Calculation of GHG emissions projection using an acceptable modeling tool such as the most recent version of CalEEMod. GHG reduction measures may include building and site energy reduction measures, measures to reduce project-generated vehicle miles traveled, or other measures. Off-site measures such as participation in a community-wide GHG reduction program(s), if any are adopted, or payment of GHG reduction fees (carbon offsets) into a qualified existing program, if one is in place, may be considered after all feasible on-site reduction measures are considered. The effectiveness of the GHG reduction measures included in the GGRP must be verifiable based	SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. Even with implementation of Mitigation Measure 3.4-1, it is possible that individual projects within the Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant. Therefore, the impact is significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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	on evidence presented in the GGRP. Representative GHG reduction measures which may be considered may include, but are not limited to: • Measures identified by the California Air Pollution Control Officers' Association in Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures or updates to this document as may occur from time to time. • Applicable measures identified in guidance from MBARD, if any, and/or in guidance provided by other regional air districts such as the Bay Area Air Quality Management District, Sacramento Metropolitan Air Quality Management District, San Luis Obispo County Air Pollution Control District, or other agencies with adopted GHG reduction guidance that is applicable on the date the project application is deemed complete by the City. If sufficient feasible GHG reduction measures are unavailable to reduce GHG emissions to below the threshold of significance, the project applicant shall include evidence in the GGRP to this effect. The GGRP shall be subject to review and approval of the City of Salinas Community Development Department prior to approval of the tentative map or development review application, as applicable. Implementation of this mitigation measure shall not be required if the City has a qualified GHG reduction plan in place on the date a future individual project application is deemed complete, the qualified GHG reduction plan reflects the most recent legislatively-adopted GHG reduction targets (e.g., the 2030 target set by SB 32), includes an inventory of projected GHG emissions from development within the Specific Plan Area, and includes GHG reduction measures applicable to development within the Specific Plan Area whose implementation is required as a condition of approval of such projects.		
Impact 3.4-2: Potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of	Implement Mitigation Measure 3.4-1.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

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reducing the emissions of greenhouse gases (Potentially Significant) The Specific Plan would generate GHG emissions that could conflict with the State's long-term GHG Reduction targets, even with implementation of Mitigation Measures 3.1-1 through 3.1-9 contained within Section 3.1: Air Quality. The Specific Plan would not interfere with the *2008 Monterey Bay Regional Energy Plan* objectives. (DEIR, pp. 3.4-38 through 3.4-42)			environment. The City Council hereby directs that Mitigation Measure 3.4-1 be adopted. Implementation of Mitigation Measure 3.4-1 would ensure that GHG reduction measures required pursuant to it are consistent with the intent of current and future statewide GHG reduction legislation and regulations, and with current and future expectations of local, regional, and State stakeholders regarding the City's effort to reduce GHG emissions from new development, including Executive Order B-30-15 and S-03-05. Therefore, with implementation of Mitigation Measure 3.4-1, new development of the Plan Area would consistent with Executive Orders B-30-15 (and SB 32) and S-03-05. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.4-3: Project implementation may result in the inefficient, wasteful, or unnecessary use of energy resources (Less Than Significant) The proposed project would use energy resources for the operation of project buildings (electricity and natural gas), for on-road vehicle trips (e.g. gasoline and diesel fuel) generated by the proposed project, and from off-road construction activities associated with the proposed project (e.g. diesel fuel). Each of these activities would require the use of energy resources. The proposed project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. Overall, the incorporation of mitigation measures would ensure that the proposed project would avoid and reduce inefficient, wasteful, and unnecessary consumption of energy. The proposed project would comply with all existing energy standards, including those established by the City of Salinas, the local air district (MBARD), and the State of California, and would not be expected to result in significant adverse impacts on energy resources. (DEIR, pp. 3.4-42 through 3.4-48)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.4-4: Cumulative impact on climate change from increased project-related greenhouse gas emission (Potentially Significant) Implementation of the proposed project will generate GHG emissions that would not otherwise exist without the proposed project. Given the length of construction activities for a project of this size, the construction emissions would be a long-term release of approximately 168,734.3 MT CO_2e. The operational emissions would be a long-term release totaling approximately 51,939.2 MT CO2e per year without mitigation, and 47,684.9MT CO_2e	Implement Mitigation Measure 3.4-1.	CS and SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. The City Council hereby directs that Mitigation Measure 3.4-1 be adopted. Implementation of Mitigation Measure 3.4-1 would ensure that GHG reduction measures required pursuant to it are consistent with the intent of current and future statewide GHG reduction legislation and regulations, and with current and future expectations of local, regional, and State stakeholders regarding the City's effort to reduce GHG emissions from new

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per year with mitigation. The City of Salinas's planning efforts included targeted growth that accommodates the economic and social needs of the community, while recognizing and seeking to mitigate environmental impacts when growth occurs. The State of California continues to implement measures that are intended to reduce emissions on a State-wide scale (i.e. vehicle fuel efficiency standards in fleets, low carbon fuels, etc.) that are consistent with AB 32 and SB 32. These types of statewide measures will benefit the proposed project (and city as a whole) in the long-term as they come into effect; however, the City does not have the jurisdiction to create far-reaching (i.e. statewide) measures to reduce GHG emissions. (DEIR, pp. 3.4-48 through 3.4-49)			development, including Executive Order B-30-15 and S-03-05. Therefore, with implementation of Mitigation Measure 3.4-1, new development of the Plan Area would consistent with Executive Orders B-30-15 (and SB 32) and S-03-05. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
HAZARDS AND HAZARDOUS MATERIALS			
Impact 3.5-1: Potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment (Potentially Significant) The hazards assessments included site reconnaissance, interviews, historical land use research, database research, and soils testing. The project has the potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment. (DEIR, pp. 3.5-24 through 3.5-26)	**Mitigation Measure 3.5-1**: Prior to issuance of grading permits or building permits, (including the issuance of demolition permits for agricultural support buildings) as applicable, the applicant shall hire a qualified consultant to: 1) Provide a final evaluation of the soils around the agricultural operations support buildings (residences, warehouses, barns, etc.) before they are demolished. If toxic levels of residual agrichemicals or surface staining are found, the contaminated soil shall be excavated and disposed of at an off-site disposal facility permitted to accept such waste. Any contaminated areas shall be remediated by the project applicant in accordance with recommendations made by the Monterey County Health Department Hazardous Materials Management Services, Regional Water Quality Control Board, Department of Toxic Substances Control, or other appropriate federal, State, or local regulatory agencies. 2) Investigate structures for asbestos-containing materials and lead. If asbestos-containing materials and/or lead are found in the buildings, a Cal-OSHA certified ACBM and lead based paint contractor shall be retained to remove the asbestos-containing materials and lead in accordance with U.S. EPA and California	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.5-1 through 3.5-3 be adopted. Implementation of the Mitigation Measures 3.5-1 requires a final evaluation of the soils around the agricultural operations support buildings and investigation of structures for asbestos-containing materials and lead. Implementation of the Mitigation Measures 3.5-2 requires destruction of existing water wells. Implementation of the Mitigation Measures 3.5-2 requires that water wells serving the proposed building be constructed and tested for water quality under permit from the Monterey County Health Department Therefore, this impact is less than significant with mitigation incorporated.

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	Occupational Safety and Health Administration (Cal/OSHA) standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards. Any ACBM and lead shall be disposed of properly at an appropriate offsite disposal facility. **Mitigation Measure 3.5-2**: Prior to the issuance of grading permits, existing water wells within the grading area shall be destroyed under permit from the City of Salinas and/or the Monterey County Health Department, as applicable. Any destruction of these facilities shall be in accordance with the Monterey County Well Standards for Abandonment/Destruction. The project applicant shall provide the City of Salinas with a copy of the permit and a report or other information documenting the appropriate destruction of these facilities. **Mitigation Measure 3.5-3:** Prior to the issuance of building permits, the water well or wells that will be providing water for the applicable portion of the Specific Plan Area, shall be constructed and tested for water quality under permit from the Monterey County Health Department. The project applicant shall provide the City of Salinas with a copy of the permit and a report or other information documenting the appropriate construction and operation of these facilities.		
Impact 3.5-2: Create a significant hazard to school sites due to siting or the placement of infrastructure (Potentially Significant) The proposed project does not pose significant hazards from existing natural gas transmission piping, and mitigation measures identified under Impact 3.5-1 would ensure water well construction and abandonment impacts would be less than significant. However, implementation of the project may create a significant hazard to school sites due to siting or the placement of infrastructure (i.e., the due to the citing of school sites near power lines). (DEIR, pp. 3.5-26 through 3.5-28)	**Mitigation Measure 3.5-4:** The property line of all school sites (even if it is a joint use agreement as described in subsection (o) of § 14010) shall be at least the following distance from the edge of respective power line easements as identified in the California Code of Regulations Title 5, Article 2. School Sites § 14010. Standards for School Site Selection (c). • 100 feet for power lines that are between 50 and 133 kV.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.5-4 be adopted. Implementation of Mitigation Measure 3.5-4 ensures all future electrical transmission alignments are required to comply with California Code of Regulations Title 5, Article 2 (School Sites) § 14010 (Standards for School Site Selection) setback requirements. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.5-3: Cumulative impact related to hazards and hazardous materials (Less Than Significant) The proposed project includes the approval and	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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subsequent implementation of an approximately 797-acre Specific Plan Area that includes residential, mixed use commercial, a community park, neighborhood parks, small parks, schools, and open space (with supplemental storm water detention/retention basins). These uses are not expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, these uses are not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed Specific Plan land uses are not expected to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Mitigation measures have been included to minimize the risk of on-site hazards. (DEIR, pp. 3.5-28 through 3.5-29)			
HYDROLOGY AND WATER QUALITY			
Impact 3.6-1: The proposed project has the potential to violate water quality standards or waste discharge requirements during construction (Potentially Significant) Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas. (DEIR, pp. 3.6-21 through 3.5-23)	**Mitigation Measure 3.6-1:** Prior to issuance of grading permits, the project proponent shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the City of Salinas prior to submitting to the RWQCB to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ). The SWPPP shall be designed with Best Management Practices (BMPs) that the RWQCB has deemed to be effective at reducing erosion, controlling sediment, and managing runoff. These include: covering disturbed areas with mulch, temporary seeding, soil stabilizers, binders, fiber rolls or blankets, temporary vegetation, and permanent seeding. Sediment control BMPs, installing silt fences or placing straw wattles below slopes, installing berms and other temporary run-on and runoff diversions. These BMPs are only examples of what should be considered and shall not preclude the use of equally or more effective new or innovative approaches currently available or being developed. Final selection of BMPs will be subject to approval by City of Salinas. The SWPPP will be kept on site during construction activity and will be made available upon request	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.6-1 be adopted. Mitigation Measure 3.6-1 requires the use of BMPs during construction activities in order to reduce erosion, control sediment, and manage runoff from the Plan Area. Therefore, this impact is less than significant with mitigation incorporated.

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	to representatives of the RWQCB.		
Impact 3.6-2: The proposed project has the potential to violate water quality standards or waste discharge requirements during operation (Potentially Significant) The long-term operations of the proposed project (all phases) could result in long-term impacts to surface water quality from urban stormwater runoff. The proposed Project would result in new impervious areas associated with roadways, driveways, parking lots, buildings, and landscape areas. Normal activities in these developed areas include the use of various automotive petroleum products (i.e. oil, grease, and fuel), common household hazardous materials, heavy metals, pesticides, herbicides, fertilizers, and sediment. Within urban areas, these pollutants are generally called nonpoint source pollutants. The pollutants pollutant levels vary based on factors such as time between storm events, volume of storm event, type of uses, and density of people. The proposed project has the potential to violate water quality standards or waste discharge requirements during operation. (DEIR, pp. 3.6-23 through 3.6-26)	**Mitigation Measure 3.6-2:** Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department a Stormwater Control Plan detailing plans and calculations for water quality best management practices (BMPs) and water quality detention/retention basins designed to meet the applicable regulatory requirements and to reduce contaminant loadings to receiving waters to the maximum extent practicable. The Improvement Plans shall be consistent with the City's NPDES permit requirements at the time of permitting. The NPDES permit granted to the City of Salinas by the Central Coast RWQCB (CCRWQCB, 2012) requires the following: I. Erosion and Sediment Control BMPs – Erosion control and sediment control BMPs shall be designed, installed, and maintained to reduce the discharge of pollutants from construction sites to the maximum extent practical (MEP) and protect water quality; II. Erosion and sediment from slopes and channels shall be controlled by implementing an effective combination of erosion control (source control) and other sediment control BMPs; and II. Soil Stabilization – Stabilization of disturbed areas shall, at a minimum, be initiated immediately whenever any clearing, grading, excavating, or other earth disturbing activities have permanently ceased. Additionally, the Improvement Plans shall be consistent with the requirements of the City's Stormwater Development Standards for New and Redevelopment Projects. The City of Salinas Stormwater Standards for New and Redevelopment Projects (City of Salinas, 2013) require the following practices: I. Limit disturbance of creeks and natural drainage features and provide setbacks according to the City's latest NPDES permit; II. Minimize compaction of highly permeable	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.6-2 through 3.6-4 be adopted. Mitigation Measure 3.6-2 requires submittal of a Stormwater Control Plan that includes calculations, BMPs and plan of sufficient detail to confirm that contaminant loadings to receiving waters will be reduced to the maximum extent practicable. Mitigation Measures 3.6-3 and 3.6-4 require submittal of detailed plans and calculations for the water quality BMPs, water quality detention basins, and supplemental retention and peak flow control. The BMPs will be designed to meet regulatory requirements and to reduce peak flows during storm events below peak flows under pre-project conditions. The various RWQCBs have evaluated the effectiveness of the types of BMPs required by Mitigation Measures 3.6-2 through 3.6-4 and have determined that BMPs are known to be effective in protecting receiving waters. Therefore, this impact is less than significant with mitigation incorporated.

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	soils; and II. Limit clearing and grading of native vegetation to the minimum needed to build the project and provide fire protection. **Mitigation Measure 3.6-3:** Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department a Stormwater Control Plan detailing plans and calculations for water quality best management practices (BMPs) and water quality detention basins designed to prevent to the maximum extent practicable the creation of new sources of polluted runoff. The detailed plans and calculations shall be subject to review and approval by the Salinas Public Works Department. **Mitigation Measure 3.6-4:** Prior to the approval of site improvement plans, the project applicant shall submit to the Salinas Public Works Department detailed plans and calculations for supplemental retention and peak flow control. BMPs will be designed to meet regulatory requirements and to reduce peak flows during storm events below peak flows under pre-project conditions. The detailed plans and calculations shall be subject to review and approval by the Salinas Public Works Department.		
Impact 3.6-3: The proposed project has the potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge (Potentially Significant) The proposed project, without mitigating features, would reduce infiltration of rainwater and runoff into the local groundwater system due to the increase in impermeable area. This may deplete groundwater supplies or interfere substantially with groundwater recharge. The total annual rainfall depth in an average year is approximately 16 inches and the project surface area is approximately 797 acres, producing an annual rainfall volume of approximately 1,060 AF. Nearly all of this area is currently in agriculture, while the proposed project could convert as much as 60 percent of the area to impervious surfaces, resulting in a reduction in groundwater recharge in the range of 400 to 600 AF. (DEIR, pp. 3.6-26 through 3.6-29)	**Mitigation Measure 3.6-5:** Prior to the approval of site improvement plans, the project applicant shall site, and design and include an Operation and Maintenance Plan for stormwater retention/infiltration basins and infiltration promoting BMPs sufficient to assure that there is no reduction in groundwater recharge. In order to assure there is no reduction in recharge, the plan shall result in circumstances which maintain infiltration to support baseflow and interflow to wetlands and surface waters, and deep vertical infiltration to groundwater. The site, design, and installation shall be consistent with the requirements of the City's Stormwater Development Standards for New and Redevelopment Projects. The contents of the site, design, and installation shall be included in a stormwater control plan. The stormwater control plan shall be reflected on the Improvement Plans, subject to review and approval by the Salinas Public Works Department.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.6-5 and 3.6-6 be adopted. Implementation of Mitigation Measure 3.6-5 requires an Operation and Maintenance Plan for stormwater retention/infiltration basins and infiltration promoting BMPs sufficient to assure that there is no reduction in groundwater recharge. Implementation of Mitigation Measure 3.6-6 requires an Operation and Maintenance Plan for post-construction BMPs and supplemental stormwater detention basins in accordance with City of Salinas stormwater development standards. Therefore, this impact is less than significant with mitigation incorporated.

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	Mitigation Measure 3.6-6: Prior to the approval of site improvement plans, the project applicant shall site, design, and include an Operation and Maintenance Plan for post-construction BMPs and supplemental stormwater detention basins in accordance with City of Salinas stormwater development standards. Maintenance procedures (including frequency of procedure, cleaning schedules, applicant responsibility for each procedure, performance standards, or other means) and funding mechanisms shall be established for those facilities to assure adequate long-term performance and success in treating the water and controlling infiltration into the groundwater. The Improvement Plans and Operation and Maintenance Plan shall be subject to review and approval by the Salinas Public Works Department.		
Impact 3.6-4: The proposed project has the potential to alter the existing drainage pattern in a manner which would result in substantial erosion, siltation, flooding, or polluted runoff (Less than Significant) The proposed project will not alter drainage patterns in a manner which will cause flooding, erosion, or siltation. Surface runoff from the area will be managed via parcel-based LID measures, detention/retention basins, and flow reducing BMPs to prevent local flooding within the site. These features will also reduce peak flows from the Plan Area to receiving creeks and storm drains to amounts less than such flows under existing conditions. Sediment in the stormwater flows will be captured in detention ponds designed to prevent siltation. Flooding, erosion, or siltation is not anticipated by the proposed project given the storm drain design and best management practices that will be implemented. (DEIR, pp. 3.6-29 through 3.6-30)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-5: The proposed project has the potential to otherwise substantially degrade water quality (Potentially Significant) The proposed project would not otherwise substantially degrade water quality. The use of BMPs are intended to treat runoff close to the source during the construction and long term operational phase of the project to reduce stormwater quality impacts. (DEIR, pp. 3.6-30 through 3.6-31)	Implement **Mitigation Measure 3.6-1**.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.6-1 be adopted. Mitigation Measure 3.6-1 requires the use of BMPs during construction activities in order to reduce erosion, control sediment, and manage runoff from the Plan Area. Therefore, this impact is less than significant with mitigation incorporated.

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Impact 3.6-6: Place housing or structures that would impede/redirect flows within a 100-year, or 200-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map (Less than Significant) The project would no place housing or structures that would impede/redirect flows within a 1-percent annual chance flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. Provided that the storm drain system and detention/retention facilities to be installed as part of the proposed development are adequately sized and properly installed and maintained, additional flooding and/or impedance or redirection of flows will not be induced by the proposed project. (DEIR, pp. 3.6-31)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-7: The proposed project has the potential to expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, seiche, tsunami, or mudflow (Less than Significant) The proposed project would not result in the exposure of people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, seiche, tsunami, or mudflow. (DEIR, pp. 3.6-31 through 3.6-32)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-8: Cumulative increases in peak stormwater runoff from the plan area (Less than Significant) With the design and construction of flood control improvements, the West Area Specific Plan would not increase peak stormwater runoff. The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures would control peak stormwater runoff. The proposed project would not have cumulatively considerable impacts associated with stormwater runoff. (DEIR, pp. 3.6-	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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32 through 3.6-33)			
Impact 3.6-9: Cumulative impacts related to degradation of water quality (Less than Significant) The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures would control storm water quality. The proposed project would not have cumulatively considerable impacts associated with water quality. (DEIR, pp. 3.6-33 through 3.6-35)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-10: Cumulative impacts related to degradation of groundwater supply or recharge (Less than Significant) The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures require maintaining water quality standards and preserving the infiltration of rainwater within the aquifer. The proposed project would not have cumulatively considerable impacts associated with groundwater supply/recharge. (DEIR, pp. 3.6-35 through 3.6-36)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.6-11: Cumulative impacts related to flooding (Less than Significant) Future development in the area must be sited and designed in accordance with the aforementioned City flood damage regulations (i.e., Article VI, Flood Damage Prevention, of the City's Code). The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts given that mitigation measures require designs that ensure structures are outside the base flood elevation and that storm water flows are maintained to prevent downstream flooding. The proposed project would not have cumulatively considerable impacts associated with flooding. (DEIR, pp. 3.6-36 through 3.6-38)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
NOISE			
Impact 3.7-1: The proposed project has the potential to increase traffic noise levels at existing receptors (Potentially Significant) As shown in Tables 3.7-8 through 3.7-11, some noise-sensitive receptors located along the Plan Area roadways are currently exposed to exterior traffic noise levels exceeding the City of Salinas 60 dB L_{dn} exterior noise level standard for residential uses. These receptors would continue to experience elevated exterior noise levels with implementation of the proposed project. As shown in Table 3.7-8, the segment of Natividad Road south of E. Boronda Road would experience unacceptable noise levels under Existing Plus Project conditions. The project would cause noise levels along this segment to increase by 1.6 dB. As shown in Table 3.7-9, the segment of Natividad Road south of E. Boronda Road would experience unacceptable noise levels under Existing Plus Project Plus CASP conditions. As shown in Table 3.7-10, the following roadway segments would experience unacceptable noise levels under Cumulative Plus Project conditions: • E. Boronda Road from San Juan Grade to McKinnon (2.4 dB increase); • E. Boronda Road from Independence to Hemmingway (1.8 dB increase); • E. Boronda Road from N. Sanborn to Williams (2.4 dB increase); • Natividad Road south of E. Boronda (3.7 dB increase); and • Natividad Road from E. Boronda to Future Russell Road (3.0 dB increase). As shown in Table 3.7-11, significant traffic noise increases are anticipated under the Cumulative Plus Project Plus CASP traffic condition include the following segments: • Constitution Blvd., South of E. Boronda – noise levels are predicted to increase by 3.5 dB from 62.2 dB to 65.7 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB,	Implement Mitigation Measures 3.7-1 and 3.7-8.	SU	Changes or alterations have been required in, or incorporated into the project, which substantially lessen the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. Mitigation Measure 3.7-1 requires adherence to the requirements of the City of Salinas Municipal Code with respect to hours of operation during project construction. Mitigation Measure 3.7-2 requires all equipment to be fitted with factory equipped mufflers and in good working order. Mitigation Measure 3.7-3 requires sound walls for residents located along the primary Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. Mitigation Measure 3.7-4 requires 3-coat stucco and windows having a Sound Transmission Class (STC) 35, or higher, rating to be installed in second floor facades and rooms that have windows or doors that abut E. Boronda Road and/or Natividad Road. Mitigation Measure 3.7-5 requires mechanical ventilation for the first row of all residential dwellings that abut E. Boronda Road and/or Natividad Road. Mitigation Measure 3.7-6 requires the center of active play areas, such as football fields, soccer fields or other athletic fields, to be located at a minimum distance of 90-feet from the nearest residential property lines. Mitigation Measure 3.7-7 includes various project design requirements where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes abut residential areas. Mitigation Measure 3.7-8 includes various project design requirements fort the well and treatment plant facilities. Even with implementation of Mitigation Measures 3.7-1 through 3.7-8, there is the potential for noise levels to exceed the acceptable levels in some cases if encroachment into private property proves for the construction of sounds walls proves to be infeasible. Therefore, the impact is significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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as outlined in Table 3.7-7. • E. Boronda Road, Main to San Juan Grade – noise levels are predicted to increase by 1.5 dB from 66.5 dB to 68.1 dB L_{dn}. This would equal the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, San Juan Grade to McKinnon – noise levels are predicted to increase by 2.6 dB from 65.3 dB to 67.9 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, El Dorado to Natividad – noise levels are predicted to increase by 3.3 dB from 64.1 dB to 66.1 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Natividad to Independence – noise levels are predicted to increase by 2.6 dB from 66.6 dB to 69.3 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Independence to Hemmingway – noise levels are predicted to increase by 3.5 dB from 65.1 dB to 68.6 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Hemmingway to Constitution – noise levels are predicted to increase by 3.0 dB from 58.2 dB to 61.3 dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential receptors. • E. Boronda Road, N. Sanborn to Williams – noise levels are predicted to increase by 3.1 dB from 59.6 dB to 62.7dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a			

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential receptors. • Natividad Road., South of E. Boronda – noise levels are predicted to increase by 4.5 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • Natividad Road., E. Boronda to Future Russell Road – noise levels are predicted to increase by 3.8 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. However, it should be noted that this roadway segment is located between the West Area Specific Plan and Central Area Specific Plan projects and future sensitive receptors along this roadway would be constructed with noise control measures designed to achieve compliance with the City of Salinas exterior and interior noise level standards. • Russell Road, West of San Juan Grade – noise levels are predicted to increase by 1.9 dB from 67.5 dB to 69.4 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. (DEIR p. 3.7-14 through 3.7-23)			
Impact 3.7-2: The proposed project has the potential to increase noise levels associated with construction activities (Potentially Significant) Noise would also be generated during the construction phase by increased truck traffic on area roadways. The proposed project has the potential to increase noise levels associated with construction activities. (DEIR, pp. 3.7-23 and 3.7-24)	**Mitigation Measure 3.7-1:** Prior to the approval of site improvement plans and respective permits, plans shall note that construction activities shall adhere to the requirements of the City of Salinas Municipal Code with respect to hours of operation. **Mitigation Measure 3.7-2:** Prior to the approval of site improvement plans and respective permits, plans shall note that all equipment shall be fitted with factory equipped mufflers and in good working order. All stationary noise generating equipment (i.e. generators) shall be located at least 300 feet from a sensitive receptor. All construction staging areas shall be located at least 300 feet from a sensitive receptor.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.7-1 and 3.7-2 be adopted. Mitigation Measure 3.7-1 requires adherence to the requirements of the City of Salinas Municipal Code with respect to hours of operation during project construction. Mitigation Measure 3.7-2 requires all equipment to be fitted with factory equipped mufflers and in good working order. Therefore, this impact is less than significant with mitigation incorporated.

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Impact 3.7-3: The proposed project has the potential to increase noise vibration association with construction activities (Less Than Significant) The proposed project would not increase noise vibration associated with construction activities. Therefore, construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors. (DEIR, pp. 3.7-24 and 3.7-25)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.7-4: The proposed project has the potential to expose new sensitive receptors to excessive transportation noise (Potentially Significant) Table 3.7-14 data indicate that noise barriers 6- to 8-feet in height would generally be sufficient to achieve compliance with the City of Salinas 60 dB L_{dn} exterior noise level standard for the proposed residential uses. However, for the residential uses located along E. Boronda Road and Natividad Road, sound walls of 6- to 8-feet in height would only reduce exterior noise levels to 62 to 65 dB L_{dn}. While these noise level do not meet the City's preferred 60 dB L_{dn} noise standards, they would comply with the City's conditionally acceptable standard of 60 to 70 dB L_{dn}. Predicted interior noise levels would exceed the City's 45 dB L_{dn} interior noise level standard at the first row of residential uses located closest to E. Boronda Road and Natividad Road. Therefore, additional interior noise control measures would be required for these residential uses along E. Boronda Road and Natividad Road. To reduce interior noise levels to 45 dB L_{dn}, or less, it is likely that second floor facades would require windows having a Sound Transmission Class (STC) 35 rating, or higher. Exterior walls would also likely require 3-coat stucco and RC-channels. This would specifically apply to the first row of homes along E. Boronda Road and Natividad Road and would not apply to facades facing away from the roadway. (DEIR, pp. 3.7-25 through 3.7-28)	**Mitigation Measure 3.7-3:** Prior to the approval of site improvement plans and respective permits, the plans shall note the location, design and constructions details of the eight-foot to nine-foot tall sound attenuation walls and/or landscaped berm/wall combinations, as applicable, that will be constructed along the primary Specific Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. At the City's discretion, wall heights which achieve the City's conditionally acceptable 60-70 dB L_{dn} noise standard may be allowed. See the Draft EIR Table 3.7-14 for specific noise barrier/wall heights along each roadway. Noise barrier walls shall be constructed of concrete panels, concrete masonry units, stucco or manufactured materials (with a density of four pounds per square foot or greater), earthen landscaped berms, or any combination of these materials as determined appropriate by the City of Salinas. The design/appearance of the wall is subject to the design approval by the City of Salinas based upon the standards contained in the West Area Specific Plan and the Salinas Zoning Code, as applicable to ensure that it is visually pleasing. Wood is not permitted due to eventual warping and degradation of acoustical performance. The walls shall not have gaps or penetrations which allow sound to flank through or around the walls. Small gaps which may occur using materials such as "keystone" blocks shall be avoided. Additionally, in accordance with Section 5-03.19 of the City's Municipal Code, best management practices shall be incorporated into the sound wall design in order to control graffiti and/or mitigate the potential impacts of graffiti. These graffiti prevention best management practices may include, without limitation: (1) The use or the installation and maintenance of ant-graffiti materials and	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.7-3 through 3.7-5 be adopted. Mitigation Measure 3.7-3 requires sound walls for residents located along the primary Plan Area roadways, adjacent to proposed residential dwellings, in order to achieve the City's exterior noise standards. Mitigation Measure 3.7-4 requires 3-coat stucco and windows having a Sound Transmission Class (STC) 35, or higher, rating to be installed in second floor facades and rooms that have windows or doors that abut E. Boronda Road and/or Natividad Road. Mitigation Measure 3.7-5 requires mechanical ventilation for the first row of all residential dwellings that abut E. Boronda Road and/or Natividad Road. Therefore, this impact is less than significant with mitigation incorporated.

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	surface treatments approved by the City on likely graffiti-attracting surfaces. (2) Installation and maintenance of landscaping to discourage defacement of and/or protect likely graffiti-attracting surfaces. (3) Installation and maintenance of lighting to protect likely graffiti-attracting surfaces. (4) Immediate removal of graffiti by appropriate means within seventy-two hours. (5) Incorporation of architectural or design elements or features to discourage graffiti defacement in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). (6) Authorizing right of access by city employees or contract agents to remove graffiti if not removed within specified time periods. (7) Supplying the city at its request with paint (of the appropriate color and type), cleaning agents, and/or other materials acceptable to the city to abate or to deter graffiti. (8) Other requirements, as deemed reasonably feasible by the city planner, to deter, to protect or to reduce the potential for graffiti defacement. **Mitigation Measure 3.7-4:** Prior to the approval of building permits, the first row of residential dwellings located along E. Boronda Road and Natividad Road shall include windows having a Sound Transmission Class (STC) 35, or higher, rating installed in second floor facades and rooms that have windows or doors that abut E. Boronda Road and/or Natividad Road. Exterior walls shall also require 3-coat stucco and RC-channels, sheathing, or another acceptable construction application that effectively attenuates noise intrusion to the interior of the house. The exterior wall specifications would specifically apply to the first row of homes that abut E. Boronda Road and/or Natividad Road and only applies to the facades facing these roadways. These specifications do not apply to single story homes,		

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	or the first floor of a two-story home, both of which are attenuated by the sound wall. These requirements shall be included in the building plans for the specific dwelling units and noted on the building permits. A detailed analysis of any additional interior mitigation measures shall be conducted when building plans are available and prior to building permit issuance to verify these requirements. These requirements shall also be noted in the site improvement plans prior to approval by the City. **Mitigation Measure 3.7-5:** Prior to the approval of building permits, mechanical ventilation shall be required in the first row of all residential dwellings that abut E. Boronda Road and/or Natividad Road, sufficient to allow residents, as desired for acoustical isolation, to keep their doors and windows closed and still maintain acceptable interior temperature and noise levels. This requirement shall be included in the building plans for the specific dwelling units and noted on the building permits. This requirement shall also be noted in the site improvement plans prior to approval by the City.		
Impact 3.7-5: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed park and school uses (Potentially Significant) Children playing at neighborhood parks or outdoor recreational fields (softball, soccer, basketball, tennis) are often considered potentially significant noise sources which could adversely affect adjacent noise-sensitive land uses. Typical noise levels associated with groups of approximately 50 children playing at 50 feet generally range from 55 to 60 dB L_{eq} and 70 to 75 dB L_{max}. It is expected that park activities would occur primarily during daytime hours. Therefore, noise levels from the playgrounds would need to comply with the City of Salinas exterior noise level standards of 60 dB L_{eq} and 70 dB L_{max} at the nearest residential uses. (DEIR, pp. 3.7-29 and 3.7-30)	**Mitigation Measure 3.7-6:** Prior to the approval of site improvement plans, as applicable, when parks or play areas are located near residential uses, the center of active play areas, such as football fields, soccer fields or other athletic fields, shall be located at a minimum distance of 90-feet from the nearest residential property lines. Large active play areas shall comply with the 60 dB L_{eq} and 70 dB L_{max} standards, and shall include these further noise level evaluations during the design phases of future park areas. Parks shall be designed such that residences front, or side in limited locations where approved by the City Planner, to the park. Minimum 6-foot tall sound walls and/or landscaped berms shall be constructed where school site directly abuts a residential property line in instances where site design (i.e., minimum distances, siting of activity areas, etc.) cannot achieve the 60 dB L_{eq} and 70 dB L_{max} noise standards. No wall shall be required where residential uses are fronted towards a park or school site and separated by a roadway or a walkway. Noise barrier walls shall be constructed of concrete panels, concrete masonry units, stucco	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.7-6 be adopted. Mitigation Measure 3.7-6 requires the center of active play areas, such as football fields, soccer fields or other athletic fields, to be located at a minimum distance of 90-feet from the nearest residential property lines. Therefore, this impact is less than significant with mitigation incorporated.

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	or manufactured materials (with a density of four pounds per square foot or greater), earthen landscaped berms, or any combination of these materials as determined appropriate by the City of Salinas. The design/appearance of walls is subject to the design approval by the City of Salinas based upon the standards contained in the West Area Specific Plan and the Salinas Zoning Code, as applicable to ensure that it is visually pleasing. Wood is not permitted due to eventual warping and degradation of acoustical performance. The walls shall not have gaps or penetrations which allow sound to flank through or around the walls. Small gaps which may occur using materials such as "keystone" blocks shall be avoided. Additionally, in accordance with Section 5-03.19 of the City's Municipal Code, best management practices shall be incorporated into the sound wall design in order to control graffiti and/or mitigate the potential impacts of graffiti (see mitigation 3.7.3 for further discussion of best management practices.)		
Impact 3.7-6: The proposed project has the potential to expose sensitive receptors to substantial noise from proposed commercial mixed-uses (Potentially Significant) Mixed-use commercial land use activities can produce noise levels which affect adjacent sensitive land uses. The primary noise sources generally include truck deliveries, trash pickup, parking lot use, and heating, ventilation, and air conditioning (HVAC) equipment operation. These sources may result in noise levels exceeding the City's standards at nearby receptors. (DEIR, pp. 3.7-30 through 3.7-31)	**Mitigation Measure 3.7-7:** Prior to the approval of development review permits, the plans shall demonstrate: where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes abut residential areas, the following measures shall be included in the project design: • All HVAC equipment shall be located within mechanical rooms where possible or shielded from view with solid or grated barriers; • Emergency generators shall comply with the City's noise criteria at the nearest noise-sensitive receivers; • Delivery/loading activities shall comply with the Salinas Zoning Code standards and regulations; and • The applicant shall submit a noise study to verify that the appropriate noise control measures have been incorporated into the project design and will achieve compliance with the City's noise level standards.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.7-7 be adopted. Mitigation Measure 3.7-7 includes various project design requirements where commercial, business professional, office, or similar uses abut residential uses or where loading docks or truck circulation routes abut residential areas. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.7-7: The proposed project has the potential to expose sensitive receptors to substantial noise from	**Mitigation Measure 3.7-8:** The potential well and treatment plant sites are shown in the	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

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proposed well sites (Potentially Significant) Typical noise levels for well sites at 50 feet are expected to be 60 dB L_{eq}. If a backup generator is present and running, a noise level of 70 dB L_{eq} at 50 feet would be expected. It is expected that wells could operate during daytime or nighttime hours. Long-term operation of the backup generator would only occur under emergency conditions and would therefore not be subject to the City of Salinas exterior noise level standards for Class A noise. However, weekly exercising of the generator may be subject to the City's 60 dB L_{eq} daytime exterior noise level standard at the nearest noise-sensitive residential receptors. (DEIR, pp. 3.7-32)	Specific Plan. The actual well and treatment plant facilities are subject to the approval of a Conditional Use Permit (CUP) by the City pursuant to the requirements of the Salinas Zoning Code and the West Area Specific Plan. The potential well and treatment plant sites and the CUP requirement for said facilities shall be clearly noted on the site improvement plans. Prior to approval of the CUP and subsequent issuance of the building permits for the well and treatment plant facilities, the plans shall demonstrate that the following measures shall be included in the project design: • The well and treatment facilities have been designed and will be built to not exceed a noise level of 55 dB L_{eq} at the nearest residential or school property line during normal operation of the facilities; • The generators shall not be permitted to exceed the City's daytime noise standard of 60 dB L_{eq}; • The generators shall be tested only during daytime hours; and • Additionally, that the well and treatment facilities/sites have been designed (in accordance with the West Area Specific Plan) to incorporate decorative screen walls, landscaping and other features to ensure compatibility with surrounding land uses.		environment. The City Council hereby directs that Mitigation Measure 3.7-8 be adopted. Mitigation Measure 3.7-8 includes various project design requirements fort the well and treatment plant facilities. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.7-8: Cumulative exposure of existing and future noise-sensitive land uses to increased noise resulting from cumulative development (Potentially Significant) Significant traffic noise increases under the Cumulative Plus Project Plus CASP traffic condition include the following segments: • Constitution Blvd., South of E. Boronda – noise levels are predicted to increase by 3.5 dB from 62.2 dB to 65.7 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Main to San Juan Grade – noise levels are predicted to increase by 1.5	No mitigation measures are feasible.	CS and SU	The EIR identified no mitigation measures to address this particular significant effect on the environment. Thus, the effect remains significant and unavoidable, and no mitigation is available to substantially lessen or avoid the effect. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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dB from 66.5 dB to 68.1 dB L_{dn}. This would equal the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, San Juan Grade to McKinnon – noise levels are predicted to increase by 2.6 dB from 65.3 dB to 67.9 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, El Dorado to Natividad – noise levels are predicted to increase by 3.3 dB from 64.1 dB to 66.1 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Natividad to Independence – noise levels are predicted to increase by 2.6 dB from 66.6 dB to 69.3 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Independence to Hemmingway – noise levels are predicted to increase by 3.5 dB from 65.1 dB to 68.6 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. • E. Boronda Road, Hemmingway to Constitution – noise levels are predicted to increase by 3.0 dB from 58.2 dB to 61.3 dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential receptors. • E. Boronda Road, N. Sanborn to Williams – noise levels are predicted to increase by 3.1 dB from 59.6 dB to 62.7dB L_{dn}. This would not exceed the FICON criteria of 5 dB where existing noise levels are less than 60 dB, as outlined in Table 3.7-7, but would cause a new exceedance of the City's 60 dB L_{dn} exterior noise level standard at outdoor activity areas of the nearest residential			

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
receptors. • Natividad Road., South of E. Boronda – noise levels are predicted to increase by 4.5 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. • Natividad Road., E. Boronda to Future Russell Road – noise levels are predicted to increase by 3.8 dB from 63.0 dB to 67.5 dB L_{dn}. This would exceed the FICON criteria of +3 dB where no project noise levels are between 60 to 65 dB, as outlined in Table 3.7-7. However, it should be noted that this roadway segment is located between the West Area Specific Plan and Central Area Specific Plan projects and future sensitive receptors along this roadway would be constructed with noise control measures designed to achieve compliance with the City of Salinas exterior and interior noise level standards. • Russell Road, West of San Juan Grade – noise levels are predicted to increase by 1.9 dB from 67.5 dB to 69.4 dB L_{dn}. This would exceed the FICON criteria of +1.5 dB where no project noise levels are greater than 65 dB, as outlined in Table 3.7-7. (DEIR, pp. 3.7-33 through 3.7-37)			
POPULATION AND HOUSING			
Impact 3.8-1: The proposed Project has the potential to induce substantial population growth in an area (Less Than Significant) The West Area Specific Plan proposes development on the 797-acre Specific Plan Area including housing units that would result in direct population growth. The project includes a maximum of 4,340 total residential units. The addition of 4,340 housing units at full buildout has the potential to increase the population of the city by an estimated 16,101 persons (based on a U.S. Census Bureau estimate of 3.71 persons per household) (U.S. Census Bureau, 2017). The 2002 General Plan identifies areas for growth within the FGAs (which includes the Specific Plan Area). The Salinas General Plan Land Use Table LU-3 identifies the development capacity of the FGAs.	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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This includes 15,873 residential units, resulting in an additional population of 58,253 within the City's FGAs. The proposed West Area Specific Plan development proposes 4,340 units with the potential to increase the population of the city by an estimated 16,101 persons, which is within the projections identified in the Salinas General Plan. Implementation of the West Area Specific Plan would increase employment in the area through development of a maximum of 571,500 square feet of commercial space. The Salinas General Plan designates land uses to ensure a balance between new residential development and job-creating uses. Within the FGAs (including the Specific Plan Area) the General Plan assumes a development capacity that includes 178,000 square feet of retail space, 30,000 square feet of office space, 599,000 square feet of general commercial space, and 2,613,000 square feet of mixed use area (Salinas General Plan pg. LU 37: Land Use Element Table LU-3 Development Capacity). The proposed maximum 571,500 square feet developable by the proposed project is within the development capacities stated in the Salinas General Plan. (DEIR, pp. 3.8-14 through 3.8-19)			
Impact 3.8-2: Cumulative impact on the potential to induce substantial population growth in an area (Less Than Significant) Development of the North of Boronda FGA is a component of the City's planned long-term growth as identified in the City's General Plan. Infrastructure needed to support development of the site and the FGAs, and the subsequent population, housing and employment increases expected through implementation of the West Area Specific Plan, have already been planned and evaluated. The proposed project, when considered alongside all past, present, and probable future projects (inclusive of buildout of the various General Plans within Monterey County), would not be expected to cause any significant cumulative impacts. The proposed project would not have cumulatively considerable impacts associated with population and housing. (DEIR, pp. 3.8-19 through 3.8-20)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
PUBLIC SERVICES			

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Impact 3.9-1: The proposed project may require the construction of fire department facilities which may cause substantial adverse physical environmental impacts (Potentially Significant) The site-specific environmental impact of constructing a new fire facility to serve the West Area Specific Plan will be reviewed under CEQA as part of the Central Area Specific Plan Draft EIR, which is expected to be circulated in 2019. The proposed project may require the construction of fire department facilities which may cause substantial adverse physical environmental impacts. (DEIR, pp. 3.9-16 through 3.9-18)	**Mitigation Measure 3.9-1:** Prior to the issuance of a Certificate of Occupancy for each dwelling unit (and prior to issuance of building permits for non-residential uses), the applicant shall pay all applicable project impact fees per the impact fee schedule.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measure 3.9-1 be adopted. Mitigation Measure 3.9-1 requires payment of the project impact fees for each dwelling unit. Therefore, this impact is less than significant with mitigation incorporated.
Impact 3.9-2: The proposed project may result in, or have the potential to require the construction of police department facilities which may cause substantial adverse physical environmental impacts (Less Than Significant) The proposed project would not result in, or have the potential to require the construction of police department facilities which may cause substantial adverse physical environmental impacts. Development of the Specific Plan Area did not directly trigger the need for a new facility; however, additional staffing and patrols are required to serve the proposed Specific Pan Area. The City collects impact fees from new development based upon projected impacts from the development. The City also reviews the adequacy of impact fees on an annual basis to ensure that the fee is commensurate with anticipated future facilities demands, assessed on a fair share basis for new development. (DEIR, pp. 3.9-18 through 3.9-19)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.9-3: Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts (Potentially Significant) Physical impacts from construction of the school sites within the Specific Plan Area would be related to relevant environmental topics included in this EIR, such as: air quality (Section 3.1), biological resources (Section 3.2), cultural resources (Section 3.3), greenhouse gas emissions and climate change (Section 3.4), hazards and hazardous materials (Section 3.5), hydrology and water quality (Section 3.6), noise (Section 3.7) population (Section 3.8), public services (Section 3.9), transportation (Section 3.10), and utilities (Section 3.11). A	**Mitigation Measure 3.9-2:** Prior to the issuance of building permits for each dwelling unit, the applicant shall pay applicable school fees mandated by SB 50 to the Salinas Union High School District (SUHSD), and Santa Rita Union School District (SRUSD) and provide documentation of said payment to the City. Implement Mitigation Measures 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34.	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.9-2, 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34 be adopted. Mitigation Measure 3.9-2 requires payment of the applicable school fees. Under state law, the payment of school impact fees is deemed to be adequate mitigation for the need for new school facilities. Therefore, this impact is less than significant with mitigation incorporated.

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detailed discussion of relevant operational and construction impacts can be found in each respective section of this EIR. Furthermore, site-specific environmental review would be required for each school by the responsible school district prior to approval of a design for the facility and would consider any site-specific impacts unknown at this time. Project implementation may result in the need for the construction of new schools, which has the potential to cause substantial adverse physical environmental impacts. Potential environmental impacts associated with the future construction of each school within the Plan Area are addressed throughout this EIR. This EIR analyzes the physical environmental effects that may occur as a result of development and introduction of new urban land uses within the Plan Area. Each future school, if constructed, would fall within the range of environmental impacts disclosed in this EIR, and would be subject to relevant mitigation measures included in this EIR. It is noted, however, that development of a school within the proposed Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2, and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1, and 3.7-8), and transportation and circulation (Impacts 3.10-3, and 3.10-4). (DEIR, pp. 3.9-19 through 3.9-21)			
Impact 3.9-4: Project implementation may result in effects on parks, or has the potential to require the construction of park facilities which may cause substantial adverse physical environmental impacts (Potentially Significant) Physical impacts from construction of the park sites within the Specific Plan Area would be related to relevant environmental topics included in this EIR, such as: air quality (Section 3.1), biological resources (Section 3.2), cultural resources (Section 3.3), greenhouse gas emissions and climate change (Section 3.4), hazards and hazardous materials (Section 3.5), hydrology and water quality (Section 3.6), noise (Section 3.7) population (Section 3.8), public services (Section 3.9), transportation (Section 3.10), and utilities (Section 3.11). A detailed discussion of relevant operational and construction impacts can be found in each	Implement Mitigation Measures 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34.	SU	Changes or alterations have been required in, or incorporated into the project, which mitigate the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully avoid the effects. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

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respective section of this EIR. Project implementation may result in effects on parks, or has the potential to require the construction of park facilities which may cause substantial adverse physical environmental impact. Potential environmental impacts associated with the future construction of park and other recreational facilities within the Plan Area are addressed throughout this EIR. This EIR analyzes the physical environmental effects that may occur as a result of development and introduction of new urban land uses within the Plan Area. Each future park, if constructed, would fall within the range of environmental impacts disclosed in this EIR, and would be subject to relevant mitigation measures included in this EIR. It is noted, however, that development of 49.76 acres of park land within the Plan Area would contribute to significant and unavoidable impacts related to air quality (Impacts 3.1-2, and 3.1-7), biological resources (Impacts 3.2-9 and 3.2-12), greenhouse gases (Impacts 3.4-1, 3.4-2, and 3.4-4), noise (Impacts 3.7-1, and 3.7-8), and transportation and circulation (Impacts 3.10-3, and 3.10-4). (DEIR, pp. 3.9-22 through 3.9-23)			
Impact 3.9-5: Project implementation may result in effects on other public facilities (Less than Significant) Project implementation may result in effects on other public facilities. The West Area Specific Plan would result in new demand for public facilities, including library facilities and recreational facilities. The West Area Specific Plan does not propose a library or other public facility such as a community building within the Plan Area, therefore, it does not have a direct physical impact on the environment. The West Area Specific Plan would be responsible for paying the applicable impact fees, and ongoing revenues from the Specific Plan would be generated from property taxes, sales taxes, and other appropriate fees/payments. Such fees/payments would be the financial contribution for any new demand created by the West Area Specific Plan. (DEIR, pp. 3.9-23 through 3.9-24)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.9-6: Under cumulative conditions the proposed project may result in effects on public facilities (Potentially Significant) The construction and operation of future public	Implement Mitigation Measures 3.1-1 through 3.1-7, 3.2-1 through 3.2-7, 3.3-1 through 3.3-3, 3.4-1, 3.5-1 through 3.5-4, 3.6-1 through 3.6-6, 3.7-1 through 3.7-8, and 3.10-1 through 3.10-34.	CS and SU	Changes or alterations have been required in, or incorporated into the project, which mitigate the significant effects on the environment. Even so, the effects remain significant and unavoidable, and no additional mitigation is available to fully

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facilities required to serve cumulative development (including the West Area Specific Plan Area) could potentially cause significant impacts. Cumulative development including additional parks, schools, library, and other public facilities within the city and service area would contribute to significant and unavoidable cumulative impacts that have been identified within this EIR related to: air quality (Impact 3.1-7), biological resources (Impact 3.2-12), greenhouse gases (Impact 3.4-4), noise (Impact 3.7-8), and transportation and circulation (Impacts 3.10-3, and 3.10-4). (DEIR, pp. 3.9-24 through 3.9-26)			avoid the effects. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
TRANSPORTATION AND CIRCULATION			
Impact 3.10-1: Under Existing Plus Project conditions, implementation of the proposed Specific Plan would conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Existing Plus Project conditions, implementation of the proposed Specific Plan would conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan, without mitigations, results in unacceptable operation at eight of the study intersections, and two of the U.S. 101 ramp junctions. All study segments of U.S. 101 performed within the County CMP standards. (DEIR, pp. 3.10-42 through 3.10-46)	**Mitigation Measure 3.10-1**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal at San Juan Grade Road/Van Buren Avenue, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans for each stage of project development shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-2**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of the existing signal timing at San Juan Grade Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.10-1 through 3.10-9 be adopted. Mitigation Measures 3.10-1 through 3.10-9 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and ramps. Therefore, this impact is less than significant with mitigation incorporated.

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	specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-3**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the signalization of the intersection at Hemingway Drive/East Boronda Road or equivalent traffic control (such as a roundabout), in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of roundabouts), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-4**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings at North Main Street/Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-5**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the widening of the intersection at Natividad Road/East Laurel Drive to add additional northbound and southbound through lanes, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building		

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	permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of a roundabout), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-6**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the installation of a traffic signal or equivalent traffic control (such as a roundabout) at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. If this intersection is developed as a signalized intersection (instead of a roundabout), this measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-7**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the optimization of existing signal timings and to add an eastbound left turn pocket at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. This mitigation includes the addition of an eastbound left turn pocket and optimization of the existing signal timing to better accommodate the expected changes in traffic distribution and volume with implementation of the proposed project. The final improvement plans shall note		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-8**: Each project applicant for development within the Specific Plan Area shall provide its fair-share funding for the addition a southbound left turn lane and optimization of the traffic signal's timing at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share requirement. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-9**: Each project applicant for development within the Specific Plan Area shall contribute its fair-share funding to the Transportation Agency for Monterey County (TAMC) Regional Development Impact Fee (RDIF) Program and the City of Salinas' Traffic Impact Fee (TIF) Program, as determined by the TAMC and the City of Salinas, respectively, in proportion to the area planned for development by each project applicant. These programs include improvements to U.S. 101 that would improve mainline and ramp junction operations, which would mitigate the proposed project's impact to the U.S. 101 ramp junctions affected by the proposed project (i.e. the Northbound Road Off-Ramp and Northbound West Laurel Drive Off-Ramp). Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design.		
Impact 3.10-2: Under Existing Plus Project and Central Area Specific Plan conditions, implementation	**Mitigation Measure 3.10-10**: Each project applicant for development within the Specific	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
of the proposed Specific Plan may conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Existing Plus Project and Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan would result in unacceptable operation at ten of the study intersections, and two of the U.S. 101 ramp junctions, under the Existing Plus Project and Central Area Specific Plan scenario. All study segments of U.S. 101 performed within the County CMP standards. (DEIR, pp. 3.10-53 through 3.10-56)	Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-11**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to convert the eastbound right turn lane to a shared through-right turn lane at Natividad Road/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-12**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for addition of an eastbound right turn pocket at the intersection of North Sanborn Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-13**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding for the installation of a traffic signal at the intersection of Williams Road/East Boronda Road, in proportion to the area planned for		environment. The City Council hereby directs that Mitigation Measures 3.10-10 through 3.10-14 be adopted. Mitigation Measures 3.10-10 through 3.10-14 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and ramps. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-14**: Each project applicant for development within the Specific Plan Area shall provide its fair-share of funding to optimize the existing traffic signal timing and splits at the South Sanborn/North Sanborn/John Street intersection, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department.		
Impact 3.10-3: Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Cumulative Plus Project conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan under the cumulative Plus Project scenario would result in unacceptable operation at seventeen of the study intersections, and three of the freeway segments. All ramp junctions perform at or above the minimum standards set by the County CMP under this scenario. (DEIR, pp, 3.10-63 through 3.10-70)	**Mitigation Measure 3.10-15**: Each project applicant for development within the Specific Plan Area shall contribute its fair-share of funding to the TAMC Regional Development Impact Fee provides mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Southbound Ramps/Echo Valley Road/Crazy Horse Canyon Road. Regional fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-16**: Each project applicant for development within the Specific	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.10-15 through 3.10-27 be adopted. Mitigation Measures 3.10-15 through 3.10-27 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and segments. Therefore, this impact is less than significant with mitigation incorporated.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	Plan Area shall contribute its fair-share of the TAMC Regional Development Impact Fee to provide mitigation for this impact identified as the installation of a traffic signal at intersection of U.S. 101 Northbound Ramps/Crazy Horse Canyon Road. Total fees shall be determined by the City of Salinas in consultation with TAMC. Fees are payable prior to issuance of a Certificate of Occupancy for residential and prior to building permit issuance for non-residential development. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-17**: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Crazy Horse Canyon Road/San Juan Grade Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall consider the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-18**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Rogge Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-19**: Each project		

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	applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a traffic signal at intersection of Natividad Road/Russell Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-20**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of southbound and westbound left turn lanes at the intersection of North Main Street/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-21**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-22**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	for the installation of a traffic signal at the intersection of Old Stage Road/Williams Road/Private Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-23**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound through lane, the addition of a northbound right turn overlap phase, and the conversion of the westbound through lane to a westbound shared through-left turn lane at the intersection of North Main Street/East Bernal Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note these improvements and the fair-share funding requirement. **Mitigation Measure 3.10-24**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound and southbound through lanes at the intersection of Sherwood Drive/Natividad Road & East Bernal Drive/La Posada Way, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.		

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	Mitigation Measure 3.10-25: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of South Davis Road/Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-26**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane and a southbound left turn lane at the intersection of Salinas Street/North Main Street/West Market Street/East Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-27**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a northbound left turn lane at the intersection of South Main Street/West Blanco Road/East Blanco Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.		
Impact 3.10-4: Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by	**Mitigation Measure 3.10-28**: Prior to the approval of final improvement plans for each tentative map, each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the	LTS	Changes or alterations have been required in, or incorporated into the project, which avoid the significant effects on the environment. The City Council hereby directs that Mitigation Measures 3.10-

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
the City of Salinas, Monterey County, and Caltrans (Potentially Significant) Under Cumulative Plus Project with Central Area Specific Plan conditions, implementation of the proposed Specific Plan may conflict with the transportation performance measures established by the City of Salinas, Monterey County, and Caltrans. Implementation of the Specific Plan would result in unacceptable operation at twenty-two of the study intersections, and four of the freeway segments, under the cumulative Plus Project with Central Area Specific Plan scenario. All ramp junctions perform at or above the minimum standards set by the County CMP under this scenario. (DEIR, pp, 3.10-76 through 3.10-81)	installation of a traffic signal at intersection of Old Stage Road/Hebert Road, in proportion to the area planned for development by such project applicant. Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. This measure shall include the use of currently available Adaptive Traffic Control Systems (ATCS) in the intersection design, as specified by the City of Salinas Public Works Department. **Mitigation Measure 3.10-29**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of northbound and southbound through lanes on Natividad Road and for the conversion of the existing eastbound right turn lane on East Laurel Drive to a shared through-right turn lane, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-30**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of eastbound and southbound left turn lanes at Constitution Boulevard/East Laurel Drive, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-31**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a westbound left turn lane at the intersection of North Sanborn Road/Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to		28 through 3.10-33 be adopted. Mitigation Measures 3.10-28 through 3.10-33 require payment of the applicable fair-share funding for the various improvements that would be required in order to improve traffic conditions at the impacted study intersections and segments. Therefore, this impact is less than significant with mitigation incorporated.

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	issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-32**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of an eastbound left turn lane at Williams Road/East Boronda Road, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement. **Mitigation Measure 3.10-33**: Each project applicant for development within the Specific Plan Area shall provide its fair-share contribution for the installation of a southbound left turn lane at the intersection of East Front Street/Sherwood Drive/Market Street, in proportion to the area planned for development by such project applicant, in accordance with City policies (payable prior to issuance of Certificate of Occupancy for residential and prior to building permit issuance for non-residential development). Total fees shall be determined by the City of Salinas. The final improvement plans shall note this improvement and the fair-share funding requirement.		
Impact 3.10-5: Implementation of the proposed Specific Plan would not result in changes to air traffic patterns (Less than Significant) The nearest air facility to the Specific Plan boundaries is Salinas Municipal Airport, located approximately four miles to the southeast. Additionally, Marina Municipal Airport is located approximately six miles to the southwest. The Specific Plan Area contains no existing or planned airport facilities. The proposed land use changes to and development of the Specific Plan Area are expected to have no effect on the Salinas Municipal Airport or Marina Municipal Airport approach or departure zones, or any other airport approach or	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
departure zones. Implementation of the proposed Specific Plan would not result in changes to air traffic patterns. (DEIR, pp, 3.10-81 through 3.10-82)			
Impact 3.10-6: Implementation of the proposed Specific Plan would not substantially increase hazards due to a design feature (Less than Significant) Implementation of the proposed Specific Plan would not substantially increase hazards due to a design feature. Development within the Specific Plan Area would include new streets, access points, paths, and other circulation improvements that would be reviewed and checked for compliance with design and safety standards as part of the entitlement process conducted by the City of Salinas. (DEIR, pp, 3.10-82)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.10-7: Implementation of the proposed Specific Plan would not result in impacts related to emergency access (Less than Significant) Buildout of the proposed Specific Plan would result in increased development densities and land use intensities within the Specific Plan Area. As a result of buildout of the West Area Specific Plan, which includes the development of an internal transportation network within the Plan Area, the volume of users travelling within the Specific Plan Area is expected to increase. Emergency access along proposed and existing roadways must be accommodated in conjunction within the expected population and employment growth. Plans submitted for individual developments to be constructed in the Specific Plan Area would be reviewed for compliance with emergency access requirements by public safety officials during the City's entitlement process. Implementation of the proposed Specific Plan would not result in impacts related to emergency access. (DEIR, pp, 3.10-82)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.10-8: Implementation of the proposed Specific Plan would not conflict with adopted multi-modal circulation policies, plans, or programs, and would not decrease the performance or safety of public transit, bicycle, or pedestrian facilities (Less than Significant) Implementation of the Specific Plan would be consistent with, and would expand upon, the pedestrian and bicycle network identified in the 2002 *Salinas Bikeways Plan*. The Specific Plan	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

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would improve the existing bicycle and pedestrian circulation infrastructure within the Specific Plan Area, as well as adjacent areas in the City of Salinas. The West Area Specific Plan is estimated to generate approximately 1,000 new transit trips on a daily basis, as well as 140 trips in the morning peak hour and 150 trips in the evening peak hour (Fehr & Peers, 2018). These new transit trips alone are not expected to overburden existing transit service in the area. Implementation of the proposed Specific Plan would not conflict with adopted multi-modal circulation policies, plans, or programs, and would not decrease the performance or safety of public transit, bicycle, or pedestrian facilities. (DEIR, pp, 3.10-83 through 3.10-84)			

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
UTILITIES			
Impact 3.11-1: The proposed project has the potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (Less than Significant) Wastewater generated within the Plan Area would be conveyed by the City of Salinas wastewater conveyance system to M1W Regional Treatment Plant. M1W, a regional agency, owns and operates M1W Treatment Plant. The wastewater treatment system treats domestic wastewater from residential and commercial sources. Waste Discharge Requirements (WDRs) Order No. R3-2018-0017 provides waste discharge requirements for M1W Treatment Plant, and a supply capacity of up to 29.6 MGD. Implementation of West Area Specific Plan would be covered under the existing capacity and would not exceed the wastewater discharge requirements in this Order. (DEIR, pp. 3.11-9)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-2: The proposed project has the potential to result in a determination by the wastewater treatment and/or collection provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (Less than Significant) The City of Salinas Sanitary Sewer Master Plan projects new development would increase the total wastewater discharge to an average dry weather flow to a maximum of approximately 22.1 MGD at full build-out of the entire City Sphere of Influence. The estimated wastewater discharge for full buildout of the proposed project would be approximately 1.0 MGD. The West Area Specific Plan would increase the amount of wastewater requiring treatment. The wastewater would be treated at M1W Treatment Plant. The (WDRs Order No. R3-2018-0017 allows M1W Treatment Plant to accept up to 29.6 MGD. Given a current demand of approximately 16 MGD (as provided by M1W Treatment Plant Engineer Jennifer Gonzalez), the M1W Treatment Plant currently has an additional capacity of approximately 11 MGD; given 1.0 MGD generated by the project, there is sufficient plant capacity. (DEIR, pp. 3.11-10 through 3.11-11)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.11-3: The proposed project has the potential to require or result in the construction of new wastewater treatment or collection facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant) The West Area Specific Plan project does not trigger a need to expand the M1W Treatment Plant. There would be a network of sewer collection infrastructure installed throughout the Plan Area to serve the West Area Specific Plan. The potential for environmental impacts associated with the installation of the wastewater collection system, and all construction activities within the Plan Area, are addressed throughout this EIR. (DEIR, pp. 3.11-11 through 3.11-12)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-4: Cumulative impact on wastewater utilities (Less than Significant) The M1W plant is designed and constructed to handle 29.6 MGD; which is more than 4 MGD than the project 2055 demand, under the worst case scenario modelled. The 1.0 MGD expected to be generated by full buildout of the proposed project would thereby leave approximately 3.6 MGD available in 2055, under the worst case scenario modelled. Moreover, it is more than likely that this represents an overestimate of cumulative wastewater demand, given that this estimate utilizes the higher end of the range of projected wastewater at the M1W Regional Treatment Plant in the future. Additionally, buildout of the Specific Plan is expected to occur over an approximately 20 to 30 year timeframe; therefore buildout is expected to occur no later than approximately 2048 (at latest). Therefore, using the year 2055 as the analysis year serves as a conservative date for buildout of the proposed project. (DEIR, pp. 3.11-12 through 3.11-13)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-5: The proposed project has the potential to require construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant) The proposed project would not require construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. The water infrastructure is sized to meet the	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
demand within the Plan Area. All offsite improvements are to be placed in or adjacent to existing streets to minimize potential impacts. Although the West Area Specific Plan would not require the expansion of existing water treatment facilities, the West Area Specific Plan may require the construction of a new centralized treatment facility within the Plan Area. This treatment facility would be specifically sized to serve the West Area Specific Plan and would not be upsized to ensure that it does not induce growth beyond what is anticipated by the West Area Specific Plan. (DEIR, pp. 3.11-37 through 3.11-38)			
Impact 3.11-6: The proposed project has the potential to have insufficient water supplies available to serve the project from existing entitlements and resources (Less than Significant) Water supplies are sufficient to meet the City's existing and projected future potable water demands, including those future water demands associated with the West Area Specific Plan, to the year 2035 under all hydrologic conditions. The three new groundwater wells would provide adequate groundwater for the proposed project. Additionally, the Cal Water Salinas District has sufficient water supply throughout its service area to serve the proposed project, even during the third year of a multi-year drought, and even if the proposed project's groundwater wells proved to not be sufficient to serve the entire Plan Area. Moreover, the development of the West Area Specific Plan would reduce consumption of groundwater (equivalent to increasing groundwater storage), when compared to the existing agricultural uses; this would also have the effect of reducing the potential for seawater intrusion into the groundwater basin, when compared to the existing agricultural uses. (DEIR, pp. 3.11-38 through 3.11-41)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-7: Cumulative Impact on Water Utilities (Less than Significant) There would be sufficient water resources available to provide supply for buildout of the cumulative scenario, so that no significant cumulative effect on the overall water supply would result. (DEIR, pp. 3.11-41 through 3.11-43)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact 3.11-8: The proposed project has the potential to require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant) No new or expanded existing off-site infrastructure is proposed or would be required. Proposed project storm water infrastructure would be developed on-site, with connections made to off-site existing storm drain pipes along existing rights-of-way (such as along McKinnon Street). Installation of storm drainage infrastructure would occur during the construction phase of the proposed project. The construction of the new on-site stormwater drainage facilities, which are associated with the proposed project, has the potential to cause environmental impacts. The potential for environmental impacts associated with the installation of the stormwater system, and all construction activities within the Plan Area, are addressed throughout this EIR. (DEIR, pp. 3.11-63)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-9: Cumulative Impact on Stormwater Facilities (Less than Significant) The West Area Specific Plan includes an extensive system of on-site stormwater collection, treatment and retention facilities to accommodate the increased stormwater flows that would originate in the Specific Plan Area. Surface runoff from the area will be managed via detention/retention basins and flow reducing Best Management Practices (BMPs) to prevent local flooding within the Specific Plan Area. These features will also reduce peak flows from the Specific Plan Area to receiving creeks and storm drains to amounts less than such flows under existing conditions. The construction, maintenance, and operation of all stormwater facilities are not anticipated to cause substantial adverse impacts. The proposed project would not have cumulatively considerable impacts associated with stormwater facilities. (DEIR, pp. 3.11-63 through 3.11-65)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Impact 3.11-10: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, State, and local statutes and regulations related to solid waste (Less than	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Significant) The West Area Specific Plan would be required to comply with applicable State and local requirements including those pertaining to solid waste, construction waste diversion, and recycling. The addition of the volume of solid waste associated with the West Area Specific Plan, approximately 24.5 tons per day at total buildout, would increase the total to the Johnson Canyon Landfill; however, this increase would not cause an exceedance of the landfill's remaining capacity. (DEIR, pp. 3.11-72)			
Impact 3.11-11: Cumulative Impact on Solid Waste Facilities (Less than Significant) The Salinas Valley Solid Waste Authority service area is expected to add numerous developments through 2055. The Central Area Specific Plan, East Area Specific Plan, and the Economic Development Element (EDE) are three such areas, located within the City of Salinas. These new areas would generate an estimated 75 to 100 tons per day at total buildout. Buildout of other communities within the Salinas Valley Solid Waste Authority' service area would also affect Johnson County Landfill. These jurisdictions within the region are likely to generate new sources of solid waste that would need to be processed at the landfill. The Johnson Canyon Landfill has the capacity to serve nearly three times as much waste per day as it does currently and will have sufficient capacity to serve communities within the Salinas Valley Solid Waste Authority service area. Implementation of the proposed project would have a less than significant cumulative impact relative to this environmental topic. (DEIR, pp. 3.11-72 through 3.11-73)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
OTHER ISSUES			
Aesthetics The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would allow development to occur in the City in both vacant and underdeveloped portions of the community, and that the introduction/expansion of urban uses into these areas has the potential to interrupt views of natural features, open space, the hillsides, and agricultural resources, reducing the aesthetic value of these resources. Additionally, new development	To minimize and mitigate the impacts on aesthetics, the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) presented the following five mitigation measures: Mitigation Measure A1 requires the City to implement the City's Gateway Guidelines; Mitigation Measure A2 requires the City to strengthen and require compliance with the City's Design Guidelines; Mitigation Measure A3 requires the City to improve the Lighting Ordinance; Mitigation Measure A4 requires the	LTS	Three of the five mitigation measures included in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), including Mitigation Measures A1, A2, and A3, are requirements for the City of Salinas to implement. These measures do not apply to the proposed project. Mitigation Measures A4 and A5 are requirements for both the City and for proposed projects or discretionary projects. The proposed project would be subject to Mitigation Measure A4, which requires consistency with the landscaping requirements. All landscaping in the Specific Plan Area would be subject to the City's landscaping requirements. The proposed project would also be

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
in the City was found to increase the amount of light and glare in the community, particularly in areas planned for nonresidential development, such as retail and general commercial. It was also found that future development under the General Plan has the potential to change the visual character of the City. Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that aesthetic impacts associated with the FGAs, which includes the West Area Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). Any future development under the approved General Plan, which includes all development under the proposed project, would be required to comply with the above referenced regulations, policies, and standards. Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed in the in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). (See the Initial Study)	City to implement landscaping requirements for all proposed projects; and Mitigation Measure A5 requires the City to review all discretionary projects for aesthetics impacts.		subject to Mitigation Measure A5, which requires the City of review the proposed project for aesthetics impacts. Impacts to aesthetics are analyzed in the Initial Study for the project. See Appendix A of the Draft EIR for the West Area Specific Plan Initial Study. Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Agriculture and Forest Resources The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) noted that General Plan buildout would result in the conversion of 3,525 acres of agriculture lands to urban uses. The *Final Environmental Impact Report,* also indicates that General Plan buildout would result in agricultural activity in proximity to residential and other urban uses, which may result in conflicts between the uses. It is noted that agricultural activity can cause nuisances related to air quality and noise that may disturb surrounding development. Urban activities may also negatively affect nearby agricultural uses, as increased vandalism often occurs and the introduction of domestic animals may disturb certain agricultural activities. The City of Salinas certified the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), adopted a statement of overriding considerations relative to this significant and unavoidable impact, and approved the Salinas	The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the implementation of Mitigation Measures AG1 through AG4, the impacts on potential compatibility issues would be reduced to a less than significant level; however, while the impacts on agricultural conversion would be reduced to the extent feasible, a significant and unavoidable impact would remain related to the loss of important farmland. Mitigation AG5 specifically addressed Agricultural Land Conservation Easement Program, which states that the City will work with the County of Monterey and other local jurisdictions to create and implement an agricultural land conservation easement program, including such measures as securing the dedication of easements or by paying a mitigation fee that could be used to purchase easements through a mitigation bank. Additionally, in 2006, the City Council adopted Resolution No. 19422, approving the Agricultural Land Preservation Program. The resolution adopted a $750.00 per acre mitigation fee for agricultural lands currently	LTS	All of the five mitigation measures included in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002), including Mitigation Measures AG1 through AG5, are requirements for the City of Salinas to implement. These measures do not apply to the proposed project. Additionally, in 2006, the City Council adopted Resolution No. 19422, approving the Agricultural Land Preservation Program. The resolution adopted a per acre mitigation fee for agricultural lands currently designated by the California Department of Conservation's Farmland Mapping Program as "Prime" or "of Statewide Importance." The project would be subject to this fee. Impacts to agricultural resources are analyzed in the Initial Study for the project. See Appendix A of the Draft EIR for the West Area Specific Plan Initial Study. Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
General Plan. Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that agricultural impacts associated with the FGAs, which includes the Specific Plan, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). Any future development under the approved General Plan, which includes all development under the proposed project, would be required to comply with the above-referenced regulations, policies, and standards. Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). (See the Initial Study)	designated by the California Department of Conservation's Farmland Mapping Program as "Prime" or "of Statewide Importance."		
Geology and Soils Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed in the Final Environmental Impact Report, Salinas General Plan (Cotton Bridges Associates 2002) and Final Supplemental for the Salinas General Plan Final Program EIR (EDAW/AECOM 2007). (See the Initial Study)	No additional mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Hazards and Hazardous Materials While the Draft EIR analyzes Hazards and Hazardous Materials, several topics were determined to not warrant additional analysis within the Chapter. The land uses proposed within the Specific Plan Area would not be expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Additionally, these uses are not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Furthermore, the proposed project is not located in the vicinity of an airport or private airstrip; therefore, it would not result in a safety hazard related to air traffic for people residing or working in the Specific Plan Area. These topics do not	No additional mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
warrant additional analysis and will not be addressed further in the EIR. Separately, the City has adopted a Multi-hazard Emergency Plan, which serves as extensions of the California Emergency Plan and the Emergency Resource Management Plan. The purpose of the Multi-hazard Emergency Plan is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The Emergency Operations Center (EOC) in City Hall serves as the center of the City's emergency operations. The Plan also addresses evacuation and movement of people in the event of an emergency. The proposed project does not impair implementation of or physically interfere with the Multi-hazard Emergency Plan. Implementation of the proposed project would have a less than significant impact relative to this environmental topic and will not be further analyzed or addressed further in the EIR. Lastly, the proposed project is not located in an area that is considered a high risk for wildfires. The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. (See the Initial Study)			
Land Use and Planning The *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002) concluded that with the impacts would be reduced to a **less than significant** level with mitigation. Subsequently, the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) indicated that impacts associated with the FGAs, which include the Specific Plan Area, would not be different from those discussed in the *Final Environmental Impact Report, Salinas General Plan* (Cotton Bridges Associates 2002). The City certified the Final Supplemental EIR and approved annexation of the North of Boronda FGA, which includes the West Area Specific Plan. The project, as proposed, is consistent with the Greater Salinas Area Memorandum of Understanding (GSA-MOU). All development under the proposed project would be required to comply with the regulations, policies, and standards identifies in the *Final Environmental*	No additional mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Impact Report, Salinas General Plan (Cotton Bridges Associates 2002), and *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007). Implementation of the proposed project would not result in any new significant adverse impacts beyond those addressed within these supporting documents. (See the Initial Study)			
Mineral Resources It was determined in the *Final Supplemental for the Salinas General Plan Final Program EIR* (EDAW/AECOM 2007) that development of the FGA, including the Specific Plan Area, would not have a significant impact on mineral resources or mining activities. As such, implementation of the proposed project would have no impact on mineral resources. (See the Initial Study)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ATTACHMENT 21

PROJECT FINDINGS FOR CONSIDERATION OF THE WEST AREA SPECIFIC PLAN (SPEC 2013-002), REZONING (RZ 2019-001), AND DEVELOPMENT AGREEMENT (DA 2019-001)

I. PROJECT DESCRIPTION AND APPROVALS

A. Project Location

The applicant, Brian Finegan, Esq. (representing multiple property owners and developers), is requesting a series of approvals that would enable the development of a 797-acre Specific Plan area ("project site") within the North of Boronda Future Growth Area (FGA) of the City . The project site is bounded by Boronda Road to the south, San Juan Grade Road to the west, Natividad Road to the east and Russell Road and Rogge Road to the north. Attachment 7 of the staff report, Project Site Location Map, shows the project site vicinity and the North of Boronda FGA.

The project site is bordered on the north primarily by existing residential development (the Bolsa Knolls area) and scattered residential and agricultural-related uses located in unincorporated Monterey County, on the east by agricultural uses in unincorporated Monterey County and the proposed Central Area Specific Plan area, on the south by existing residential and commercial development (Harden Ranch Specific Plan area), and on the west by existing residential development and commercial development (the Gateway Shopping Center Specific Plan). Attachment 8 of the staff report, Property Ownership/Existing Conditions Map, shows the project boundaries, owners and existing uses.

B. Project Description

The applicant is seeking the following approvals from the City Council: 1) Specific Plan (SPEC 2013-002); 2) Rezoning (RZ 2019-001); and 3) Development Agreement (2019-001), collectively referred to as the "Project". At build-out (estimated to occur over the next 20 to 30 years), the project would establish: 4,340 dwelling units provided as a mix of low, medium and high densities, a Village Center with up to 571,500 square feet of mixed-use commercial floor area, eleven parks, five schools (one high school, one middle school and three elementary schools), and other associated uses supporting the development including but not limited to open space and well-sites.

Specific Plan. A specific plan is a development guidance tool that is required for all new development proposed within the FGA pursuant to the General Plan. The draft *West Area Specific Plan* ("Specific Plan") prepared by the applicant under the direction of the City provides direction for the land uses, development regulations, design standards, circulation, infrastructure, storm water and water quality management, public financing and implementation and administration of the Specific Plan. The Specific Plan includes modifications to development regulations found in the City of Salinas Zoning Code to facilitate the New Urbanism development mandated under the General

Plan for this area. The changes to development regulations would apply only to development within the Specific Plan boundary, which is coterminous with the project site boundary. Attachment 11 of the staff report contains the Specific Plan and herein incorporated by reference. Table 1, Summary Land Use Plan, provides an overview of the project.

Table 1 Summary Land Use Plan

Land use		**Framework Acres**	**Projected Dwelling Units or Square Feet**
Residential Planning Areas	NE (Low)	227.72	1,361 du
	NG-1 (Medium)	188.44	1,803 du
	NG-2 (High)	59.84	1,085 du
	VC (Village Center)	4.55	91 du
	Total	**480.55**	**4,340 du**
Mixed use Village Center (1)		20.13	571,500 sq. ft.
Total Residential and Village Center		**500.68**	
High School		38.97	
Middle School		20.78	
Elementary School #1		10.98	
Elementary School #2		10.00	
Elementary School #3		10.00	
Community Park		30.83	
Neighborhood Parks (four)		12.52	
Small Parks (six)		6.41	
Supplemental Detention/Retention Basin Open Space		35.03	
Water Wells/Water Treatment		1.50	
Total Public Facilities		**177.02**	
Circulation Roadways (2)		118.85	
Total		**796.55**	

Rezone. The applicant is requesting approval of a rezone to establish zoning district classifications for the project site, which are consistent with the Salinas Zoning Code (and Map) and implement the existing General Plan land use designations for the project site. The existing zoning for the project site is New Urbanism Interim (NI) with a Specific Plan Overlay District. The proposed zoning

districts for the project site are Neighborhood Edge (NE)/Low Density Residential, Neighborhood General-1 (NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, and Village Center (VC). The proposed districts align with New Urbanism (NU) zoning districts contained in Division 8 of the Salinas Zoning Code and correspond with the Residential Low Density, Residential Medium Density, Residential High Density and Mixed Use Land Use Designations, respectively contained in the General Plan. Additional zoning districts proposed for the project site include Parks (P), Open Space (OS), and Public/Semipublic (PS). The proposed districts are shown in Attachment 12 of the staff report, incorporated herein by reference. The above-referenced districts also include a Specific Plan Overlay District.

Development Agreement. A development agreement has been prepared pursuant to Government Code Section 65864. The development agreement allows the applicant to proceed with the project in accordance with existing policies, rules, and regulations, subject to the conditions of approval, thus vesting certain development rights in the property.

C. Project Objectives

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

1. Create a community with a compact form that promotes sustainable neighborhood design and is pedestrian, bicycle, and transit friendly;

2. Provide a variety of land uses in east walking distance of housing including a mixed use village, parks, and schools to lower vehicle miles traveled;

3. Provide parks and other public green space in accordance with General Plan standards that are designed to be safe and easily accessible to residents;

4. Provide a balance of low density, medium density, and high density housing to provide a variety of housing options for residents at various life stages;

5. Provide public services and infrastructure improvements that achieve and maintain City service standards;

6. Provide an inviting tree-lined street system which incorporates traffic calming and other measures;

7. Establish an interconnected path and open space system throughout the development that links to the greater North of Boronda FGA and City as a whole;

8. Create a sense of place and unique identity through the use of entry treatments, landscaping, streetscapes, public art, decorative street lighting, pedestrian amenities and other elements;

9. Provide for a reasonable jobs/housing balance;

10. Provide opportunities for senior housing and/or affordable housing; and

11. Provide for a site/parcel-based post construction Stormwater Control Measures (SCMs)/LID to the maximum extent practicable.

II. FINDINGS

For purposes of the following discussion, the Project is considered to be development of the project site as would be permitted upon the City's approval of the proposed Specific Plan, Rezone, and Development Agreement.

A. Specific Plan Findings

1. **Finding:** The proposed location of development and proposed conditions under which it will be operated and maintained is consistent with the goals and policies embodied in the Salinas General Plan and other applicable plans and policies adopted by the City Council.

   Evidence: The project site is located within the Future Growth Area (FGA) located north of East Boronda Road (referred to as the North of Boronda FGA). This area is designated under the General Plan to accommodate the anticipated future growth in the City. In accordance with the General Plan, the FGA is subject to the adoption of Specific Plans by the City Council prior to any development in this area. The Specific Plans are intended to specify the ultimate distribution, location and intensity of land uses in these areas in accordance with the total development capacities provided under the General Plan. As such, development of the project site has been planned for and has been anticipated by the City as part of a coordinated long-term development process for this area.

   The General Plan land use designations shown for land located with the FGA are illustrative in nature and subject to adjustment and refinement as part of the Specific Plan approval process. Under the Specific Plan, (encompassing approximately 797 acres of land), approximately 227.72 acres of land will be designated "Residential Low Density"; 188.44 acres of land will be designated "Residential Medium Density"; 59.84 acres of land will be designated "Residential High Density"; 24.68 acres of land will be designated "Mixed Use"; 49.76 acres of land will be designated "Park"; 35.03 acres of land will be designated "Open Space"; and 92.23 acres of land will be designated "Public/Semipublic". These proposed land uses are consistent with the land uses envisioned under the General Plan for this area.

The maximum number of dwelling units (without density bonus, conversion of commercial floor area, or accessory dwelling units) provided in the Plan Area is 4,340, which meets the overall minimum average density of nine dwelling units per net residential acre required under the General Plan for residential development in the FGA. The Specific Plan has also been designed and planned to ensure that 15%-25% of the dwelling units fall in the density range of 16-24 dwelling units per net residential acre, and 35%-45% fall in the density range of 7-14 dwelling units per net residential acre. These percentages are required under the General Plan to ensure a variety of dwelling types, specific densities and affordability levels are provided in the Plan Area.

The maximum square footage of proposed retail/commercial uses permitted under the Specific Plan is 571,500 square feet. Parks, schools (comprised of two existing schools and three proposed school sites) and open space (supplemental stormwater basins) are also provided in the Plan Area. These land uses and development intensities are consistent with the types of uses and development capacity anticipated for the North of Boronda FGA under the General Plan.

The Specific Plan has incorporated New Urbanism Design Principles, Crime Prevention Through Environmental Design (CPTED) and other design principles in accordance with the requirements of the General Plan to guide development in the FGA. Emphasis on pedestrian-friendly development through traffic calming, narrow streets, pedestrian linkages and dwellings oriented to the street promote walkability and foster a sense of community as envisioned under the General Plan. On-street bicycle lanes and routes will also be provided along the southerly and northerly greenways, East Boronda Road, Russell Road , San Juan Grade Road, McKinnon Street, El Dorado Drive and Natividad Road to promote the use of alternative forms of transportation and provide off-site connections to surrounding facilities. The Project also includes provisions for electrical vehicle charging to promote energy conservation and to reduce fossil fuel consumption as encouraged by the General Plan.

Appendix C of the Specific Plan further substantiates the project's consistency with the General Plan and is herein incorporated by reference.

2. **Finding:** The development will not be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to such a development, nor detrimental to properties or improvements in the vicinity or the general welfare of the City.

Evidence: The potential environmental effects of the Project were fully evaluated in the Final Program Environment Impact Report (EIR) prepared for the project. The project includes significant and unavoidable impacts as well as impacts that can be mitigated to a less than significant level. The full explanation (of environmental impacts) is discussed in Attachment 20 of the staff report, CEQA Findings and Statement of Overriding

Considerations, incorporated herein by reference.
The Specific Plan proposes land uses and improvements, which are generally compatible with and complementary to surrounding development located to the north, south, east and west of the Plan Area. It also includes standards, which implement design principles such as CPTED to promote "eyes on the street" through the use or porches and other elements to discourage criminal activity and promote safer neighborhoods.

The Specific Plan incorporates Low Impact Development (LID) and other features to ensure the Project is in compliance with the requirements of the General Plan, City's Storm Water Management Program and the City's National Pollutant Discharge Elimination System Permit.

Local demand for housing is high, particularly for affordable housing. The project will contribute to public welfare by providing dwelling units across a variety of housing types, densities and affordability levels. Market rate and inclusionary housing will be provided. The Project will be subject to City's Inclusionary Housing Ordinance.

3. **Finding:** The Specific Plan and resulting development will be consistent with the provisions of Article 8 of Chapter 3 of California Government Code, commencing with Section 65450 as may be subsequently amendment by the State of California.

Evidence: The California Government Code sections referenced above include Sections 65450 through 65457. Of these, Sections 65451, 65454 and 65455 are directly applicable to the adequacy of the Specific Plan and to discretionary actions related to its implementation.

California Government Code Section 65451 addresses the content requirements of a specific plan. The West Area Specific Plan has been reviewed by City staff and the City Attorney and found to be consistent with the content requirements in Section 65451.

California Government Code Section 65454 requires that a specific plan may not be adopted or amended unless it is consistent with the City's General Plan. As described in Finding "A.1" herein, and the proposed Planning Commission resolution recommending approval and adoption of the Specific Plan, the West Area Specific Plan has been found to be consistent with the Salinas General Plan.

California Government Code Section 654455 provides that no public works project may be approved, no tentative or parcel map may be approved, and no zoning ordinance may be adopted or amended within the areas covered by a specific plan unless it is consistent with the adopted specific plan. The on-site infrastructure needed for the Project has been designed to support the proposed uses and development in the Specific Plan area. Any parcel or tentative map proposed for the Project site will be required to be consistent with the Specific Plan in order to be approved. Development within the Specific Plan area will be subject to the

requirements of the Salinas Zoning Code except as modified by the Specific Plan. Should any conflict arise between the two regulations, the Specific Plan regulations will prevail.

B. Rezoning Findings

1. **Finding:** The amendment (Rezone) is consistent with the Salinas General Plan, any applicable specific plan, and other plans and policies adopted by the Salinas City Council.

   Evidence: The proposed amendment (Rezone) will facilitate the development of the West Area Specific Plan within the North of Boronda FGA, which is consistent with the City's General Plan policy to plan for and manage future growth within designated future growth areas of the City. The Project incorporates New Urbanism and other design principles and provides a variety of dwelling types and densities in accordance with the land use and housing mix required by the General Plan. The proposed Rezone will not conflict with other plans and policies of the Salinas City Council.

   Appendix C of the Specific Plan further substantiates the project's consistency with the General Plan and is herein incorporated by reference.

2. **Finding:** The amendment (Rezone) will not have the effect of reversing the policies of the Salinas General Plan, any applicable specific plan, and other plans and policies adopted by the Salinas City Council.

   Evidence: The proposed amendment (Rezone) will facilitate the approval and development of the proposed West Area Specific Plan. The Specific Plan provides specific policies to implement the General Plan, Zoning and other plans and policies adopted by the Salinas City Council. There are no policies in the Salinas General Plan that will be reversed as a result of this amendment.

   Appendix C of the Specific Plan further substantiates the project's consistency with the General Plan and is herein incorporated by reference as additional evidence of the project's consistency.

3. **Finding:** The amendment (Rezone) would not create an isolated district unrelated to adjacent zoning districts.

   Evidence: The proposed Rezone will enable the project site to be developed as a New Urbanism Specific Plan as envisioned under the General Plan. Upon annexation of the project site in 2008, the site was zoned New Urbanism Interim (NI) with a Specific Plan Overlay to provide an interim holding zone until such time specific plans were approved by the City Council for the North of Boronda FGA and the ultimate zoning districts for the area were established. As such, upon the approval of the Specific Plan and Rezone, the project site will be rezoned from the New Urbanism Interim (NI) with a Specific Plan Overlay zoning district to

Neighborhood Edge (NE)/Low Density Residential, Neighborhood General-1(NG-1)/Medium Density Residential, Neighborhood General 2 (NG-2)/High Density Residential, and Village Center (VC) as well as the Park (P), Open Space (OS) and Public/Semipublic zoning districts. The Specific Plan Overlay district will continue to be applicable to each of the districts as well. These districts are compatible with and complementary to the existing residential (low, medium and high density), commercial, park and open space districts located across the major arterial roads, which form the project boundaries.

The proposed Rezone will facilitate the development of a variety of dwelling types and densities, neighborhood commercial retail and services, parks and supporting uses necessary to serve the proposed Specific Plan community and surrounding area. For example, the various residential districts (NE, NG-1 and NG-2) and the Village Center (VC) district will allow the development of 4,340 dwelling units in the Plan Area. Additionally, other types of dwellings such as density bonus units and accessory dwelling units will also be permitted. The Parks (P) district will facilitate the development of 11 parks, which will provide a variety of recreational opportunities for residents of the plan area and the surrounding area. The Open Space (OS) district will facilitate the development of the supplemental detention/retention basins located throughout the site. These basins create open space, passive recreation opportunities and are intended to serve the storm water surface run-off needs of the West Area. The Public/Semipublic district will provide sites for two new elementary schools and one middle school. Lastly, the Village Center (VC) district will facilitate the development of the Specific Plan's town center. This area (including the town square and mixed-use commercial and residential development) is intended to be a destination and focal point for both residents of the Plan Area and surrounding area.

4. **Finding:** The City has the capability to provide public utilities, roads, and services to serve the uses allowed by the proposed Rezoning.

Evidence: The EIR and Specific Plan thoroughly analyzed the infrastructure including public utilities, roads, and services necessary to serve the Project. Respectively, sections 3.11, 3.10, and 3.9 of the EIR address these topics. Through adoption of the Specific Plan, Development Agreement, West Area Specific Plan Final Program Environmental Impact Report (FEIR) and associated Mitigation Monitoring and Reporting Program, the City will ensure the provision of public utilities, roads and services necessary to serve the proposed development is provided.

According to the fiscal impact analysis prepared for the project (Attachment 14), the cost of City services would be offset by increased revenues generated by the Project. No unfunded City services costs have been identified. The West Area Specific Plan is projected to generate an annual surplus of between approximately $1,541,619 to $3,376,303.

C. Development Agreement Findings

1. **Finding:** The Development Agreement is consistent with the Salinas General Plan, any applicable specific plan, and other applicable plans and policies adopted by the Salinas City Council.

Evidence: The Development Agreement is proposed in conjunction with the West Area Specific Plan in accordance with the Salinas General Plan. The Specific Plan implements the goals and policies of the General Plan by providing a comprehensively planned and orderly development in the North of Boronda FGA, designed to incorporate and implement the tenets of New Urbanism, CPTED and other design principles. Additionally, it provides potential employment and recreational opportunities for future and nearby residents and increased tax revenue and expansion to support City services. In this regard, the *Fiscal Impact Analysis* prepared for the Project (included as Attachment 14 to the staff report), is projected to generate an annual revenue surplus of approximately $1,541,619 to $3,376,303 to the City's General Fund. Most importantly; the project will provide critically needed housing in a variety of dwelling types, densities and affordability levels to address the City's housing shortage and overcrowding issues.

Appendix C of the Specific Plan further substantiates the project's consistency with the General Plan and is herein incorporated by reference.

2. **Finding:** A development agreement that includes a subdivision shall not be approved unless the agreement provided that any tentative map prepared for the subdivision will comply with the provisions of Government Code Section 66473.7.

Evidence: Government Code Section 66473.7 addresses the provision of adequate water supply. A Water Supply Assessment was prepared for the project, and is included in the Appendices of the West Area Specific Plan Final Program EIR as Appendix G. California Water Services Company (Cal Water), the water purveyor to the project site, has provided a "Can and Will Serve" letter for the subject project.

Monterey Bay
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Chairman & CEO, Taylor Farms

Staff: Kate Roberts, President

12/04/2019

Salinas Planning Commission
City of Salinas
200 Lincoln Avenue
Salinas, CA 93901

Subject: West Area Specific Plan

Dear Planning Commissioners,

The Monterey Bay Economic Partnership (MBEP) was founded in 2015 with a mission to improve the economic health and quality of life in the Monterey Bay Region. Our Housing initiative was launched the same year to support and catalyze an increase in housing, of all types and income levels, in the region. Our Housing initiative begins with a broad coalition of community members, local employers, and organizations to advocate for the construction of housing.

The West Area Specific Plan proposes a maximum of 4,430 homes with an average minimum density of nine units per residential acre. This project has the potential to ameliorate the local housing shortage and establishing a positive precedent for future developments. Every possible step should be taken to strengthen the Project's density in order to maximize the development of prime agricultural land.

In 2018, MBEP partnered with Envision Housing to publish a Housing Policy White Paper, outlining several ways local governments can easily increase the quantity of housing built and encourage housing affordability. We applaud the City for the progress it's made in adopting some of our recommendations, such as the deferral of impact fees for housing developments. However, there still remains much work to be done.

3180 Imjin Road, Suite 102
Marina, CA 93933 831.915.2806

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The adoption of an Enhanced Density Bonus Ordinance would provide additional concessions to market-rate developments in exchange for the inclusion of additional deed-restricted housing units. The City's Density Bonus could be strengthened up to 50%, as neighboring jurisdictions have done. More certainty for long-term ADU policies, such as the City's temporary five-year impact fee holiday, should be codified as a condition of the Plan's development agreement and adoption. Additional opportunities to strengthen the plan include reducing parking requirements and zoning for higher housing densities to yield maximum land use and benefit.

We encourage the City to consider the adoption of such policies to facilitate the creation of affordable housing, mitigate unaffordability and optimize housing outcomes resulting from the West Area Specific Plan's adoption. We also encourage the City to ensure that increased housing density goals outlined in the Plan are fulfilled by developers such as maximizing mixed use opportunities and ADU development.

In summary, MBEP would like to strongly encourage:

1. Implementation of enhanced density bonus policy
2. Conversion of commercial space where feasible to maximize housing as part of mixed-use site
3. Incentives for ADU development (fee waivers, design standards, etc.)

The West Area Specific Plan is the largest housing decision put forth to the City of Salinas in a generation. The Project has great potential and should be strengthened where possible to ensure it results in the greatest positive outcome for the City of Salinas.

Thank you for your consideration.

Sincerely,

Kate Roberts
President & CEO
Monterey Bay Economic Partnership

3180 Imjin Road, Suite 102
Marina, CA 93933 831.915.2806

Santa Cruz . San Benito . Monterey

December 2, 2019

Mayor Gunter, Salinas City Councilmembers and Planning Commissioners
Salinas City Hall
200 Lincoln Avenue
Salinas, CA 93901

RE: Increase Affordable Housing and Tenant Protections to Mitigate the West Area Specific Plan Impacts

Dear Mayor Gunter, Councilmembers and Planning Commissioners:

We are a group of local residents and stakeholders who have come together to support increased affordable housing in Salinas. We have concerns regarding the proposed West Area Specific Plan (WASP).

Presently, the median rent for a two-bedroom apartment in Salinas is $2,095, nearly double the national average.[1] The skyrocketing rents, combined with the city's median household income of $54,864,[2] have resulted in severe overcrowding, substandard living conditions, and housing prices that are out of reach. According to the latest figures, only 9% of Salinas residents are able to afford the median home price.[3] One in ten students in Monterey County is experiencing homelessness, the highest rate among all counties in the State.[4]

State legislators have recognized and responded to this larger housing crisis by enacting comprehensive policy solutions such as SB 329 and AB 1482, addressing source-of-income discrimination and establishing a statewide rentcap including just causes for eviction, respectively. Still, locally there remains much work to ensure that the protections provided by these bills are duly enforced. We applaud efforts by the Mayor, Councilmember Barrera, and Councilmember Davis who are bringing forward an ordinance to ensure that state level provisions do not result in evictions across Salinas before going into effect January 1, 2020.

We understand the critical need to increase the City's housing supply and that the WASP has the potential to be a significant step forward in addressing our inadequate housing stock by proposing 4,340 new homes. However, the Plan's large-scale, decades-long buildout and high prices will not meet the needs of existing residents. Construction of the Plan's mixed-use residential component, the most affordable component of the Plan, is projected to take place twenty years out. Based on the City's baseline economic forecast, the average home prices included in the WASP range from $400,000 to $600,000. We recognize the incredible investment in time and effort to assemble the WASP project area since the early 2000s. The

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[1] The Californian, March 2019
[2] United States Census Bureau
[3] National Association of Home Builders (2018). 2006 - Q42018 NAHB - Wells Fargo Housing Opportunity Index (HOI)
[4] Crisis on the Coast, November 2018

project should proceed and be strengthened so that it better meets the needs of Salinas residents through these two provisions:

1) *Adopt a plan that encourages more affordable housing through higher densities.* The City should commit to adopting an enhanced density bonus program that allows for reductions in zoning code requirements (such as parking, setbacks, and height) in exchange for more affordable housing. City Staff should also work with the developers to maximize densities wherever possible. Increasing density will mitigate environmental impacts to levels within the existing impact parameters.

2) *Adopt a robust Community Benefits Agreement to mitigate the significant impacts of the proposed WASP development and work with the CDBG Housing Committee's Technical Advisory Committee to reach a workable set of policies to provide adequate protections to existing residents.* The Salinas Economic Development Element outlines the need to encourage the use of "community benefits agreements" between developers and community members to provide amenities and/or mitigation to the community.[5] Likewise, the Alisal Vibrancy Plan calls for a need to "maximize community benefits" and other amenities through the adoption of a community benefits agreement.[6] Concrete action is needed now. The CBA must include a commitment to adequately and continually fund an Anti-Displacement Fund that will support tenant and landlord education, free legal assistance and relocation assistance.

Salinas exists at the intersection of extraordinary rural, suburban, and urban housing challenges. Beyond the larger, highly-urbanized cities, other medium sized working class communities have adopted protection and stabilization policies to holistically address their housing crisis. While our City faces unique challenges, we have the opportunity to learn from and integrate similar policies other jurisdictions have adopted throughout the state.

Addressing the needs of the entire Salinas community requires creative policy and strong leadership. We strongly believe these requests are critical in ensuring that the future buildout of the City including the West Area Specific Plan be a positive step in meeting the housing needs of hard working Salinas residents and not the Silicon Valley.

Thank you for your consideration.

Sincerely,

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[5] Economic Development Element, City of Salinas, Action WF: 2.1.1, page 2:58.

[6] Alisal Vibrancy Plan, City of Salinas, Landuse and Design: LU: 2.8, page 83.

Al Espindola, Community Advocate, Salinas Resident

Alfred Diaz-Infante, Salinas Resident

Alma J. Loredo, Salinas Resident

Ana Ambriz and Ahkahuil Ruvalcaba, Salinas Residents

Ana Barrera, High School Teacher, Salinas Renter

Andrew & Ruth Sandoval, Salinas Residents

Anthony Rocha, Salinas Union High School District Trustee, Salinas Renter

Baktun 12

Building Healthy Communities, East Salinas

Carissa Purnell, Educator

Center for Community Advocacy (CCA)

Diego "Jacob" Sandoval, Santa Rita Union School District Trustee

Eva Silva & Jose Gil, Salinas Residents

Jyl Lutes, Former Salinas Mayor Pro Tem & Councilmember

Lorena Silva and Ruben Pizzaro, Salinas Residents

Luis A. Preciado, Salinas Resident

Maricela Cruz, Business Owner, Salinas Resident

Matt Huerta and Diana Huerta, Salinas Residents

Monterey Bay Central Labor Council, AFL-CIO

Nathalia Carrillo, Former Salinas Planning Commissioner

Omar Perez, Alisal Vibrancy Plan Steering Committee, Salinas Resident

Phillip Tabera, Salinas Union High School District Trustee

Viviendas Para Todos

Sally Torres, COPA Leader, Sacred Heart Parish

LS Lozano Smith
ATTORNEYS AT LAW

Devon B. Lincoln
Attorney at Law

E-mail: dlincoln@lozanosmith.com

December 4, 2019

By E-mail: jill.miller@ci.salinas.ca.us

City of Salinas
Community Development Department
Attn: Jill Miller, Senior Planner
65 West Alisal Street
Salinas, California 93901

Re: Planning Commission Meeting for West Area Specific Plan

Dear Ms. Miller:

Our office represents the Santa Rita Union School District ("District"). This letter is in regard to the City Planning Commission's consideration this afternoon of the West Area Specific Plan ("Specific Plan"), including the Environmental Impact Report ("EIR") that was prepared for the Specific Plan. The District previously reviewed the Draft EIR, and on April 15, 2019 provided written comments to this document (through a letter from our office). We are writing you this letter to raise concerns that our client has with the Planning Commission's consideration of the Specific Plan and the EIR.

First, to my knowledge the City has not provided responses to the District's comments, and perhaps has not provided responses to other comments, including those by other governmental entities. CEQA Guidelines section 15088(b) states that "(t)he lead agency shall provide a written proposed response to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report." While the EIR would not actually be certified until it goes before the City Council, pursuant to Municipal Code section 3-01.03(b)(3) the Planning Commission is charged with the obligation of the recommending certification of the EIR because it is a necessary component to the Specific Plan. As such, we believe the Planning Commission should have a complete record to review, including the responses to the comments made by the District and others.

Another area of concern relates to the attachments for the Specific Plan and EIR approval. To my knowledge, the attachments have not been made publicly available, and are not available on the City's website. Instead, recipients who have placed themselves on the email distribution list (myself included) received this note: "Please note that due to the large page count of the attachments, only a hardcopy of the Agenda will be distributed to Planning Commissioners during the meeting." From this note it is not clear that attachments have been given to Planning Commission or the public, which would seem unusual given the City's past practice of posting

lengthy attachments on its website simultaneously with the posting of a meeting agenda. To comply with the Brown Act, the attachments need to be made available to the public if they are going to be viewed and considered by the Planning Commissioners at the meeting. (See Gov. Code, § 54957.5.)

Based on the foregoing, it appears that the Planning Commission may not be adequately prepared to consider the Specific Plan approvals this afternoon. If indeed the comments to the EIR have not been responded to, and the public has not had an adequate opportunity to review and consider what will be before the Planning Commission this afternoon, the District believes it would be best to have this matter continued until everything has been worked out. If the public has not been provided an opportunity to review documents that have been provided to the Planning Commission, serious Brown Act concerns may be raised by proceeding today. Certainly, proceeding in this manner does not support the principles of government transparency inherent in the Brown Act and CEQA.

Sincerely,

Devon Lincoln

DBL/en

cc: Timothy Ryan, Acting Superintendent/Chief Business Officer
Santa Rita Union School District
(By Email: tryan@santaritaschoos.org)

Testimony Before the Salinas Planning Commission on the West Area Specific Plan and Final EIR

December 4, 2019

Michael DeLapa
Executive Director, LandWatch Monterey County

Good evening. My name is Michael DeLapa. I'm the Executive Director of LandWatch Monterey County, a nonprofit, land conservation and planning organization that works closely with communities, elected officials and infill developers to create sustainable plans and projects. Our goals are stop sprawl, encourage urban in-fill and affordable housing, and promote climate-friendly development. Over the past several years, LandWatch has been proud to support workforce housing projects throughout Monterey County, including T&A's Spreckels Crossing, Casa Boronda, Avila Construction's Greenfield project, and others. These are good examples of what can come out of close collaborations and smart planning.

As we noted in our comments on the Draft EIR, the West Area Specific Plan, as hard as it tries, is not smart planning. The plan proposes to sprawl 4300 residential units over approximately 800 acres of annexed farmland. Average residential density of 9 units per acre favors large, expensive single-family homes over apartments and homes designed for affordability. By favoring cars rather than walking and biking, low density sprawl also generates significant greenhouse gas emissions and unmitigated air quality impacts.

We previously urged the City to adopted the Reduced Land Area (RLA) Project alternative. Under this alternative the average residential density would increase from 9 to 11 units per acre.

The Final EIR acknowledges that this alternative "would create a modest improvement to conserve agricultural land, lower housing prices, and lead to more economically and environmentally sustainable outcomes." So why isn't your staff recommending this alternative?

Here is what the Final EIR says:

First, it argues that the Reduced Land Area Alternative "does not fully meet the project objective to 'Provide public services and infrastructure improvements that achieve and maintain City service standards' because this alternative would develop fewer roadways, bicycle and pedestrian pathways, and other infrastructure improvements (such as well sites) when compared with the proposed project." (FEIR, p. 2.0-84.) You do not need infrastructure and services for land that is not developed.

Second, the Final EIR also claims that the Reduced Land Area Alternative would have greater air quality impacts because it is inconsistent with the Air Quality Management Plan. The inconsistency? It was not modeled in that Plan, which assumed more sprawl. This is absurd. The Final EIR admits that Reduced Land Area Alternative would in fact have lower air quality emissions. (FEIR, p. 2.0-87)

Even more absurd, the Final EIR

- Admits the Reduced Land Area Alternative is environmentally superior to the proposed project. (FEIR, p. 2.0-97)
- Admits the Alternative meets the basic project objectives by providing the same number of housing units. (FEIR, p. 2.0-89 to 2.0-90, correcting false claim in DEIR that RLA Alternative would have fewer units].)
- Claims the only project objectives the alternative does not meet are not basic objectives. And reason they say the objectives are unmet makes no sense (FEIR, p. 2.0-96).
    - The FEIR says the Alternative does not meet services and infrastructure objectives because it does not provide services and infrastructure in the undeveloped area.
    - Similarly, the FEIR says the Alternative does not establish sidewalk, pathway and open space system because it does not establish them in the undeveloped area.

If the bike and pedestrian linkage to the Central Area Specific plan is really needed, the developers can build a path without developing the 162 acres.

Your consultants had to completely revise the alternatives comparison tables in the Final EIR because the table failed to acknowledge that the Reduced Land Area Alternative had lesser or

equal impacts than the proposed sprawl project. (FEIR, pp. 2.0-85, 2.0-90)

To put the Reduced Land Area Alternative of 11 units/acre in context, the City of Monterey is currently planning to rezone a portion of its downtown to 30 residential units/acre. Why? Because they City recognizes that land in Monterey County is extremely valuable. That higher densities mean lower housing prices and easier walking, biking, and public transit. Monterey County already has 9000 approved but unbuilt single-family residential units and doesn't need any more. What Monterey County needs is apartments that are close to public services and daily needs.

You may not remember the long, expensive legal battle over Rancho San Juan/Butterfly Village, just a few miles north of the West Area Plan. Approved in 2008, Butterfly Village has 1147 homes already entitled and ready to be built. So how many have been built? Zero.

So why would the City want to approved more low-density sprawl that doesn't meet the needs of its working residents, that tax its schools, increase air pollution and greenhouse gases, and turn farmland into concrete?

Once again, LandWatch urges you to think about public needs, not private desires. Please consider adopting the Reduced Land Area Alternative to increase the density of the West Area Specific Plan modestly from 9 to 11 acres. You'll save land, reduce air pollution, and make homes and apartments more affordable for your residents.

LS Lozano Smith
ATTORNEYS AT LAW

Devon B. Lincoln
Attorney at Law

E-mail: dlincoln@lozanosmith.com

December 4, 2019

By E-mail: jill.miller@ci.salinas.ca.us

City of Salinas
Community Development Department
Attn: Jill Miller, Senior Planner
65 West Alisal Street
Salinas, California 93901

Re: Planning Commission Meeting for West Area Specific Plan

Dear Ms. Miller:

Our office represents the Santa Rita Union School District ("District"). This letter is in regard to the City Planning Commission's consideration this afternoon of the West Area Specific Plan ("Specific Plan"), including the Environmental Impact Report ("EIR") that was prepared for the Specific Plan. The District previously reviewed the Draft EIR, and on April 15, 2019 provided written comments to this document (through a letter from our office). We are writing you this letter to raise concerns that our client has with the Planning Commission's consideration of the Specific Plan and the EIR.

First, to my knowledge the City has not provided responses to the District's comments, and perhaps has not provided responses to other comments, including those by other governmental entities. CEQA Guidelines section 15088(b) states that "(t)he lead agency shall provide a written proposed response to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report." While the EIR would not actually be certified until it goes before the City Council, pursuant to Municipal Code section 3-01.03(b)(3) the Planning Commission is charged with the obligation of the recommending certification of the EIR because it is a necessary component to the Specific Plan. As such, we believe the Planning Commission should have a complete record to review, including the responses to the comments made by the District and others.

Another area of concern relates to the attachments for the Specific Plan and EIR approval. To my knowledge, the attachments have not been made publicly available, and are not available on the City's website. Instead, recipients who have placed themselves on the email distribution list (myself included) received this note: "Please note that due to the large page count of the attachments, only a hardcopy of the Agenda will be distributed to Planning Commissioners during the meeting." From this note it is not clear that attachments have been given to Planning Commission or the public, which would seem unusual given the City's past practice of posting

lengthy attachments on its website simultaneously with the posting of a meeting agenda. To comply with the Brown Act, the attachments need to be made available to the public if they are going to be viewed and considered by the Planning Commissioners at the meeting. (See Gov. Code, § 54957.5.)

Based on the foregoing, it appears that the Planning Commission may not be adequately prepared to consider the Specific Plan approvals this afternoon. If indeed the comments to the EIR have not been responded to, and the public has not had an adequate opportunity to review and consider what will be before the Planning Commission this afternoon, the District believes it would be best to have this matter continued until everything has been worked out. If the public has not been provided an opportunity to review documents that have been provided to the Planning Commission, serious Brown Act concerns may be raised by proceeding today. Certainly, proceeding in this manner does not support the principles of government transparency inherent in the Brown Act and CEQA.

Sincerely,

Devon Lincoln

DBL/en

cc: Timothy Ryan, Acting Superintendent/Chief Business Officer
Santa Rita Union School District
(By Email: tryan@santaritaschoos.org)

Lozano Smith
ATTORNEYS AT LAW

Devon B. Lincoln
Attorney at Law

E-mail: dlincoln@lozanosmith.com

December 10, 2019

By E-mail: patricia.barajas@ci.salinas.ca.us

City of Salinas
Attn: Patricia Barajas, City Clerk
200 Lincoln Avenue
Salinas, California 93901

Re: Request to Cure or Correct Brown Act Violation Related to Planning Commission Meeting

Dear Ms. Barajas:

Our office represents the Santa Rita Union School District ("District"). This letter is in regard to the City Planning Commission's consideration of the West Area Specific Plan ("Specific Plan"), including the Environmental Impact Report ("EIR") for the Specific Plan, on December 4, 2019. We are writing you this letter on behalf of our client to make a demand that the Planning Commission cure or correct a violation of the Ralph M. Brown Act ("Brown Act") related to this meeting.

Under the Brown Act, any interested person "may commence an action by mandamus or injunction for the purpose of obtaining a judicial determination that an action taken by a legislative body of a local agency in violation of Section 54953, 54954.2, 54954.5, 54954.6, 54956, or 54956.5 is null and void under this section." (Gov. Code, § 54960.1, subd. (a).) Prior to commencing such an action, the interested person is required to make a demand of the legislative body to cure or correct the action alleged to have been taken in violation of the aforementioned sections. (Gov. Code, § 54960.1, subd. (b).)

As I stated in my letter to Ms. Jill Miller dated December 4, 2019, it was not clear to me how the Planning Commission agenda packet materials were going to be distributed to the Planning Commissioners and made available to the public for the meeting. Recipients who placed themselves on the email distribution list (myself included) received this note: "Please note that due to the large page count of the attachments, only a hardcopy of the Agenda will be distributed to Planning Commissioners during the meeting." To comply with the Brown Act, agenda attachments need to be made available to the public if they are going to be viewed and considered by members of a body at a meeting. (See Gov. Code, § 54957.5.) What I later found out is that the Agenda's attachments could have been accessed through the City's website. However, the website was entirely misleading as to the availability of the attachments, which violated both the letter and spirit of the Brown Act.

On the City's website, there is a direct link to "Agendas" on the home page. Clicking on this link, a person is taken to "salinas.legistar.com/calendar."[1] For the Planning Commission meeting on December 4, 2019, there is an active (blue) link to the Agenda. However, under "Agenda Packet," it clearly states "Not available." If a person goes ahead and clicks on the agenda, "ID#19-513" is written next to "West Area Specific Plan Project," and it is in blue, suggesting a link. (See Gov. Code, § 54954.2, subd. (a)(2)(C)(iv).) However, there is nothing on the Agenda, or the management platform, that instructs a person on how to access the attachments.

The circumstances described above violated the Brown Act because an agenda is required to give fair notice of the business that is being conducted, and it cannot be confusing or misleading. (See Gov. Code, § 54954.2; *San Joaquin Raptor Rescue Center v. County of Merced* (2013) 216 Cal.App.4th 1167, 1177-1179.) Thus, members of the public cannot simply be provided clues from which they have to speculate. This is precisely what happened here. Due to their size, the Agenda attachments were provided online instead of being printed out for the meeting. However, due to the misleading nature of the agenda management platform, a person would have been dissuaded from accessing the attachments because the platform plainly represented that they were "Not available." This by itself violated the Brown Act. While the City may argue that the link on the Agenda itself cured this defect, neither the platform nor the Agenda itself gave any instruction on how a member of the public was actually supposed to access the attachments. Without such instructions, the public was not even provided a clue, which does not come close to meeting Brown Act standards for clarity and transparency.

Government Code section 54960.1(c)(2) requires the Planning Commission to cure or correct the aforementioned Brown Act violation within 30 days of the date of this letter, and inform our client in writing of its actions to cure or correct. If the City's decision is not to cure or correct this defect, our client is to be informed in writing. You may direct any such communications to our office. If you have any questions regarding the above, or if you feel that there are facts or circumstances that our office has not considered in this matter, please let me know. Otherwise, we will await the City's response.

Sincerely,

LOZANO SMITH

Devon B. Lincoln

DBL/en

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[1] The Brown Act defines an "Integrated agenda management platform" as "an Internet Web site of a city, county, city and county, special district, school district, or political subdivision established by the state dedicated to providing the entirety of the agenda information for the legislative body of the city, county, city and county, special district, school district, or political subdivision established by the state to the public." (Gov. Code, § 54954.2, subd. (a)(2)(D)(i).)

cc: Timothy Ryan, Acting Superintendent/Chief Business Officer
Santa Rita Union School District
(By Email: tryan@santaritaschools.org)

Jill Miller, Senior Planner
City of Salinas
(By Email: jill.miller@ci.salinas.ca.us)

File #: ID#19-676, **Version:** 1

Minutes

Approve minutes of December 3, 2019.

File #: ID#19-686, **Version:** 1

Financial Claims

Approve financial claims report.

City of Salinas

Claim Check Report 436442-436725

From Payment Date: 12/2/2019 - To Payment Date: 12/10/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
436442	12/02/2019	Open	Alco Water	$16,748.12
436443	12/02/2019	Open	Central Coast Federal Credit Union	$5,349.99
436444	12/02/2019	Open	Central Coast Federal Credit Union	$22,400.00
436445	12/10/2019	Open	2NDNATURE, LLC	$15,908.75
436446	12/10/2019	Open	4Leaf Inc	$15,331.10
436447	12/10/2019	Open	7 Eleven	$6.87
436448	12/10/2019	Open	Acme Car Wash (William Pierce Inc)	$1,835.98
436449	12/10/2019	Open	Acme Rotary Broom Service	$7,102.44
436450	12/10/2019	Open	Alhambra and Sierra Spring DS Waters of America LP	$729.15
436451	12/10/2019	Open	All Pets Hospital	$273.50
436452	12/10/2019	Open	Amazon.Com	$1,677.41
436453	12/10/2019	Open	Amber Brady	$26.00
436454	12/10/2019	Open	Ambika Prasad	$155.00
436455	12/10/2019	Open	Ameri Pride Valley Uniform Services	$4,462.00
436456	12/10/2019	Open	American Supply Company	$3,267.30
436457	12/10/2019	Open	Amorim Enterprises Inc dba Pizza Factory	$524.31
436458	12/10/2019	Open	Andrew McLaughlin	$100.00
436459	12/10/2019	Open	APWA National Headquarters	$3,325.00
436460	12/10/2019	Open	Asap Alisal Signs And Printing	$75.38
436461	12/10/2019	Open	Association of State Floodplain Managers, Inc.	$165.00
436462	12/10/2019	Open	AutoZone West Inc	$24.01
436463	12/10/2019	Open	Axon Enterprise, Inc.	$242,589.44
436464	12/10/2019	Open	Bearing Engineering Company	$90.85
436465	12/10/2019	Open	Beatriz A Barajas - Petty Cash Custodian	$249.89
436466	12/10/2019	Open	Blancas Construction, Inc.	$4,651.00
436467	12/10/2019	Open	Brent DeBorde	$88.75
436468	12/10/2019	Open	Bridgestone Americas, Inc dba Bridgestone America	$1,400.54
436469	12/10/2019	Open	Bruce Bush	$100.00
436470	12/10/2019	Open	CACEO	$285.00
436471	12/10/2019	Open	California Law Enforcement Assoc of Records Superv	$100.00
436472	12/10/2019	Open	California Rodeo Inc	$5,000.00
436473	12/10/2019	Open	California Towing and Transport	$2,036.10
436474	12/10/2019	Open	California Water Service	$6,500.80
436475	12/10/2019	Open	Candi Swinscoe	$100.00
436476	12/10/2019	Open	Canon Financial Services Inc	$34.16
436477	12/10/2019	Open	Canon Financial Services Inc	$58.59
436478	12/10/2019	Open	Carlos A Esquivel Dba Jacobs Maintenance Services	$1,740.00
436479	12/10/2019	Open	Cassie McSorley	$100.00
436480	12/10/2019	Open	CCUG Treasurer	$125.00
436481	12/10/2019	Open	CDW-G	$48,149.15
436482	12/10/2019	Open	Charlie D. Zarza	$156.00

City of Salinas

Claim Check Report 436442-436725

From Payment Date: 12/2/2019 - To Payment Date: 12/10/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
436483	12/10/2019	Open	Chris Swinscoe	$100.00
436484	12/10/2019	Open	Cintas	$276.48
436485	12/10/2019	Open	Citibank, N.A. dba CAT Commercial Revolving Accoun	$13,604.83
436486	12/10/2019	Open	City Of Monterey	$30,088.20
436487	12/10/2019	Open	Clark Pest Control	$79.00
436488	12/10/2019	Open	Coast Automotive Warehouse Inc	$2,577.47
436489	12/10/2019	Open	Coastwide Environmental	$900.00
436490	12/10/2019	Open	Comcast	$2,896.20
436491	12/10/2019	Open	Comcast (Business)	$354.01
436492	12/10/2019	Open	Comcast (Business)	$54.18
436493	12/10/2019	Open	Comcast (Business)	$400.99
436494	12/10/2019	Open	Comcast (Business)	$313.23
436495	12/10/2019	Open	Comcast (Business)	$126.28
436496	12/10/2019	Open	Comcast (Business)	$126.28
436497	12/10/2019	Open	Comcast (Business)	$191.23
436498	12/10/2019	Open	Commercial Truck Company	$148.14
436499	12/10/2019	Open	Community Homeless Solutions	$26,496.44
436500	12/10/2019	Open	CorVel Corporation Inc dba CorVel Enterprise Compa	$17,528.41
436501	12/10/2019	Open	Craig Fairbanks	$100.00
436502	12/10/2019	Open	CSC Of Salinas	$140.95
436503	12/10/2019	Open	CSG Consultants	$1,840.00
436504	12/10/2019	Open	Daniel David Green	$100.00
436505	12/10/2019	Open	Dataflow Business Systems Inc	$2,752.11
436506	12/10/2019	Open	Dave Shaw	$100.00
436507	12/10/2019	Open	Davgp, Inc. dba Salinas Valley Tire	$35.00
436508	12/10/2019	Open	David L Crabill	$100.00
436509	12/10/2019	Open	David Yates	$100.00
436510	12/10/2019	Open	De Novo Planning Group	$47,723.02
436511	12/10/2019	Open	Debi-Ann Watanabe	$665.00
436512	12/10/2019	Open	Demco	$181.08
436513	12/10/2019	Open	Department Of Justice	$128.00
436514	12/10/2019	Open	Dick Adams Automotive	$2,806.29
436515	12/10/2019	Open	Dino Bardoni	$100.00
436516	12/10/2019	Open	Direct TV LLC	$47.64
436517	12/10/2019	Open	Direct TV LLC	$136.23
436518	12/10/2019	Open	Discount School Supply	$271.34
436519	12/10/2019	Open	Don Chapin Inc	$100.00
436520	12/10/2019	Open	Donald A Gibbons Dba Portobello's	$2,007.50
436521	12/10/2019	Open	Donald Cline	$100.00
436522	12/10/2019	Open	Downtown Streets, Inc	$80,000.00
436523	12/10/2019	Open	East Bay Tire Company	$5,778.02

City of Salinas

Claim Check Report 436442-436725

From Payment Date: 12/2/2019 - To Payment Date: 12/10/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
436524	12/10/2019	Open	Edilcia Perez dba Ella Fitness	$97.50
436525	12/10/2019	Open	Emergency Vehicle Specialists, Inc.	$1,112.76
436526	12/10/2019	Open	Employment Development Department	$8,351.00
436527	12/10/2019	Open	Enhancesoft LLC	$2,880.00
436528	12/10/2019	Open	Ernesto Sanchez	$100.00
436529	12/10/2019	Open	FAST Services	$945.00
436530	12/10/2019	Open	Fastenal Company	$518.99
436531	12/10/2019	Open	Fed Ex	$59.43
436532	12/10/2019	Open	Ferguson Enterprises Inc #679	$67.58
436533	12/10/2019	Open	Gabriel Hernandez	$100.00
436534	12/10/2019	Open	Gerry Davis	$100.00
436535	12/10/2019	Open	Golden State Truck and Trailer Repair	$21,896.74
436536	12/10/2019	Open	Goldfarb and Lipman	$1,832.00
436537	12/10/2019	Open	Granite Construction Company	$924.26
436538	12/10/2019	Open	Granite Rock Co	$848.10
436539	12/10/2019	Open	Great West Equipment	$8,687.30
436540	12/10/2019	Open	Gregory Patterson dba CCOI Gate & Fence	$150.00
436541	12/10/2019	Open	Heath Johnson	$100.00
436542	12/10/2019	Open	Henry Gomez	$100.00
436543	12/10/2019	Open	Hilda Garcia Petty Cash Custodian	$67.93
436544	12/10/2019	Open	Hollister Honda	$31.25
436545	12/10/2019	Open	Hugo Perez dba Chp Custom Design	$1,550.00
436546	12/10/2019	Open	Hydro Turf	$1,347.89
436547	12/10/2019	Open	Ingram Book Company	$4,745.90
436548	12/10/2019	Open	International Business Information Technologoes In	$17,640.00
436549	12/10/2019	Open	Interstate Battery System Inc	$54.63
436550	12/10/2019	Open	Jacqueline Pacelli	$100.00
436551	12/10/2019	Open	Jahaira Paola Navarro dba Dance Into Fitness with	$461.50
436552	12/10/2019	Open	Jayson F. Cardinalli dba Clean Brothers	$800.00
436553	12/10/2019	Open	Jeff Gibson	$100.00
436554	12/10/2019	Open	Jeffrey Paul Lofton	$90.94
436555	12/10/2019	Open	Jesse And Evan Inc dba La Plaza Bakery	$2,841.72
436556	12/10/2019	Open	Jesse Pinon	$100.00
436557	12/10/2019	Open	Jesus Orozco	$100.00
436558	12/10/2019	Open	Jimmy Vanhove dba Precision K9	$2,650.00
436559	12/10/2019	Open	Jonathan Barnes	$100.00
436560	12/10/2019	Open	Jonathan Smith	$100.00
436561	12/10/2019	Open	Jose Arreola	$119.40
436562	12/10/2019	Open	Jose Guevara dba Star Tune	$2,896.50
436563	12/10/2019	Open	Jose Luis Corral dba Salinas Pizza	$153.72
436564	12/10/2019	Open	Jose Martinez Dba Juanitas Jumping House	$60.00

City of Salinas

Claim Check Report 436442-436725

From Payment Date: 12/2/2019 - To Payment Date: 12/10/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
436565	12/10/2019	Open	Julia Nix Petty Cash Custodian	$394.05
436566	12/10/2019	Open	K9 Ambassador Inc.	$420.00
436567	12/10/2019	Open	Kanopy Inc dba Kanopy LLC	$2,000.00
436568	12/10/2019	Open	Kimley Horn And Assoc Inc	$14,475.00
436569	12/10/2019	Open	Koefran Services	$1,400.00
436570	12/10/2019	Open	Kysmet Security & Patrol	$552.00
436571	12/10/2019	Open	L.C. Action	$1,348.63
436572	12/10/2019	Open	L.N. Curtis & Sons dba Curtis Blue Line	$840.14
436573	12/10/2019	Open	Lance Miraco	$100.00
436574	12/10/2019	Open	Landset Engineers Inc	$814.00
436575	12/10/2019	Open	Law Offices of Roy C Gunter III	$362.00
436576	12/10/2019	Open	LAZ Karp Assoc., LLC dba LAZ Parking California	$41,231.44
436577	12/10/2019	Open	Lee Wilson Electric Company Inc.	$39,181.09
436578	12/10/2019	Open	Lehr Auto Electric	$67,154.87
436579	12/10/2019	Open	Leticia Altamirano	$395.55
436580	12/10/2019	Open	Liebert Cassidy Whitmore	$100.00
436581	12/10/2019	Open	Long Valley Leasing	$3,562.27
436582	12/10/2019	Open	M3 Environmental Consulting	$775.00
436583	12/10/2019	Open	Manuel Perrien	$100.00
436584	12/10/2019	Open	Maria Teresa Heffington	$100.00
436585	12/10/2019	Open	Mark Freedman	$100.00
436586	12/10/2019	Open	Martin Persijn	$100.00
436587	12/10/2019	Open	McGilloway, Ray, Brown and Kaufman	$18,226.00
436588	12/10/2019	Open	McLaughlin Painting	$7,090.00
436589	12/10/2019	Open	Michael Groves	$100.00
436590	12/10/2019	Open	Midwest Tape, LLC dba Midwest Tape	$50.33
436591	12/10/2019	Open	Miguel Milla-Leon dba Andersen's Lock and Safe	$296.60
436592	12/10/2019	Open	Mike Andresen	$858.00
436593	12/10/2019	Open	Mission Uniform Service	$249.05
436594	12/10/2019	Open	MMSOFT Design Limited	$13,471.44
436595	12/10/2019	Open	Monterey County District Attorney	$796.00
436596	12/10/2019	Open	Monterey County Petroleum	$55,901.29
436597	12/10/2019	Open	Monterey County Probation Department	$1,860.38
436598	12/10/2019	Open	Monterey Transfer and Storage Inc	$71.10
436599	12/10/2019	Open	Moore Iacofano Goltsman - MIG	$853.75
436600	12/10/2019	Open	Motorola Solutions, Inc	$53,456.36
436601	12/10/2019	Open	Municipal Resource Group LLC	$5,766.83
436602	12/10/2019	Open	MWI Veterinary Supply Company	$3,708.40
436603	12/10/2019	Open	My Chevrolet	$643.25
436604	12/10/2019	Open	My Jeep	$1,511.75
436605	12/10/2019	Open	Napa Auto Parts	$280.60

City of Salinas

Claim Check Report 436442-436725

From Payment Date: 12/2/2019 - To Payment Date: 12/10/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
436606	12/10/2019	Open	Natividad Medical Center	$248.00
436607	12/10/2019	Open	Neil Herrier	$100.00
436608	12/10/2019	Open	New Image Landscape Company	$400.00
436609	12/10/2019	Open	Non Stop Automotive Repair, Inc	$276.50
436610	12/10/2019	Open	Norcliff Wiley	$100.00
436611	12/10/2019	Open	O'Reilly Auto Parts	$173.87
436612	12/10/2019	Open	Office Depot Business Service Division	$1,898.96
436613	12/10/2019	Open	Pacific Coast Battery Service Inc	$831.05
436614	12/10/2019	Open	Pacific Gas and Electric Company	$695.83
436615	12/10/2019	Open	Pacific Products and Services LLC	$4,116.18
436616	12/10/2019	Open	Pacific Truck Parts Inc	$219.94
436617	12/10/2019	Open	PARS Retirement Services	$300.00
436618	12/10/2019	Open	Patricia Meraz	$150.07
436619	12/10/2019	Open	Pedro C Estrada Dba Estrada Janitorial Service	$2,635.00
436620	12/10/2019	Open	Petsmart	$305.83
436621	12/10/2019	Open	Pinnacle Medical Group Inc	$1,164.00
436622	12/10/2019	Open	PLM Lender Services Inc	$1,550.00
436623	12/10/2019	Open	PNC Equipment Finance, LLC	$28,902.59
436624	12/10/2019	Open	Praxair	$348.10
436625	12/10/2019	Open	Pure Water	$53.00
436626	12/10/2019	Open	Quality Water Enterprises	$534.91
436627	12/10/2019	Open	Raimi + Associates, Inc.	$2,729.06
436628	12/10/2019	Open	Ray Corpuz	$45.97
436629	12/10/2019	Open	Rene Parra Dba Rene Extrem Team Martial Arts	$520.00
436630	12/10/2019	Open	Rev.com, Inc. dba Rev.com	$177.00
436631	12/10/2019	Open	Richard Diaz	$4,511.74
436632	12/10/2019	Open	Richard Maldonado	$100.00
436633	12/10/2019	Open	Ricky Williams	$100.00
436634	12/10/2019	Open	Rincon Consultants, Inc.	$8,641.55
436635	12/10/2019	Open	Robert Eggers	$100.00
436636	12/10/2019	Open	Robert Eggleston	$100.00
436637	12/10/2019	Open	Roberto Moreno	$2,975.00
436638	12/10/2019	Open	Romie Lane Pet Hospital	$3,317.16
436639	12/10/2019	Open	Safety-Kleen Corp	$145.00
436640	12/10/2019	Open	Salinas Toyota	$353.16
436641	12/10/2019	Open	Salinas Valley Ford Inc	$3,880.88
436642	12/10/2019	Open	Salinas Valley Tourism And Visitors Bureau	$10,000.00
436643	12/10/2019	Open	San Diego Police Equipment Company	$7,971.97
436644	12/10/2019	Open	San Lorenzo Lumber	$14.47
436645	12/10/2019	Open	Saul Ramirez Morales Authorized Matco Tools Dist.	$42.55
436646	12/10/2019	Open	Scott Tyler	$100.00

City of Salinas

Claim Check Report 436442-436725

From Payment Date: 12/2/2019 - To Payment Date: 12/10/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
436647	12/10/2019	Open	Sheldon Bryan	$100.00
436648	12/10/2019	Open	Simon Jimenez	$100.00
436649	12/10/2019	Open	Smart and Final Iris	$1,360.46
436650	12/10/2019	Open	Smile Business Products, Inc.	$25.30
436651	12/10/2019	Open	Smith and Enright Landscaping	$12,593.67
436652	12/10/2019	Open	Smokey Key Service	$919.34
436653	12/10/2019	Open	Snow Signs	$442.40
436654	12/10/2019	Open	SpeakWrite LLC	$8,621.56
436655	12/10/2019	Open	Special Services Group LLC	$1,200.00
436656	12/10/2019	Open	Stericycle Inc	$127.05
436657	12/10/2019	Open	Steven Furtado	$100.00
436658	12/10/2019	Open	Strategic Insights, Inc.	$2,900.00
436659	12/10/2019	Open	Sunstar Media	$25.00
436660	12/10/2019	Open	Suzanne Cottle-Gavalla	$100.00
436661	12/10/2019	Open	Target Pest Control	$715.00
436662	12/10/2019	Open	Terry Gerhardstein	$100.00
436663	12/10/2019	Open	The Bank Of New York Mellon	$5,097.54
436664	12/10/2019	Open	The Pin Center	$2,044.50
436665	12/10/2019	Open	Thomas Luzod	$100.00
436666	12/10/2019	Open	Tiffanys Body Shop	$128.89
436667	12/10/2019	Open	Todd Swinscoe	$100.00
436668	12/10/2019	Open	Tracy Molfino	$100.00
436669	12/10/2019	Open	Trentman Corp. dba Interstate Sales/T-Man Traffic	$2,939.80
436670	12/10/2019	Open	U.S. Bank National Association ND	$4,166.11
436671	12/10/2019	Open	United Parcel Service	$162.42
436672	12/10/2019	Open	Uretsky Security	$9,809.25
436673	12/10/2019	Open	Valley Fabrication Inc	$2,967.76
436674	12/10/2019	Open	Valley Saw Shop	$1,517.11
436675	12/10/2019	Open	Vals Plumbing and Heating Inc	$1,043.39
436676	12/10/2019	Open	Verizon Wireless	$621.43
436677	12/10/2019	Open	Verizon Wireless	$3,583.68
436678	12/10/2019	Open	Verizon Wireless	$4,732.36
436679	12/10/2019	Open	Verizon Wireless	$227.81
436680	12/10/2019	Open	Verizon Wireless	$1,783.70
436681	12/10/2019	Open	Verizon Wireless	$2,423.97
436682	12/10/2019	Open	Verizon Wireless	$3,519.23
436683	12/10/2019	Open	Verizon Wireless	$1,802.76
436684	12/10/2019	Open	Vicky Burnett	$100.00
436685	12/10/2019	Open	Victoria Gray	$100.00
436686	12/10/2019	Open	Voyager	$1,883.64
436687	12/10/2019	Open	W W Grainger Inc	$27.34

City of Salinas

Claim Check Report 436442-436725

From Payment Date: 12/2/2019 - To Payment Date: 12/10/2019

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
436688	12/10/2019	Open	Wald, Ruhnke & Dost Architects, LLP	$350.00
436689	12/10/2019	Open	Wald, Ruhnke & Dost Architects, LLP	$350.00
436690	12/10/2019	Open	Water Tech	$525.00
436691	12/10/2019	Open	Wayne Lagger dba LPS Tactical & Personal Security	$303.72
436692	12/10/2019	Open	Wayne Vance	$100.00
436693	12/10/2019	Open	Williams Scotsman, Inc.	$448.54
436694	12/10/2019	Open	Anthony Fuller	$203.00
436695	12/10/2019	Open	Central Coast Energy Services, Inc	$54.40
436696	12/10/2019	Open	Central Coast Energy Services, Inc	$54.40
436697	12/10/2019	Open	Jesus Hernandez	$140.25
436698	12/10/2019	Open	Neko Electric	$158.20
436699	12/10/2019	Open	Robb Arroyo	$158.20
436700	12/10/2019	Open	Tranh Thi Xuan Nguyen	$65.00
436701	12/10/2019	Open	Victor Garcia	$254.00
436702	12/10/2019	Open	American Assoc Of Airport Executive	$1,300.00
436703	12/10/2019	Open	Angeline Sickler	$20.00
436704	12/10/2019	Open	Brett Godown	$666.07
436705	12/10/2019	Open	James Goulart	$42.50
436706	12/10/2019	Open	Jim Pia	$1,651.99
436707	12/10/2019	Open	Jose G. Garcia	$42.50
436708	12/10/2019	Open	Mary Lagasca	$1,402.88
436709	12/10/2019	Open	Michael Barnhart	$86.00
436710	12/10/2019	Open	Michael Mutalipassi	$91.12
436711	12/10/2019	Open	Michele Houston	$50.03
436712	12/10/2019	Open	Ray Corpuz	$208.95
436713	12/10/2019	Open	Sabrina Webb	$42.50
436714	12/10/2019	Open	Scott Houchin	$83.25
436715	12/10/2019	Open	Scott Myhre	$610.21
436716	12/10/2019	Open	South Bay Regional Public Safety	$2,730.00
436717	12/10/2019	Open	Sylvia Enriquez	$21.35
436718	12/10/2019	Open	AGA - Central Coast Chapter	$300.00
436719	12/10/2019	Open	Alejandro Rodriguez	$231.00
436720	12/10/2019	Open	Chayene Garcia	$231.00
436721	12/10/2019	Open	Christian Anderson	$353.69
436722	12/10/2019	Open	CNOA	$180.00
436723	12/10/2019	Open	CWEA-SCVS	$260.00
436724	12/10/2019	Open	National Community Development Association	$450.00
436725	12/10/2019	Open	Valentin Paredez	$231.00
Type Check Totals:				$1,265,987.90
General Account - General Account Totals				

File #: ID#19-644, **Version:** 1

2019 Engineering and Traffic Survey for Speed Limits

Approve a Resolution to establish speed limits as recommended by the 2019 Engineering and Traffic Survey for speed limits.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **DECEMBER 17, 2019**

DEPARTMENT: **PUBLIC WORKS**

FROM: **DAVID JACOBS, DIRECTOR**

BY: **ANDREW EASTERLING, TRAFFIC ENGINEER**

TITLE: **2019 ENGINEERING AND TRAFFIC SURVEY FOR SPEED LIMITS**

RECOMMENDED MOTION:

A motion to approve a Resolution to establish speed limits as recommended by the 2019 Engineering and Traffic Survey for speed limits.

RECOMMENDATION:

Staff recommends that the City Council approve a Resolution to establish speed limits as recommended by the 2019 Engineering and Traffic Survey for speed limits.

EXECUTITVE SUMMARY:

In order to enforce speed limits on local roadways with the use of radar or other electronic devices, the courts require a certified Engineering and Traffic Survey (E&TS) from the local governing municipality. Without a valid E&TS, courts will dismiss speeding tickets thereby limiting the effectiveness of any speeding enforcement. A certified E&TS is required every five years for local roadways in order to establish a speed zone enforceable by radar or other electronic devices. Public Works staff identified fourteen (14) roadway segments where the posted speed limit has expired or is scheduled to expire in 2019. Two (2) of these segments are increasing and one (1) is decreasing, and eleven (11) segments are recommended to remain the same.

BACKGROUND:

A Speed Limit Sign is a federal device, which a posting authority is authorized to use providing they comply with the law. Article 1 Section 8 of the Constitution's mandate is uniform oversight of regulation of the nation's roadways. Congress' intent in this field is to establish uniformity in the vehicle code and traffic control devices. In the United States, there are 80,000 posting authorities and about 4 million miles of roads. The Uniform Vehicle Code (UVC) and Manual of

Uniform Traffic Control Devices (MUTCD) establishes the rules for which posting authorities shall conform to when establishing posted speed limits.

Speed limits for most roadways are established by prescribed procedures in accordance with the California Vehicle Code (CVC) and the MUTCD. The CVC Sections 22357 and 22358 provides local municipalities the power to increase or decrease prima facie speed limits for local streets, provided that an Engineering and Traffic Survey (E&TS) be conducted every five years to justify a posted speed limit. Section 40802 of the CVC specifies the time periods within which speed surveys must be performed if the use of radar is to be employed to enforce speed limits. If an E&TS is more than 5 years old, the speed zone is considered to be a "speed trap" under CVC 40802 and courts may reject evidence of speeding obtained through radar or other electronic devices. E&TS may be up to 7 years old if conditions under CVC 40802(c)(1) related to enforcement training and equipment certification have been met. If an E&TS is not performed within the required time frame, posted speed limits are no longer valid and cannot be enforced by radar. Local roads with specific characteristics as classified by the Federal Highway Administration (Attachment 2) do not require an E&TS, and a 25 mph prima facie speed limit is considered legitimate. Local roads provide direct access to adjacent lands and a higher transportation system. Local roads do not carry through traffic movement within the transportation network.

The MUTCD process of establishing a speed zone is built around a spot speed survey that typically consists of measuring speeds with a radar gun or other electronic device of motor vehicles traveling at free-flow speeds. Measured speeds create a data set and the most relevant data point is the 85th percentile speed. The 85^{th} percentile speed is the speed at or below which 85 percent of motor vehicles travel. The 85 percentile is identified as the maximum speed that the majority of drivers who drive a roadway consider reasonable and safe. As a result, posted speeds are a reflection of the speed that most drivers deem to be safe, as opposed to a minority of drivers who do not drive in a reasonable manner.

According to the California Manual of Uniform Traffic Control Devices (CAMUTCD) Section 2B.13 Paragraph 12a, the posted speed limit "shall be established at the nearest 5-mph increment of the 85th percentile speed of free-flowing traffic." For example, a segment with a measured 85th percentile speed of 37 mph would be rounded-down to have a posted speed limit of 35 mph, while another segment with a measured 85th percentile speed of 33 mph would be rounded-up to have a posted speed limit of 35 mph. The CAMUTCD allows the posted speed limit to be decreased by no more than 5 mph from a rounded speed, using one of two options described below that depend on whether the 85th percentile speed has been rounded down or up. There are no provisions for increasing the speed limit above the nearest 5-mph increment of the 85th percentile speed.

CAMUTCD option 1 is defined in Section 2B.13 which states, "The posted speed may be reduced by 5 mph from the nearest 5-mph increment of the 85th percentile speed, in compliance with CVC Sections 627 and 22358.5." The cited CVC Section 627 defines an E&TS that is required to consider prevailing speeds, accident records, and conditions not readily apparent to the driver, and optionally consider residential density as well as pedestrian and bicycle safety.

CAMUTCD option 2 is defined in Section 2B.13 which states, "For cases in which the nearest 5-mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5-mph increment below the 85th percentile speed, if no further reduction is used." An Option 2 round-down, which became available when CVC Section 21400(b) went into effect January 1, 2012, requires no engineering and traffic survey to post the speed limit sign. The E&TS is still required to allow radar or similar devices to be used for enforcement.

The federal Highway Administration has conducted numerous studies on the practice of establishing speed zones. The conclusions found in these studies states, "the speed limit should be set at the speed driven by 85 to 90 percent of the free-moving vehicles rounded up to the next 5 mph increment. This method results in speed limits that are not only acceptable to a majority of the motorist, but also fall within the speed range where accident risk is lowest." (Report No. FHWA/RD-85/096 Technical Summary, "Synthesis of Speed Zoning Practice"). Like other traffic laws, it is based upon the assumption that the majority of drivers will behave in a reasonable manner. Laws that arbitrarily restrict the majority of motorist encourage wholesale violations, lack of public support, and usually fail to bring about desirable changes in driving behavior. This is especially true of speed limits.

Public Works staff identified fourteen (14) roadway segments (Figure 1) where the posted speed limit has expired or is scheduled to expire in 2019. Public works staff prepared the 2019 Engineering and Traffic Survey for Speed Limits Technical Report (Attachment 1), which details the methodology and findings of the speed survey. The report details the CVC regulations and CAMUTCD policies. Of the fourteen (14) roadway segments two (2) are increasing, one (1) is decreasing, eleven (11) segments posted speed limits will remain the same. All other roadway segments not evaluated in the 2019 E&TS will remain the same. All existing school zones contained within these segments will remain the same. Highlighted are those street segments where speed limits are required to change in accordance with the CAMUTCD.

Street Segment	Limits	Existing	New
Harden Parkway	N Main Street to El Dorado Drive	35	35
Independence Boulevard	Provincetown Drive to Boronda Road	35	30
Riker Street	West Alisal St to West Blanco Road	25	25
Larkin Street	Davis Road to Rico Street	25	25
Market Street, East	Sherwood Drive to Sanborn Road	35	35
Sanborn Road	Del Monte Avenue to Boronda Road	35	35
Sanborn Road	E Laurel Drive to US 101	35	35
Boronda Road	Constitution Blvd to Williams Road	45	45
Front Street	E Market Street to John Street	25/35*	30
Laurel Drive, East	N Main Street to Natividad Road	35	35
Skyway Boulevard	Mortensen Avenue to Alisal Street	35	40
Work Street	East Alisal Street & Sanborn Road	35	35
Garner Avenue	Rider Avenue to Wiliams Road	35	30
Rico Street	Larkin Street to Rossi Street	25	25

**Highlighted are segments where speed limits are proposed to change.* Figure 1

Using the Engineering and Traffic Survey to establish speed zones is not only a federal requirement, it also has been shown to lower the risk of accidents. In should be noted however that while this practice is a best practice for lowering the risk of collision, accident severity does tend to increase with higher speeds. The CAMUTCD process is required in order to be able to conduct speed enforcement by radar; otherwise, speeding citations cannot be justified in court. Without enforcement, drivers traveling at speeds over the 85th percentile speed cannot be cited for speeding using radar and may continue to go unenforced.

Keeping the existing speed limit signs arbitrarily low to slow the speed of traffic is a common misconception. Many before and after studies have found that changing the speed limit signs does not change how fast people drive. The best known study is the "Parker Report", (Report No. FHWA-RD-92-084: The Effects of Raising and Lowering the Speed Limit**).** The federal Department of Transportation hired a consultant to prove that low speed limits slowed traffic and improved safety. The study looked at data from 100 sites in 22 states where speed limits were either raised or lowered. Counter to the hypothesis of the federal DOT, the study found low speed limits had no effect on traffic speed.

2018 Engineering and Traffic Study:

At the December 4th, 2018 City Council meeting, City Council passed a resolution to certify all of the 2018 Engineering and Traffic Surveys for Speed Limits report with the exception of twelve (12) roadway segments (Figure 2) which were recommended to increase the speed limit. Over the past year, Public Works staff in coordination with Police Department staff have continued to survey these twelve (12) roadway segments. Findings of each survey continue to show that the existing speed limit should be increased. Therefor the speed limit of these roadway segments cannot be certified to enable radar enforcement unless the speed limit is raised to limit established by the E&TS.

One exception is the segment of Garner Avenue between Sanborn Road and Williams Road, which has been merged with the adjacent segment of Garner Avenue between Rider Avenue and Sanborn Road to have a continuous 25mph speed zone between Rider Ave and Williams Road.

Public Works staff understands that there are perceived safety concerns related to increasing speed limits; however, staff believes the nationally recognized policies for establishing and enabling the radar enforcement of speed limits are the best practices to provide the lowest probability for collisions on the roadway network. All cities and counties in California follow these best practices policies established in the CAMUTCD.

The 2019 Engineering and Traffic Surveys for Speed Limits for Salinas is presented for approval, for which two roads are expected to increase and one road will decrease. This year staff has prepared an informational brochure (Attachment 4) to help inform the public and to equip representatives with informational material when responding to concerned residents.

Street Segment	Limits	Existing Speed Limit	Lowest Possible Legal Speed Limit
Beacon Hill Drive	Constitution Blvd to Constitution Blvd	25	30
Casentini Street	N Main St to Rico St	25	30
Chaparral Street	North Main Street to Maryal Drive	25	30
East Market Street	North Sanborn Road to Williams Road	25	30
West Alisal Street	Capitol St & Amherst Dr	25	30
East Laurel Drive	N Sanborn Rd & Williams Rd	25	30
Maryal Drive	Laurel Dr to Bernal Dr	25	35
Rider Avenue	Freedom Pkwy & Boronda Road	25	30
North Sanborn Road	Del Monte Ave & E Laurel Dr	25	30
Sherwood Drive	E Market St & US Hwy 101	35	40
Acacia Street, West	Davis Rd & W Alisal St	25	30
Garner Avenue	Sanborn Rd to Williams Rd	25	Speed Limit Updated

Figure 2

TRAFFIC AND TRANSPORTATION COMMISSION:

The recommendation for the establishment of the 2019 Engineering and Traffic Survey for speed limits was presented to the Traffic and Transportation Commission at its November 2019 meeting. The Commission voted unanimously (5-0) to recommend to Council the establishment of the 2019 Engineering and Traffic Survey for speed limits.

CEQA CONSIDERATION:

The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378). In addition, CEQA Guidelines Section 15061 includes the general rule that CEQA applies only to activities which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Because the proposed action and this matter have no potential to cause any effect on the environment, or because it falls within a category of activities excluded as projects pursuant to CEQA Guidelines section 15378, this matter is not a project. Because the matter does not cause a direct or foreseeable indirect physical change on or in the environment, this matter is not a project. Any subsequent discretionary projects resulting from this action will be assessed for CEQA applicability.

STRATEGIC PLAN INITIATIVE:

The establishment of enforceable speed limits support the City Council's strategic plan “Safe, Livable Community.”

DEPARTMENTAL COORDINATION:

The Public Works Department survey, recommend and monitor posted speed limits. Established speed zones allow the Salinas Police Department to enforce posted speed limits. Public Works provides the Police Department and the Traffic Court with updates and changes to the established speed zones for proper enforcement.

FISCAL AND SUSTAINABILITY IMPACT:

The City must replace existing speed limit signage and school zone signage on the three (3) changing roadway segments. Additionally, some speed zones are missing required speed limit signs which need to be installed. The estimated labor and material cost to replace and install missing signs is $22,730. Sufficient funding is available in CIP 9162, which funds the replacement of regulatory signs to meet national retro-reflectivity standards.

ATTACHMENTS:

Attachment 1: Resolution
Attachment 2: 2019 Engineering and Traffic Survey for Speed Limits Technical Report
Attachment 3: Speed Limit Informational Brochure

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

A RESOLUTION OF THE SALINAS CITY COUNCIL APPROVING THE ESTABLISHMENT OF SPEED LIMITS AS RECOMMENDED BY THE 2019 ENGINEERING AND TRAFFIC SURVEY FOR SPEED LIMITS

WHEREAS, in accordance with California Vehicle Code Sections 22357 and 22358, local municipalities have the power to increase or decrease prima facie speed limits for local streets; and

WHEREAS, in accordance with California Vehicle Code Section 40802 and provisions of the California Manual on Uniform Traffic Control Devices (CAMUTCD), Engineering and Traffic Surveys must be performed on those local streets every five years when the use of radar or other electronic devices which measure the speed of moving objects are utilized to enforce the prima facie speed limits for those streets; and

WHEREAS, the results of the Engineering and Traffic Surveys conform to the requirements of the Vehicle Code; and

WHEREAS, City staff has concluded those speed limits set forth in the 2019 Engineering and Traffic Survey attached hereto are justified for their associated street segments in that they are found to be most appropriate to facilitate the orderly movement of vehicular traffic and are reasonable and safe for those street segments; and

WHEREAS, at its November 14, 2019 meeting, the Traffic and Transportation Commission voted unanimously (5-0) to recommend to Council the establishment of the 2019 Engineering and Traffic Survey for speed limits; and

WHEREAS, the City of Salinas has determined that the establishment of the 2019 Engineering and Traffic Survey for speed limits is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1). The project consists of the operation, repair, or minor alteration of public streets involving no expansion of use. There would be no significant effect on the environment.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby approves the establishment of the 2019 Engineering and Traffic Survey for speed limits; and

BE IT FURTHER RESOLVED that City staff is hereby authorized and directed to proceed with the establishment of the 2019 Engineering and Traffic Survey for speed limits to fully effectuate the intent of this Resolution.

PASSED AND APPROVED this 17th day of December 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Joe Gunter, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

City of Salinas
PUBLIC WORKS DEPARTMENT • 200 Lincoln Ave • Salinas, California
93901 (831) 758-7241 • (831) 758-7935 (Fax) • www.ci.salinas.ca.us

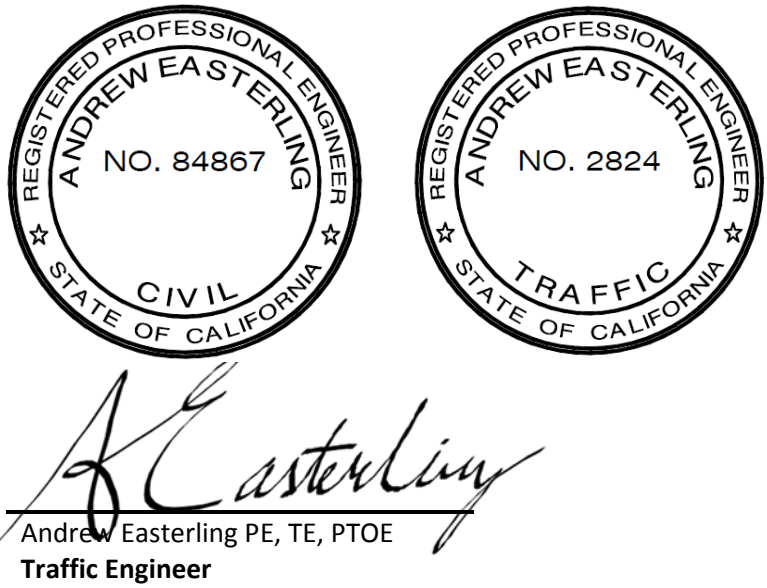
2019
Engineering and Traffic Survey For Speed Limits Technical Report

PREPARED BY:
City of Salinas
Public Works Department
Traffic and Transportation Division
200 Lincoln Avenue
Salinas, CA 93901

City of Salinas
PUBLIC WORKS DEPARTMENT • 200 Lincoln Ave • Salinas, California
93901 (831) 758-7241 • (831) 758-7935 (Fax) • www.ci.salinas.ca.us

CERTIFICATION

I, Andrew Easterling, do hereby certify that this Engineering and Traffic Survey for the City of Salinas was performed under my supervision. I certify that I am experienced in performing surveys of this type and duly registered in the State of California as a professional Civil Engineer.



Andrew Easterling PE, TE, PTOE
Traffic Engineer

INTRODUCTION:

The 2019 Engineering and Traffic (E&T) Survey in the City of Salinas fulfills California Vehicle Code (CVC) Sections 22357 and 22358, which require local agencies to follow certain procedures established by the State of California. This E&T Survey is intended to serve as the basis for establishing and enforcing the speed limits for specific streets in the City. The work herein by the City Transportation and Traffic Engineering Division staff, in accordance with the California CVC Section 40802, reviews the established speed limit sections to determine whether changes in existing conditions have occurred which may require adjusting the posted speed limit.

Engineering and traffic surveys for speed limits are regularly conducted once every five (5) years by governing municipalities for the purpose of complying with Section 40802 of the CVC and the national Uniform Vehicle Code. E&T surveys may be extended to every seven (7) years if the arresting officer has completed device training and the device has been recently calibrated. E&T surveys may be extended every ten (10) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or surrounding land uses have occurred as specified in the CVC. An E&T survey should be conducted on new roadways or where traffic conditions have changed significantly.

The California Manual of Uniform Traffic Control Devices (MUTCD), as required under CVC 21400, defines standards for posting speed limits that rely upon collecting speed data in the field to determine the 85th percentile speed, which is subsequently rounded upward or downward to the nearest 5 mile per hour increment. The California MUTCD allows for options to further reduce the speed limit. That methodology was applied to the fourteen (14) segments. **Table 1: Engineering and Traffic Survey Summary** summarizes the findings and recommendations for speed limits on those segments. The results of the E&T survey will be valid until 2024, unless extended through additional criteria.

METHODOLOGY:

On January 1, 2012, CVC 21400(b) became effective requiring the California, Department of Transportation (Caltrans) to revise the California MUTCD so that speed limits are based on field-collected speed data. A spot speed survey that typically consists of measuring vehicle speeds with an electronic device, most commonly a radar speed detector. Traffic traveling at free-flow speeds in each direction for a two-way street is collected and compiled to create a data set. The most significant data point collected is the 85th percentile speed, which is the speed at or below which 85 percent of motor vehicles travel. The 85th percentile speed is the industry standard data point which typically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent. The reason that speed limit areas are established and posted is to guard reasonable drivers from the unreasonable behavior of a reckless or otherwise dangerous drivers. As with other laws, speed limits are established based on the consensus of the majority of those who drive a section of roadway as to what speed is reasonable and safe.

As specified in the California MUTCD Section 2B.13, the posted speed limit "shall be established at the nearest 5-mph increment of the 85th percentile speed of free-flowing traffic." Additionally, the MUTCD allows the posted speed limit to be lowered by no more than 5 mph from a rounded speed, using one of two options that depend on whether the 85th percentile speed has been rounded down or up. The options may be applied as follows:

1. MUTCD Section 2B.13 states, "The posted speed may be reduced by 5 mph from the nearest 5-mph increment of the 85th percentile speed, in compliance with CVC Sections 627 and 22358.5." The cited CVC Section 627 defines an E&T survey that is required to consider prevailing speeds, accident records, and conditions not readily apparent to the driver, and optionally consider residential density as well as pedestrian and bicycle safety. According to the MUTCD, this option requires documentation of an E&T survey that "shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer." The basis for a speed limit that is more than 5 mph lower than the 85th percentile speed is something other than prevailing speeds. In regards to conditions not readily apparent to the driver, CVC 22358 states that "physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning."

2. MUTCD Section 2B.13 12a also states "For cases in which the nearest 5-mph increment of the 85th percentile speed would require a rounding up, then the 5 2016 Traffic Speed Zone Survey City of Salinas speed limit may be

rounded down to the nearest 5-mph increment below the 85th percentile speed, if no further reduction is used." An Option 2 round-down, which became available when CVC Section 21400(b) went into effect January 1, 2012, requires no engineering and traffic survey to post the speed limit sign. The E&T survey is required nevertheless, however, to allow radar or similar devices to be used for enforcement.

Neither the Vehicle Code nor the MUTCD provide much specific guidance regarding accident data or pedestrian or bicycle safety. In contrast, CVC 627(c)(1) provides specific guidance on residential density. Many residential neighborhoods in Salinas meet the density threshold of 16 separate dwelling houses or business structures per quarter mile. The statute does not apply to roads within a business district.

While the California MUTCD allows two options for lowering the posted speed, it has no provision for raising the speed limit above the nearest 5-mph increment of the 85th percentile speed.

SUMMARY OF RECOMMENDATIONS:

The results of the Engineering and Traffic Survey for fourteen (14) roadway sections are listed in **Table 1: Engineering and Traffic Survey Summary:**

Unchanged

34) Harden Parkway between North Main Street and El Dorado Drive - This segment of Harden Parkway is classified as a minor arterial in the City of Salinas General Plan. The surrounding land use includes backing residential, retail, office and park areas. Speed data collected May 30, 2019 revealed the 85th percentile speed of 42 mph. The 10 mph pace ranges from 33 mph to 42 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 35 mph should be retained.

44) Riker Street between West Alisal Street and Blanco Road - This segment of Riker Street is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential areas. Speed data collected May 30, 2019 revealed the 85th percentile speed of 32 mph. The 10 mph pace ranges from 23 mph to 32 mph and suggests the 85th percentile is within this range. Since the roadway width is 40 feet and there is fronting residential, the roadway meets the criteria of a local road. Therefore, the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 25 mph should be retained.

51) Larkin Street between Davis Road and Rico Street - This segment of Larkin Street is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential areas, a school and a park. Speed data collected May 28, 2019 revealed the 85th percentile speed of 32 mph. The 10 mph pace ranges from 25 mph to 34 mph and suggests the 85th percentile is within this range. Since the roadway width is 40 feet and there is fronting residential, the roadway meets the criteria of a local road. Therefore, the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 25 mph should be retained.

59) East Market Street between Sherwood Drive and Sanborn Road- This segment of East Market Street is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes office, commercial, and light industrial areas. Speed data collected May 28, 2019 revealed the 85th percentile speed of 39 mph. The 10 mph pace ranges from 28 mph to 37 mph and suggests the 85th percentile is above this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 35 mph should be retained

64) Sanborn Road between Del Monte Avenue and Boronda Road - This segment of Sanborn Road is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes backing residential homes, commercial areas and a school. Speed data collected May 16, 2019 revealed the 85th percentile speed of 38 mph. The 10 mph pace ranges from 28 mph to 37 mph and suggests the 85th percentile is above this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 35 mph should be retained.

66) Sanborn Road between East Laurel Drive and US Highway 101 - This segment of Sanborn Road is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes residential homes, commercial and office areas. Speed data collected May 28, 2019 revealed the 85th percentile speed of 42 mph. The 10 mph pace ranges from 33 mph to 42 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 35 mph should be retained.

80) Boronda Road between Constitution Boulevard and Williams Road - This segment of Boronda Road is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes backing residential homes, and retail areas. Speed data collected May 28, 2019 revealed the 85th percentile speed of 51 mph. The 10 mph pace ranges from 37 mph to 46 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 45 mph should be retained.

83) East Laurel Drive between North Main Street and Natividad Road - This segment of East Laurel Drive is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes residential homes, retail and office areas and a school. Speed data collected May 28, 2019 revealed the 85th percentile speed of 40 mph. The 10 mph pace ranges from 32 mph to 41 mph and suggests the 85th percentile is within this range. Based on the surrounding land

use, and the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 35 mph should be retained.

88) Work Street between East Alisal Street and Sanborn Road - This segment of Work Street is classified as a minor arterial in the City of Salinas General Plan. The surrounding land use includes retail and industrial areas. Speed data collected May 28, 2019 revealed the 85th percentile speed of 40 mph. The 10 mph pace ranges from 32 mph to 41 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 35 mph should be retained.

97) Garner Avenue between Rider Avenue and Williams Road - This segment of Garner Avenue is classified as a minor arterial in the City of Salinas General Plan. The surrounding land use includes residential areas and a school. Speed data collected June 20, 2019 revealed the 85th percentile speed of 32 mph. The 10 mph pace ranges from 23 mph to 32 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the speed limit of 25 mph should be posted.

Garner Avenue currently lacks speed limit signs. The last speed survey certified a 25mph speed limit on Garner Avenue between Rider Avenue and Sanborn Road, and a 30mph speed limit between Sanborn Road and Williams Road. The 30mph segment E&TS was certified but never formerly adopted by City Council. The physical conditions and surrounding land uses are consistent between both relatively short segments; therefore it is recommended that the speed zones be combined into one 0.9 mile long speed zone consistent with MUTCD guidelines. The 2019 E&TS will supersede previous E&TS reports.

101) Rico Street between Larkin Street and Rossi Street- This segment of Larkin Street is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential homes uses. Speed data was collected May 16, 2019 revealed the 85th-percentile speed of 36 mph. The 10 mph pace ranges from 27 mph to 36 mph and suggests the 85th percentile is within this range. Since the roadway width is 40 feet and there is fronting residential, the roadway meets the criteria of a local road. Therefore, the existing posted speed limit of 25 mph should be retained.

Decreased

37) Independence Boulevard between Constitution Boulevard to Boronda Road - This segment of Independence Boulevard is classified as a collector in the City of Salinas General Plan. The surrounding land use includes backing residential areas and a school. Speed data collected May 28, 2019 revealed the 85th percentile speed of 35 mph. The 10 mph pace ranges from 26 mph to 35 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 35 mph should be reduced to 30 mph.

Increased

82) Front Street between East Market Street and John Street – This segment of Front Street is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes industrial, and retail areas. Speed data collected June 5, 2019 revealed the 85th percentile speed of 35 mph. The 10 mph pace ranges from 26 mph to 35 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the speed limit of 30 mph should be posted.

Front Street is currently signed with both 35mph and 25mph speed limit signs. The last speed survey certified a 25mph speed limit on Front St between E Alisal and John St, however existing signs reflect a 35mph speed limit. It should be noted the previous speed engineering and traffic survey did not comply with MUTCD guidelines and left speed limit gaps in the transportation network. The 2019 E&TS recommends a 30 mph speed zone, which will replace existing invalid 25mph/35mph posted speed limit signs and extending the speed zone between East Market Street and John Street.

87) Skyway Boulevard between Airport Boulevard and Alisal Street - This segment of Skyway Boulevard is classified as

a minor arterial in the City of Salinas General Plan. The surrounding land use is public/semipublic uses. Speed data was collected May 16, 2019 revealed the 85th-percentile speed of 47 mph. The 10 mph pace ranges from 37 mph to 46 mph and suggests the 85th percentile is above this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1 in compliance with CVC Sections 627 and 22358.5, the existing posted speed limit of 35 mph should be increased to 40 mph.

CONCLUSIONS:

The Engineering and Traffic surveys contained in **Appendix A** of this report are intended to establish or justify posted speed limits that can be enforced by radar. The posted speed limits advise the motorist and enforcement agencies of speeds considered reasonable for a particular section of highway for prevailing conditions. The posted speed limits are not absolute maximums, but rather prima facie speed limits for which violations would be cited under the Basic Speed Law (Section 22350 of the CVC). CVC 22350 states that a person shall not drive a vehicle at a speed greater than is safe, having regard for traffic, roadway and weather conditions. A prima facie limit merely suggests a safe speed under normal conditions.

Table 1: Engineering and Traffic Survey Summary

No.	STREET SEGMENT	SEGMENT	Existing Speed Limit (mph)	85th-Percentile Speed (mph)			MUTCD Applied Reduction Option	SURVEY EXPIRATION
				Measured	Rounded	Recom-mended		
34	**Harden Parkway**	N Main Street to El Dorado Drive	35	42	40	35	1	05/20/24
37	**Independence Boulevard**	Provincetown Drive to Boronda Road	35	35	35	30	2	05/28/24
44	**Riker Street**	West Alisal St to West Blanco Road	25	32	30	25	1	05/30/24
51	**Larkin Street**	Davis Road to Rico Street	25	32	30	25	1	05/28/24
59	**Market Street, East**	Sherwood Drive to Sanborn Road	35	39	40	35	2	05/28/24
64	**Sanborn Road**	Del Monte Avenue to Boronda Road	35	38	40	35	2	05/16/24
66	**Sanborn Road**	E Laurel Drive to US 101	35	42	40	35	1	05/28/24
80	**Boronda Road**	Constitution Blvd to Williams Road	45	51	50	45	1	05/22/24
82	**Front Street**	E Market Street to John Street	25/35*	35	35	30	2	06/05/24
83	**Laurel Drive, East**	N Main Street to Natividad Road	35	40	40	35	2	05/28/24
87	**Skyway Boulevard**	Mortensen Avenue to Alisal Street	35	47	45	40	1	05/16/24
88	**Work Street**	East Alisal Street & Sanborn Road	35	42	40	35	1	06/05/24
97	**Garner Avenue**	Rider Avenue to Wiliams Road	35	32	30	25	1	06/20/24
101	**Rico Street**	Larkin Street to Rossi Street	25	37	35	25	-	05/16/24

*Inconsistent Speed limit surveys and signs

COLLISION HISTORY

The Engineering and Traffic Survey forms summarize the available collision information for each of the street segments. The collision information was obtained from the City of Salinas from January 1, 2017 to December 31, 2018. For this analysis, only collisions during the 2-year period between January 1, 2017 to December 31, 2018 were considered. The collisions were reviewed and only corridor related collisions, those not related to signalized intersections, were summarized for each segment. Based on the number of total collisions studied over the 2-year period and average daily traffic (ADT) counts, a collision rate was calculated for each segment. The collision rates for each segment were compared to the statewide average rate listed in the 2014 Collision Data on California State Highways, to provide a general comparison of the collision rates on the segments to expected collisions rates for similar types of roadways, shown in **Table 2: Collision Rate Summary**.

Lane Type	**Total Statewide Urban Collision Rate (2014, 2015, 2016) (Total per million vehicle miles)**
2 and 3 lane	1.52
4+ lanes (undivided)	2.12
4+ lanes (divided)	1.26

Table 2: Collision Rate Summary

No.	STREET SEGMENT	SEGMENT	Existing Facility	Length (mi)	AADT	Collisions (2 years)	Collision Rate (Acc./MVM)	Statewide Collision Rate (Acc./MVM)
34	**Harden Parkway**	McKinnon Street to El Dorado Drive	4+ lanes (divided)	1.10	7,680	10	1.68	1.26
37	**Independence Boulevard**	Provincetown Drive to Boronda Road	2 and 3 lane	1.06	3,925	6	1.98	1.52
44	**Riker Street**	West Alisal St to West Blanco Road	2 and 3 lane	1.01	3,820	4	1.42	1.52
51	**Larkin Street**	Davis Road to Rico Street	2 and 3 lane	0.63	3,502	2	1.26	1.52
59	**Market Street, East**	Sherwood Drive to Sanborn Road	4+ lanes (undivided)	1.29	14,947	37	2.61	2.12
64	**Sanborn Road**	Del Monte Avenue to Boronda Road	4+ lanes (divided)	0.97	12,539	8	1.35	1.26
66	**Sanborn Road**	E Laurel Drive to US 101	4+ lanes (divided)	1.23	18,978	25	1.47	1.26
80	**Boronda Road**	Constitution Blvd to Williams Road	2 and 3 lane	1.27	14,499	7	0.52	1.52
82	**Front Street**	E Market Street to John Street	4+ lanes (divided)	0.71	15,050	4	0.51	1.14
83	**Laurel Drive, East**	N Main Street to Natividad Road	4+ lanes (undivided)	0.78	21,199	11	0.92	1.26
87	**Skyway Boulevard**	Mortensen Avenue to Alisal Street	4+ lanes (undivided)	0.56	12,450	2	0.39	1.26
88	**Work Street**	East Alisal Street & Sanborn Road	4+ lanes (undivided)	1.19	6,950	3	0.49	1.26
97	**Garner Avenue**	Rider Avenue to Wiliams Road	2 and 3 lane	0.96	7,520	19	3.58	1.52
101	**Rico Street**	Larkin Street to Rossi Street	2 and 3 lane	0.40	9,559	1	0.35	1.52

APPENDIX A

ENGINEERING AND TRAFFIC SURVEYS

CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY

STREET: **RICO STREET**
BETWEEN: **LARKIN ST. & ROSSI ST.**
SURVEY DATE: **05/16/19 (EXPIRES 2024)**

101

COMMENTS:

This segment of Rico Street is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential homes uses. Speed data was collected May 16, 2019 revealed the 85th-percentile speed of 36 mph. The 10 mph pace ranges from 27 mph to 36 mph and suggests the 85th percentile is within this range. Since the roadway width is 40 feet and there is fronting residential, the roadway meets the criteria of a local road. Therefore, the existing posted speed limit of 25 mph should be retained.

AREA	DESCRIPTION
Distance	Approximately 2,145 Feet
Vertical Alignment	Flat
Street Width	40 Feet
No. Lanes and Median	2-Lane Residential Collector
Proposed Speed Zone	25 MPH
85th Percentile Speed	36 MPH
Traffic Volume (Date)	9,559
Accident Data (2 years)	1 Collisions(2017 - 2018)
Street Segment Collision Rate = (Collisions) (1,000,000) / (Years) (365) (ADT) (Length in Miles)	0.35 Acc./MVM

MAP SYMBOL

- ALL WAY STOP
- SIGNAL
- SPEED SIGN
- CITY LIMITS
- CROSSWALK
- SCHOOL CROSSWALK

REGISTERED PROFESSIONAL ENGINEER
ANDREW EASTERLING
NO. TR 2824
TRAFFIC
STATE OF CALIFORNIA

I:\PWTra\Radar Surveys EXP 2012\Aerial Maps\Rico BTW Larkin St & Rossi_101.dwg

CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

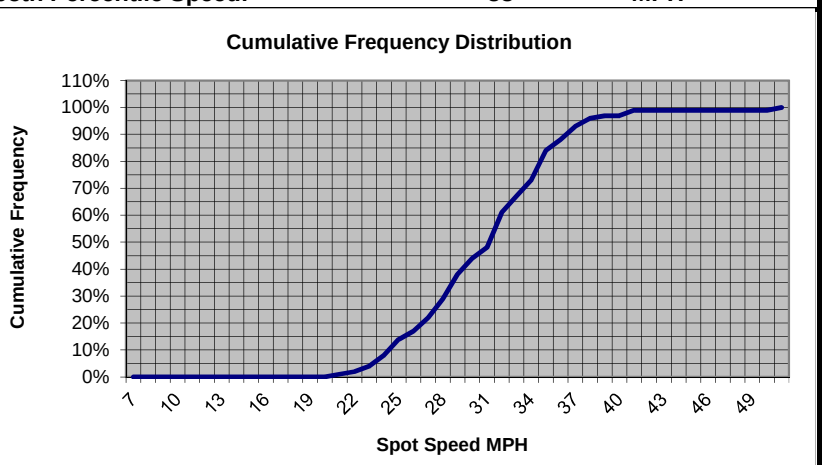
RADAR SURVEY

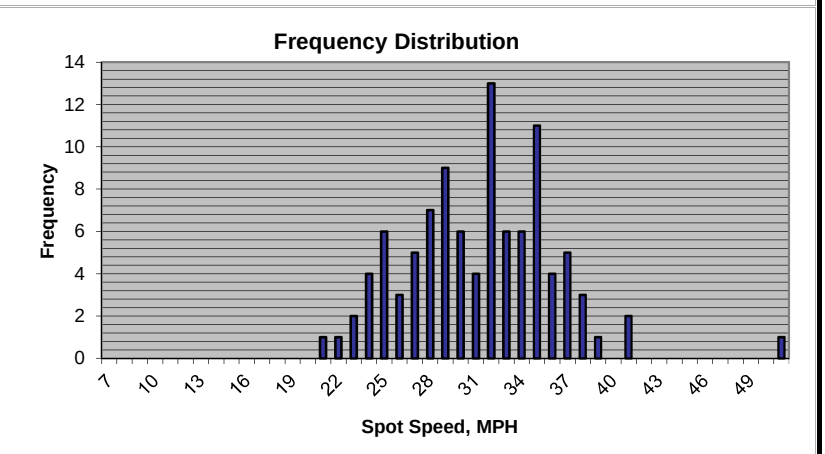
Street:	Rico Street	**Direction:**	WBD/EBD	**Comments:**
Between:	Larkin Street & Rossi Street			No.101
Survey Location:				
Speed Limit:	25 MPH			
Date:	05/16/19	**Day:**	Thursday	
Hours: From:	3:17PM	**To:**	3:51PM	
Weather:	Cloudy			
Observer(s):	Chris & Herendira			

MPH	Frequency	Percent	Cumulative %
7	0	0.00%	0.00%
8	0	0.00%	0.00%
9	0	0.00%	0.00%
10	0	0.00%	0.00%
11	0	0.00%	0.00%
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	1	1.00%	1.00%
22	1	1.00%	2.00%
23	2	2.00%	4.00%
24	4	4.00%	8.00%
25	6	6.00%	14.00%
26	3	3.00%	17.00%
27	5	5.00%	22.00%
28	7	7.00%	29.00%
29	9	9.00%	38.00%
30	6	6.00%	44.00%
31	4	4.00%	48.00%
32	13	13.00%	61.00%
33	6	6.00%	67.00%
34	6	6.00%	73.00%
35	11	11.00%	84.00%
36	4	4.00%	88.00%
37	5	5.00%	93.00%
38	3	3.00%	96.00%
39	1	1.00%	97.00%
40	0	0.00%	97.00%
41	2	2.00%	99.00%
42	0	0.00%	99.00%
43	0	0.00%	99.00%
44	0	0.00%	99.00%
45	0	0.00%	99.00%
46	0	0.00%	99.00%
47	0	0.00%	99.00%
48	0	0.00%	99.00%
49	0	0.00%	99.00%
50	0	0.00%	99.00%
51	1	1.00%	100.00%
Totals:	100	100.00%	

Data Analysis:

Time Mean Speed:	31.3	MPH		
Sample Variance:	23.55			
Standard Deviation:	4.9			
Variance of the Mean:	0.2355			
Standard Error of the Mean:	0.5			
10 MPH Pace:	27	**To:**	36	MPH
Percent in Pace:	71.0%			
Vehicles in Pace:	71			
50th Percentile Speed:	32	MPH		
85th Percentile Speed:	36	MPH		
90th Percentile Speed:	37	MPH		
95th Percentile Speed:	38	MPH		





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

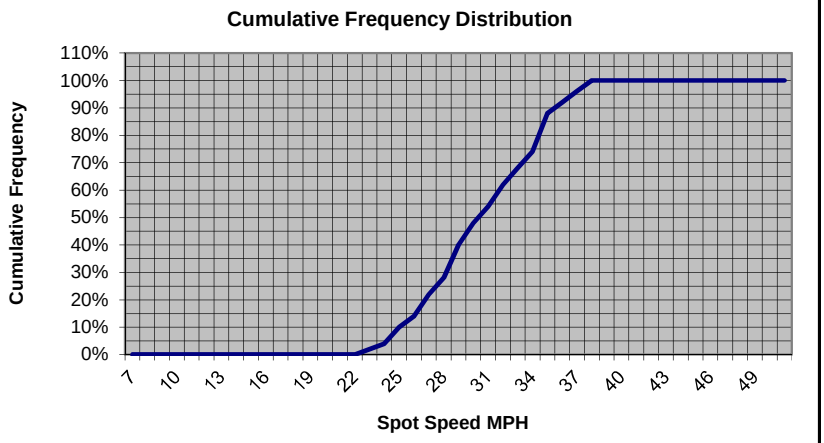
RADAR SURVEY

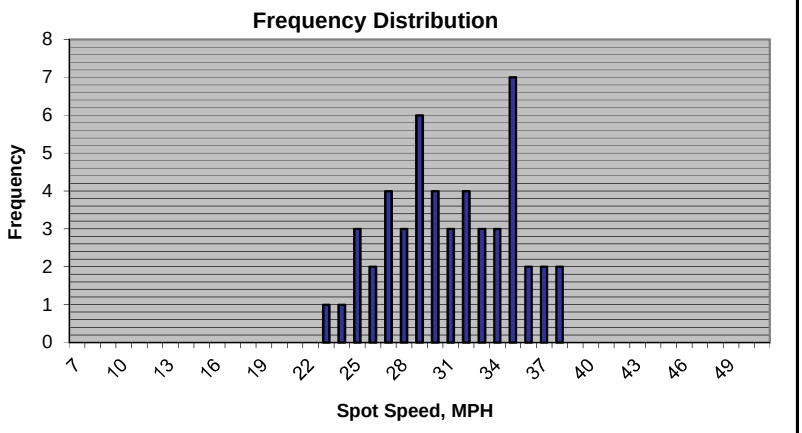
Street:	Rico Street	**Direction:**	WBD	**Comments:**
Between:	Larkin Street & Rossi Street			No.101
Survey Location:				
Speed Limit:	25 MPH			
Date:	05/16/19	**Day:**	Thursday	
Hours: From:	3:17PM	**To:**	3:51PM	
Weather:	Cloudy			
Observer(s):	Chris & Herendira			

MPH	Frequency	Percent	Cumulative %
7	0	0.00%	0.00%
8	0	0.00%	0.00%
9	0	0.00%	0.00%
10	0	0.00%	0.00%
11	0	0.00%	0.00%
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	1	2.00%	2.00%
24	1	2.00%	4.00%
25	3	6.00%	10.00%
26	2	4.00%	14.00%
27	4	8.00%	22.00%
28	3	6.00%	28.00%
29	6	12.00%	40.00%
30	4	8.00%	48.00%
31	3	6.00%	54.00%
32	4	8.00%	62.00%
33	3	6.00%	68.00%
34	3	6.00%	74.00%
35	7	14.00%	88.00%
36	2	4.00%	92.00%
37	2	4.00%	96.00%
38	2	4.00%	100.00%
39	0	0.00%	100.00%
40	0	0.00%	100.00%
41	0	0.00%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	31.0	MPH	
Sample Variance:	15.61		
Standard Deviation:	4.0		
Variance of the Mean:	0.3122		
Standard Error of the Mean:	0.6		
10 MPH Pace:	26	**To:**	35 MPH
Percent in Pace:	78.0%		
Vehicles in Pace:	39		
50th Percentile Speed:	31	MPH	
85th Percentile Speed:	35	MPH	
90th Percentile Speed:	36	MPH	
95th Percentile Speed:	37	MPH	





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

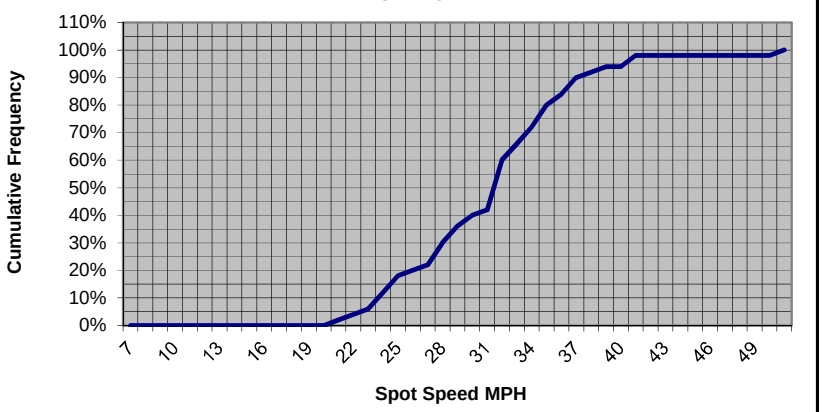
RADAR SURVEY

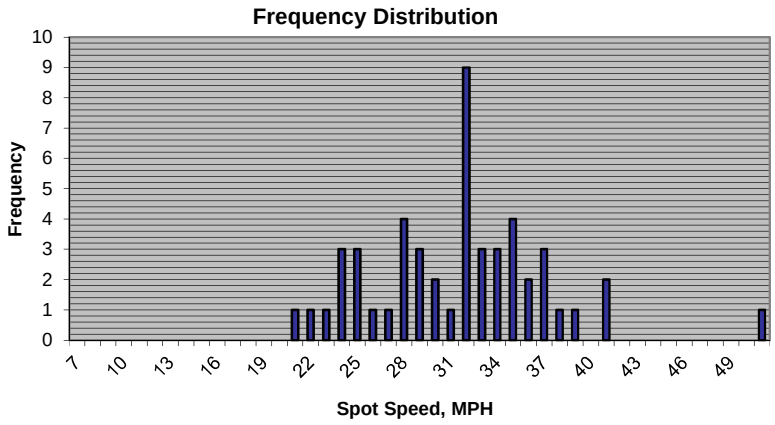
Street:	Rico Street	**Direction:**	EBD	**Comments:**
Between:	Larkin Street & Rossi Street			No.101
Survey Location:				
Speed Limit:	25 MPH			
Date:	05/16/19	**Day:**	Thursday	
Hours:	**From:** 3:17PM	**To:**	3:51PM	
Weather:	Cloudy			
Observer(s):	Chris & Herendira			

MPH	Frequency	Percent	Cumulative %
7	0	0.00%	0.00%
8	0	0.00%	0.00%
9	0	0.00%	0.00%
10	0	0.00%	0.00%
11	0	0.00%	0.00%
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	1	2.00%	2.00%
22	1	2.00%	4.00%
23	1	2.00%	6.00%
24	3	6.00%	12.00%
25	3	6.00%	18.00%
26	1	2.00%	20.00%
27	1	2.00%	22.00%
28	4	8.00%	30.00%
29	3	6.00%	36.00%
30	2	4.00%	40.00%
31	1	2.00%	42.00%
32	9	18.00%	60.00%
33	3	6.00%	66.00%
34	3	6.00%	72.00%
35	4	8.00%	80.00%
36	2	4.00%	84.00%
37	3	6.00%	90.00%
38	1	2.00%	92.00%
39	1	2.00%	94.00%
40	0	0.00%	94.00%
41	2	4.00%	98.00%
42	0	0.00%	98.00%
43	0	0.00%	98.00%
44	0	0.00%	98.00%
45	0	0.00%	98.00%
46	0	0.00%	98.00%
47	0	0.00%	98.00%
48	0	0.00%	98.00%
49	0	0.00%	98.00%
50	0	0.00%	98.00%
51	1	2.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	31.6	MPH	
Sample Variance:	31.80		
Standard Deviation:	5.6		
Variance of the Mean:	0.6360		
Standard Error of the Mean:	0.8		
10 MPH Pace:	28 **To:**	37	MPH
Percent in Pace:	68.0%		
Vehicles in Pace:	34		
50th Percentile Speed:	32	MPH	
85th Percentile Speed:	37	MPH	
90th Percentile Speed:	37	MPH	
95th Percentile Speed:	41	MPH	

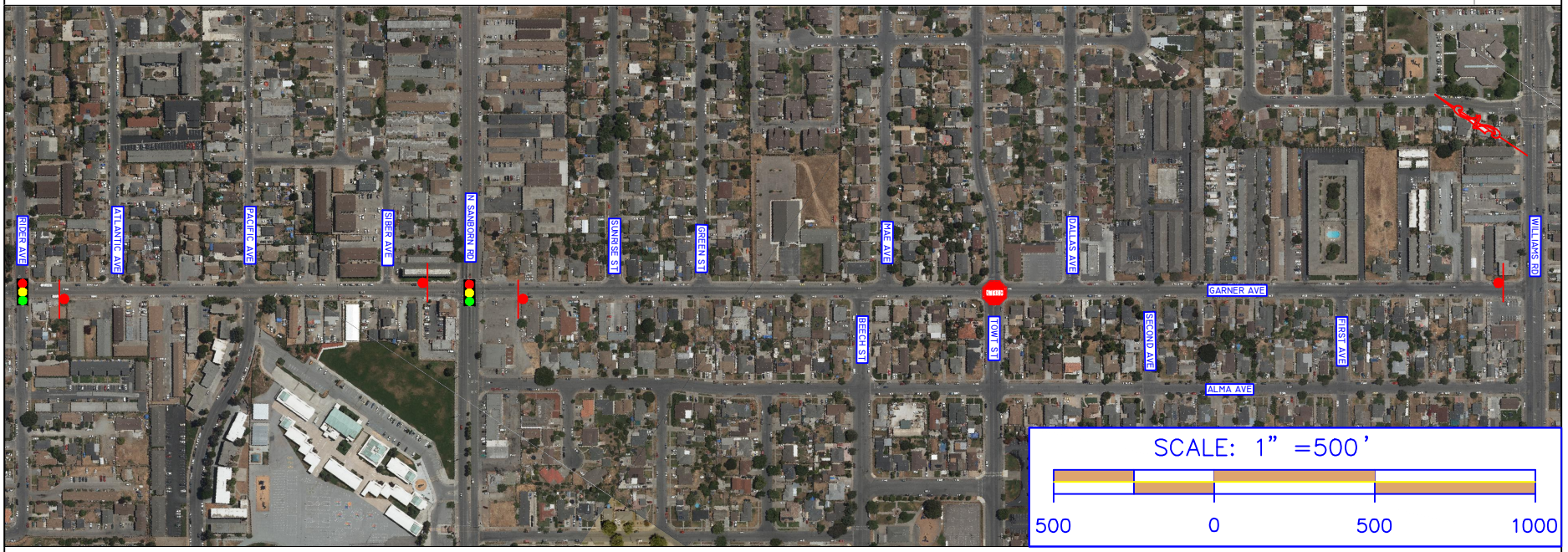




CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY

STREET: **GARNER AVENUE**
BETWEEN: **RIDER AVE. & WILLIAMS RD.**
SURVEY DATE: **06/20/19 (EXPIRES 2024)**

97



COMMENTS:

This segment of Garner Avenue is classified as a minor arterial in the City of Salinas General Plan. The surrounding land use includes residential areas and a school. Speed data collected June 20, 2019 revealed the 85th percentile speed of 32 mph. The 10 mph pace ranges from 23 mph to 32 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the speed limit of 25 mph should be posted.

AREA	DESCRIPTION
Distance	Approximately 5,100 Feet
Vertical Alignment	Flat
Street Width	42 Feet
No. Lanes and Median	2-Lane Minor Arterial
Existing Speed Zone	32 MPH
Proposed Speed Zone	25 MPH
Traffic Volume (Date)	7,520
Accident Data (2 years)	19 Collisions (2017 - 2018)
Street Segment Collision Rate = (Collisions) (1,000,000) / (Years) (365) (ADT) (Length in Miles)	3.58 Acc./MVM

MAP SYMBOL

- ALL WAY STOP
- SIGNAL
- SPEED SIGN
- CITY LIMITS
- CROSSWALK
- SCHOOL CROSSWALK

REGISTERED PROFESSIONAL ENGINEER
ANDREW EASTERLING
NO. TR 2824
TRAFFIC
STATE OF CALIFORNIA

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CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

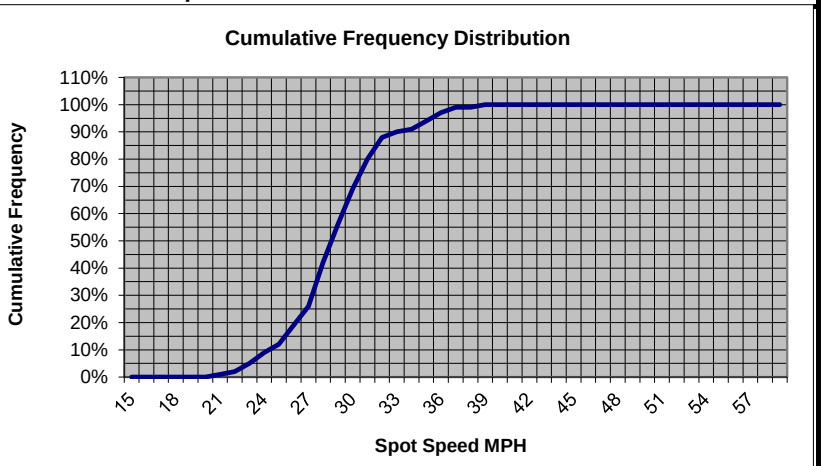
RADAR SURVEY

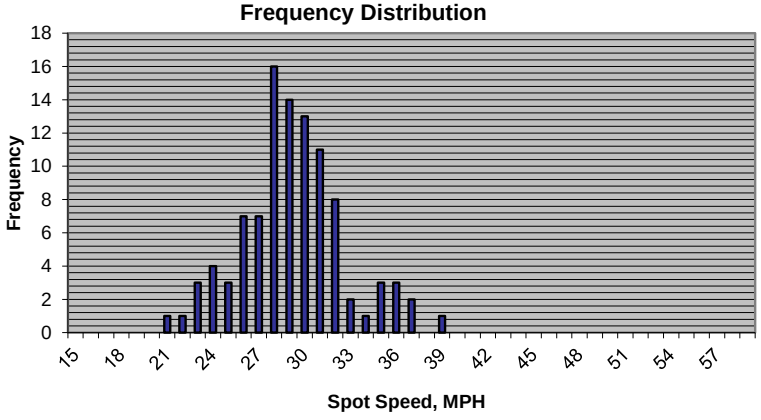
Street:	Garner Avenue	**Direction:**	WBD/EBD	**Comments:**	
Between:	Rider Avenue & Williams Road			No. 97	
Survey Location:	Sunrise Steet & Mar Street				
Speed Limit:	25 MPH				
Date:	06/20/19	**Day:**	Thursday		
Hours: From:	159	**To:**	227		
Weather:	Overcast				
Observer(s):	Chris B. & Victor C.				

MPH	Frequency	Percent	Cumulative %
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	1	1.00%	1.00%
22	1	1.00%	2.00%
23	3	3.00%	5.00%
24	4	4.00%	9.00%
25	3	3.00%	12.00%
26	7	7.00%	19.00%
27	7	7.00%	26.00%
28	16	16.00%	42.00%
29	14	14.00%	56.00%
30	13	13.00%	69.00%
31	11	11.00%	80.00%
32	8	8.00%	88.00%
33	2	2.00%	90.00%
34	1	1.00%	91.00%
35	3	3.00%	94.00%
36	3	3.00%	97.00%
37	2	2.00%	99.00%
38	0	0.00%	99.00%
39	1	1.00%	100.00%
40	0	0.00%	100.00%
41	0	0.00%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
Totals:	100	100.00%	

Data Analysis:

Time Mean Speed:	29.2	MPH		
Sample Variance:	11.52			
Standard Deviation:	3.4			
Variance of the Mean:	0.1152			
Standard Error of the Mean:	0.3			
10 MPH Pace:	23	**To:**	32	MPH
Percent in Pace:	86.0%			
Vehicles in Pace:	86			
50th Percentile Speed:	29	MPH		
85th Percentile Speed:	32	MPH		
90th Percentile Speed:	33	MPH		
95th Percentile Speed:	36	MPH		





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

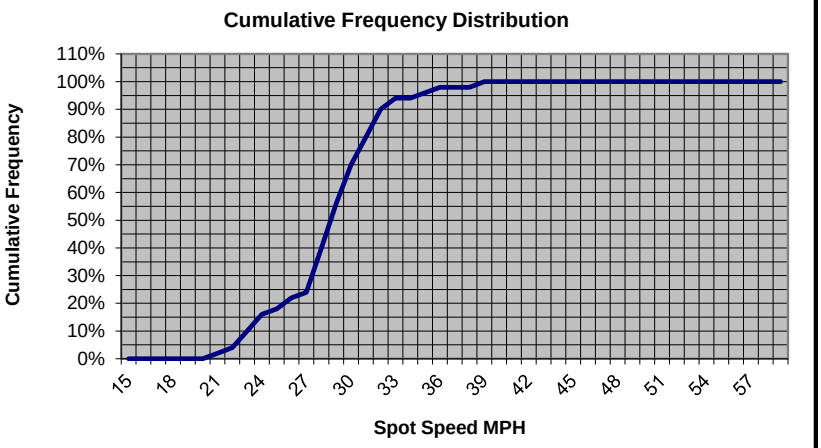
RADAR SURVEY

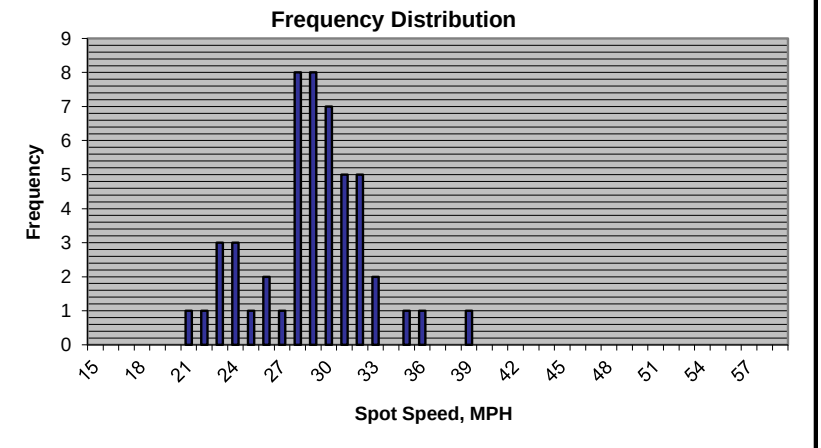
Street:	Garner Avenue	**Direction:**	WBD	**Comments:**	
Between:	Rider Avenue & Williams Road			No. 97	
Survey Location:	Sunrise Steet & Mar Street				
Speed Limit:	25 MPH				
Date:	06/20/19	**Day:**	Thursday		
Hours: From:	01:59	**To:**	02:27		
Weather:	Overcast				
Observer(s):	Chris B. & Victor C.				

MPH	Frequency	Percent	Cumulative %
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	1	2.00%	2.00%
22	1	2.00%	4.00%
23	3	6.00%	10.00%
24	3	6.00%	16.00%
25	1	2.00%	18.00%
26	2	4.00%	22.00%
27	1	2.00%	24.00%
28	8	16.00%	40.00%
29	8	16.00%	56.00%
30	7	14.00%	70.00%
31	5	10.00%	80.00%
32	5	10.00%	90.00%
33	2	4.00%	94.00%
34	0	0.00%	94.00%
35	1	2.00%	96.00%
36	1	2.00%	98.00%
37	0	0.00%	98.00%
38	0	0.00%	98.00%
39	1	2.00%	100.00%
40	0	0.00%	100.00%
41	0	0.00%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	28.9	MPH	
Sample Variance:	12.87		
Standard Deviation:	3.6		
Variance of the Mean:	0.2574		
Standard Error of the Mean:	0.5		
10 MPH Pace:	23	**To:**	32 MPH
Percent in Pace:	86.0%		
Vehicles in Pace:	43		
50th Percentile Speed:	29	MPH	
85th Percentile Speed:	32	MPH	
90th Percentile Speed:	32	MPH	
95th Percentile Speed:	35	MPH	





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

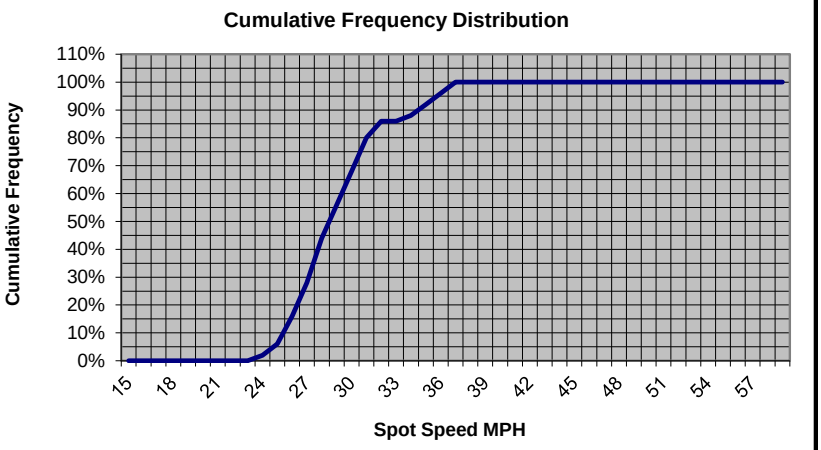
RADAR SURVEY

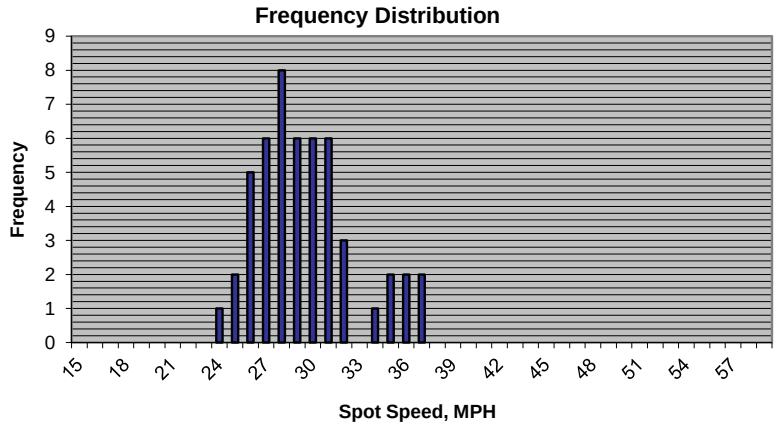
Street:	Garner Avenue	**Direction:**	EBD	**Comments:**	
Between:	Rider Avenue & Williams Road			No. 97	
Survey Location:	Sunrise Steet & Mar Street				
Speed Limit:	25 MPH				
Date:	06/20/19	**Day:**	Thursday		
Hours: From:	159	**To:**	227		
Weather:	Overcast				
Observer(s):	Chris B. & Victor C.				

MPH	Frequency	Percent	Cumulative %
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	1	2.00%	2.00%
25	2	4.00%	6.00%
26	5	10.00%	16.00%
27	6	12.00%	28.00%
28	8	16.00%	44.00%
29	6	12.00%	56.00%
30	6	12.00%	68.00%
31	6	12.00%	80.00%
32	3	6.00%	86.00%
33	0	0.00%	86.00%
34	1	2.00%	88.00%
35	2	4.00%	92.00%
36	2	4.00%	96.00%
37	2	4.00%	100.00%
38	0	0.00%	100.00%
39	0	0.00%	100.00%
40	0	0.00%	100.00%
41	0	0.00%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	29.5	MPH	
Sample Variance:	10.21		
Standard Deviation:	3.2		
Variance of the Mean:	0.2042		
Standard Error of the Mean:	0.5		
10 MPH Pace:	23	**To:**	32 MPH
Percent in Pace:	86.0%		
Vehicles in Pace:	43		
50th Percentile Speed:	29	MPH	
85th Percentile Speed:	32	MPH	
90th Percentile Speed:	35	MPH	
95th Percentile Speed:	36	MPH	





CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY

STREET: **WORK STREET**
BETWEEN: **EAST ALISAL ST. & S. SANBORN RD.**
SURVEY DATE: **06/05/19 (EXPIRES 2024)**

88

COMMENTS:

This segment of Work Street is classified as a minor arterial in the City of Salinas General Plan. The surrounding land use includes retail and industrial areas. Speed data collected June 05, 2019 revealed the 85th percentile speed of 42 mph. The 10 mph pace ranges from 32 mph to 41 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 35 mph should be retained.

AREA	DESCRIPTION
Distance	Approximately 6,300 Feet
Vertical Alignment	Flat
Street Width	Varies (60 to 85 Feet)
No. Lanes and Median	4-Lane Minor Arterial
Existing Speed Zone	35 MPH
85th Percentile Speed	42 MPH
Traffic Volume (Date)	6,950
Accident Data (2 years)	3 Collisions (2017 - 2018)
Street Segment Collision Rate = (Collisions) (1,000,000) / (Years) (365) (ADT) (Length in Miles)	0.49 Acc./MVM

MAP SYMBOL

- ALL WAY STOP
- SIGNAL
- SPEED SIGN
- CITY LIMITS
- CROSSWALK
- SCHOOL CROSSWALK

REGISTERED PROFESSIONAL ENGINEER
ANDREW EASTERLING
NO. TR 2824
TRAFFIC
STATE OF CALIFORNIA

I:\PWTra\Radar Survey\Radar Surveys EXP 2024\Aerials\(88) Work St BTW E Alisal & Sanborn Rd.dwg

CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

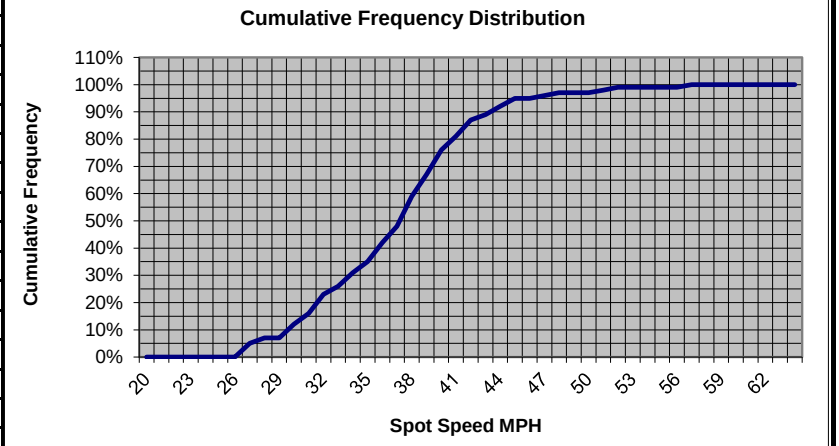
RADAR SURVEY

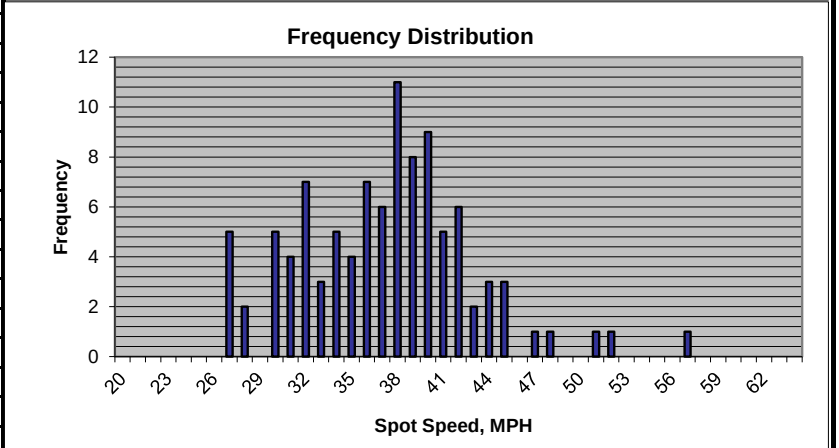
Street:	Work Street	**Direction:**	NBD/SBD	**Comments:**	
Between:	East Alisal & Sanborn Road			No. 88	
Survey Location:	John Street & Sanborn Road				
Speed Limit:	35 MPH				
Date:	06/05/19	**Day:**	Wednesday		
Hours: **From:**	1:30PM	**To:**	1:53PM		
Weather:	Sunny				
Observer(s):	Daniel E. & Victor C.				

MPH	Frequency	Percent	Cumulative %
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	5	5.00%	5.00%
28	2	2.00%	7.00%
29	0	0.00%	7.00%
30	5	5.00%	12.00%
31	4	4.00%	16.00%
32	7	7.00%	23.00%
33	3	3.00%	26.00%
34	5	5.00%	31.00%
35	4	4.00%	35.00%
36	7	7.00%	42.00%
37	6	6.00%	48.00%
38	11	11.00%	59.00%
39	8	8.00%	67.00%
40	9	9.00%	76.00%
41	5	5.00%	81.00%
42	6	6.00%	87.00%
43	2	2.00%	89.00%
44	3	3.00%	92.00%
45	3	3.00%	95.00%
46	0	0.00%	95.00%
47	1	1.00%	96.00%
48	1	1.00%	97.00%
49	0	0.00%	97.00%
50	0	0.00%	97.00%
51	1	1.00%	98.00%
52	1	1.00%	99.00%
53	0	0.00%	99.00%
54	0	0.00%	99.00%
55	0	0.00%	99.00%
56	0	0.00%	99.00%
57	1	1.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
60	0	0.00%	100.00%
61	0	0.00%	100.00%
62	0	0.00%	100.00%
63	0	0.00%	100.00%
64	0	0.00%	100.00%
Totals:	100	100.00%	

Data Analysis:

Time Mean Speed:	37.3	MPH		
Sample Variance:	31.73			
Standard Deviation:	5.6			
Variance of the Mean:	0.3173			
Standard Error of the Mean:	0.6			
10 MPH Pace:	32	**To:**	41	MPH
Percent in Pace:	65.0%			
Vehicles in Pace:	65			
50th Percentile Speed:	38	MPH		
85th Percentile Speed:	42	MPH		
90th Percentile Speed:	44	MPH		
95th Percentile Speed:	46	MPH		





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

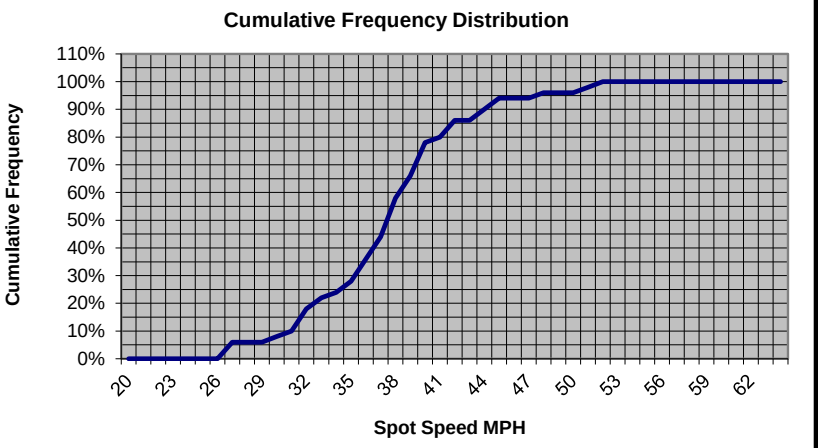
RADAR SURVEY

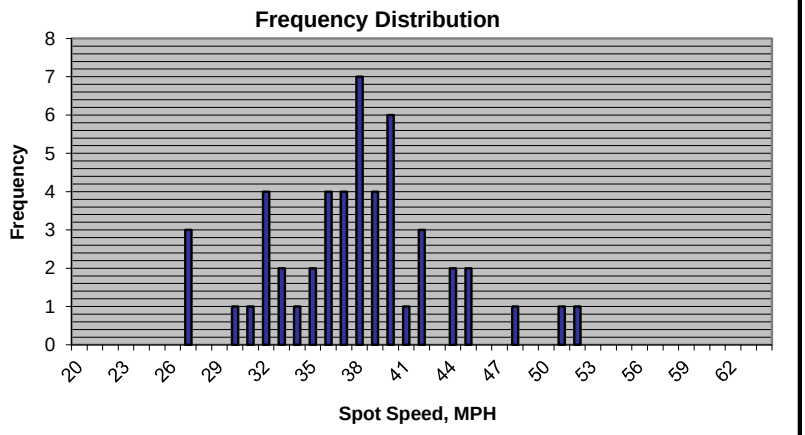
Street:	Work Street	**Direction:**	NBD	**Comments:**
Between:	East Alisal & Sanborn Road			No. 88
Survey Location:	John Street & Sanborn Road			
Speed Limit:	35 MPH			
Date:	06/05/19	**Day:**	Wednesday	
Hours: From:	1:30PM	**To:**	1:53PM	
Weather:	Sunny			
Observer(s):	Daniel E. & Victor C.			

MPH	Frequency	Percent	Cumulative %
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	3	6.00%	6.00%
28	0	0.00%	6.00%
29	0	0.00%	6.00%
30	1	2.00%	8.00%
31	1	2.00%	10.00%
32	4	8.00%	18.00%
33	2	4.00%	22.00%
34	1	2.00%	24.00%
35	2	4.00%	28.00%
36	4	8.00%	36.00%
37	4	8.00%	44.00%
38	7	14.00%	58.00%
39	4	8.00%	66.00%
40	6	12.00%	78.00%
41	1	2.00%	80.00%
42	3	6.00%	86.00%
43	0	0.00%	86.00%
44	2	4.00%	90.00%
45	2	4.00%	94.00%
46	0	0.00%	94.00%
47	0	0.00%	94.00%
48	1	2.00%	96.00%
49	0	0.00%	96.00%
50	0	0.00%	96.00%
51	1	2.00%	98.00%
52	1	2.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
60	0	0.00%	100.00%
61	0	0.00%	100.00%
62	0	0.00%	100.00%
63	0	0.00%	100.00%
64	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	37.8	MPH		
Sample Variance:	29.43			
Standard Deviation:	5.4			
Variance of the Mean:	0.5886			
Standard Error of the Mean:	0.8			
10 MPH Pace:	31	**To:**	40	MPH
Percent in Pace:	70.0%			
Vehicles in Pace:	35			
50th Percentile Speed:	38	MPH		
85th Percentile Speed:	42	MPH		
90th Percentile Speed:	44	MPH		
95th Percentile Speed:	48	MPH		





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

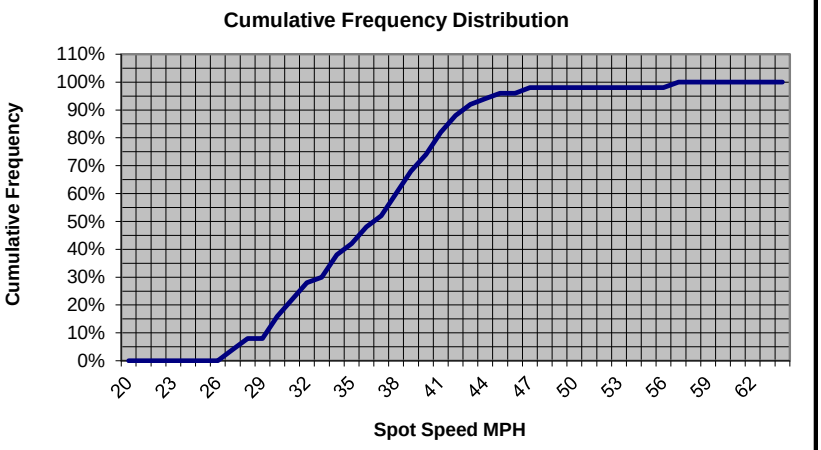
RADAR SURVEY

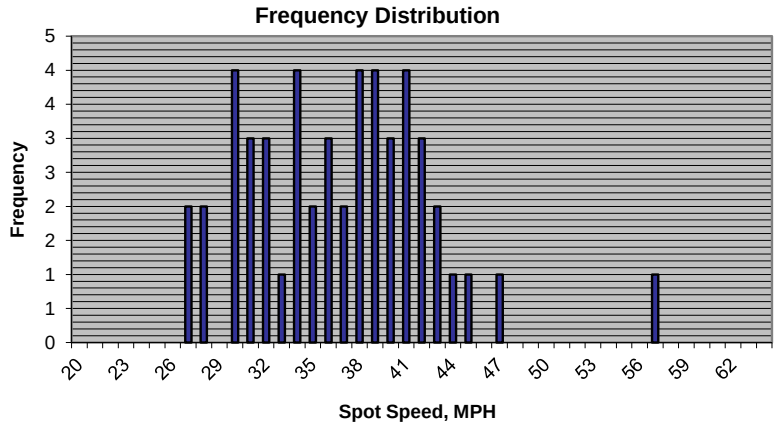
Street:	Work Street	**Direction:**	SBD	**Comments:**
Between:	East Alisal & Sanborn Road			No. 88
Survey Location:	John Street & Sanborn Road			
Speed Limit:	35 MPH			
Date:	06/05/19	**Day:**	Wednesday	
Hours: From:	1:30PM	**To:**	1:53PM	
Weather:	Sunny			
Observer(s):	Daniel E. & Victor C.			

MPH	Frequency	Percent	Cumulative %
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	2	4.00%	4.00%
28	2	4.00%	8.00%
29	0	0.00%	8.00%
30	4	8.00%	16.00%
31	3	6.00%	22.00%
32	3	6.00%	28.00%
33	1	2.00%	30.00%
34	4	8.00%	38.00%
35	2	4.00%	42.00%
36	3	6.00%	48.00%
37	2	4.00%	52.00%
38	4	8.00%	60.00%
39	4	8.00%	68.00%
40	3	6.00%	74.00%
41	4	8.00%	82.00%
42	3	6.00%	88.00%
43	2	4.00%	92.00%
44	1	2.00%	94.00%
45	1	2.00%	96.00%
46	0	0.00%	96.00%
47	1	2.00%	98.00%
48	0	0.00%	98.00%
49	0	0.00%	98.00%
50	0	0.00%	98.00%
51	0	0.00%	98.00%
52	0	0.00%	98.00%
53	0	0.00%	98.00%
54	0	0.00%	98.00%
55	0	0.00%	98.00%
56	0	0.00%	98.00%
57	1	2.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
60	0	0.00%	100.00%
61	0	0.00%	100.00%
62	0	0.00%	100.00%
63	0	0.00%	100.00%
64	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	36.7	MPH	
Sample Variance:	34.11		
Standard Deviation:	5.8		
Variance of the Mean:	0.6822		
Standard Error of the Mean:	0.8		
10 MPH Pace:	34	**To:**	43 MPH
Percent in Pace:	62.0%		
Vehicles in Pace:	31		
50th Percentile Speed:	37	MPH	
85th Percentile Speed:	42	MPH	
90th Percentile Speed:	43	MPH	
95th Percentile Speed:	45	MPH	

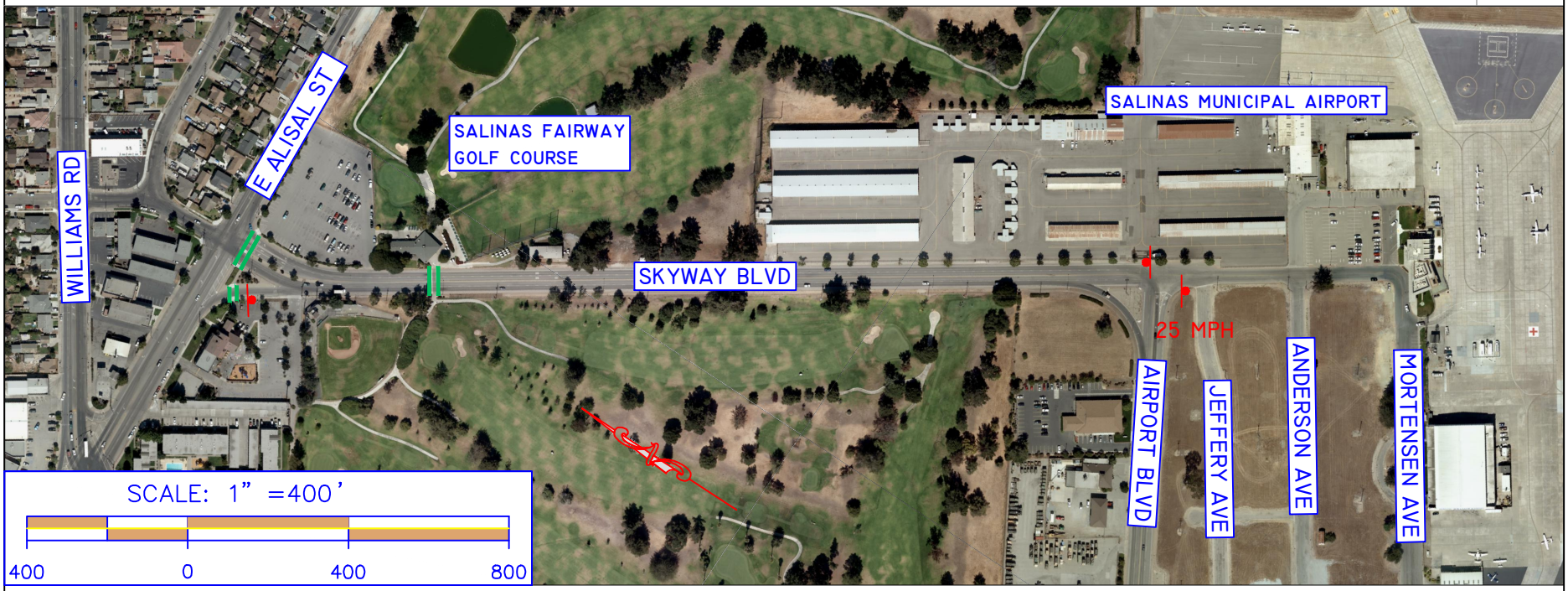




CITY OF SALINAS
DEVELOPMENT & ENGINEERING SERVICES
TRAFFIC SURVEY

STREET: **SKYWAY BOULEVARD**
BETWEEN: **AIRPORT BLVD. & E. ALISAL ST.**
SURVEY DATE: **05/16/19 (EXPIRES 2024)**

87



COMMENTS:

This segment of Skyway Boulevard is classified as a minor arterial in the City of Salinas General Plan. The surrounding land use is public/semipublic uses. Speed data was collected May 16, 2019 revealed the 85th-percentile speed of 47 mph. The 10 mph pace ranges from 37 mph to 46 mph and suggests the 85th percentile is above this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1 in compliance with CVC Sections 627 and 22358.5, the existing posted speed limit of 35 mph should be increased to 40 mph.

AREA	DESCRIPTION
Distance	Approximately 2,950 Feet
Vertical Alignment	Flat
Street Width	63 Feet
No. Lanes and Median	4-Lane Minor Arterial
Proposing Speed Zone	35 MPH
85th Percentile Speed	40 MPH
Traffic Volume (Date)	12,450
Accident Data (2 years)	2 Collisions (2017 - 2018)
Street Segment Collision Rate = (Collisions) (1,000,000) / (Years) (365) (ADT) (Length in Miles)	0.39 Acc./MVM

MAP SYMBOL

- ALL WAY STOP
- SIGNAL
- SPEED SIGN
- CITY LIMITS
- CROSSWALK
- SCHOOL CROSSWALK

REGISTERED PROFESSIONAL ENGINEER
ANDREW EASTERLING
NO. TR 2824
TRAFFIC
STATE OF CALIFORNIA

I:\PWTra\Radar Survey\Radar Surveys EXP 2024\Aerials\(87) Skyway BTW Airport Blvd & E. Alisal St.dwg

CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

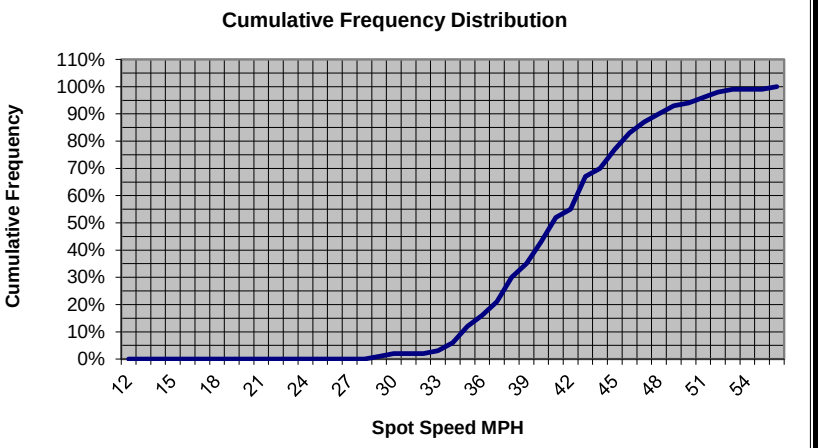
RADAR SURVEY

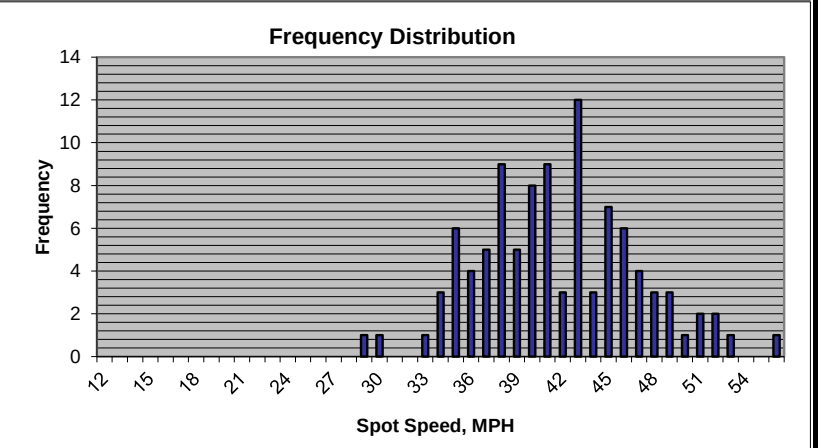
Street:	Skyway Boulevard	**Direction:**	EBD/WBD	**Comments:**	
Between:	Mortensen Avenue & Alisal Street			No.87	
Survey Location:					
Speed Limit:	35 MPH				
Date:	05/16/19	**Day:**	Thursday		
Hours: From:	2:43PM	**To:**	3:02PM		
Weather:	Cloudy				
Observer(s):	Chris & Herendira				

MPH	Frequency	Percent	Cumulative %
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	1	1.00%	1.00%
30	1	1.00%	2.00%
31	0	0.00%	2.00%
32	0	0.00%	2.00%
33	1	1.00%	3.00%
34	3	3.00%	6.00%
35	6	6.00%	12.00%
36	4	4.00%	16.00%
37	5	5.00%	21.00%
38	9	9.00%	30.00%
39	5	5.00%	35.00%
40	8	8.00%	43.00%
41	9	9.00%	52.00%
42	3	3.00%	55.00%
43	12	12.00%	67.00%
44	3	3.00%	70.00%
45	7	7.00%	77.00%
46	6	6.00%	83.00%
47	4	4.00%	87.00%
48	3	3.00%	90.00%
49	3	3.00%	93.00%
50	1	1.00%	94.00%
51	2	2.00%	96.00%
52	2	2.00%	98.00%
53	1	1.00%	99.00%
54	0	0.00%	99.00%
55	0	0.00%	99.00%
56	1	1.00%	100.00%
Totals:	100	100.00%	

Data Analysis:

Time Mean Speed:	41.7	MPH	
Sample Variance:	26.77		
Standard Deviation:	5.2		
Variance of the Mean:	0.2677		
Standard Error of the Mean:	0.5		
10 MPH Pace:	37	**To:**	46 MPH
Percent in Pace:	67.0%		
Vehicles in Pace:	67		
50th Percentile Speed:	41	MPH	
85th Percentile Speed:	47	MPH	
90th Percentile Speed:	48	MPH	
95th Percentile Speed:	51	MPH	





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

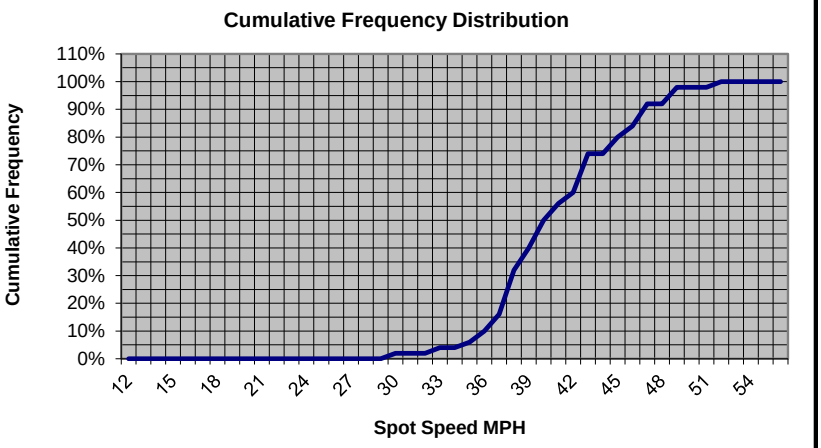
RADAR SURVEY

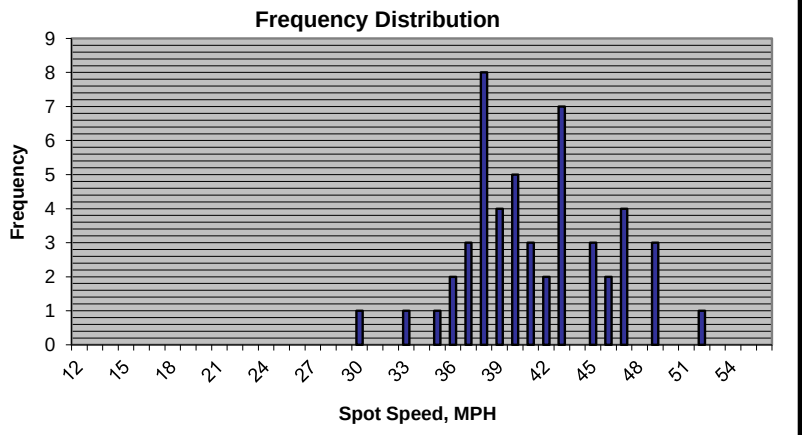
Street:	Skyway Boulevard	**Direction:**	EBD	**Comments:**	
Between:	Mortensen Avenue & Alisal Street			No.87	
Survey Location:					
Speed Limit:	35 MPH				
Date:	05/16/19	**Day:**	Thursday		
Hours:	**From:** 2:43PM	**To:**	3:02PM		
Weather:	Cloudy				
Observer(s):	Chris & Herendira				

MPH	Frequency	Percent	Cumulative %
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	1	2.00%	2.00%
31	0	0.00%	2.00%
32	0	0.00%	2.00%
33	1	2.00%	4.00%
34	0	0.00%	4.00%
35	1	2.00%	6.00%
36	2	4.00%	10.00%
37	3	6.00%	16.00%
38	8	16.00%	32.00%
39	4	8.00%	40.00%
40	5	10.00%	50.00%
41	3	6.00%	56.00%
42	2	4.00%	60.00%
43	7	14.00%	74.00%
44	0	0.00%	74.00%
45	3	6.00%	80.00%
46	2	4.00%	84.00%
47	4	8.00%	92.00%
48	0	0.00%	92.00%
49	3	6.00%	98.00%
50	0	0.00%	98.00%
51	0	0.00%	98.00%
52	1	2.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	41.3	MPH	
Sample Variance:	20.28		
Standard Deviation:	4.5		
Variance of the Mean:	0.4056		
Standard Error of the Mean:	0.6		
10 MPH Pace:	38	**To:** 47	MPH
Percent in Pace:	76.0%		
Vehicles in Pace:	38		
50th Percentile Speed:	40	MPH	
85th Percentile Speed:	47	MPH	
90th Percentile Speed:	47	MPH	
95th Percentile Speed:	49	MPH	





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

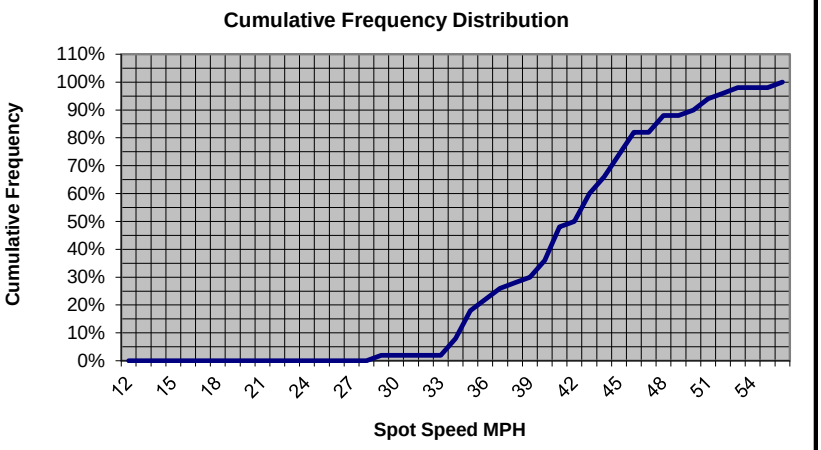
RADAR SURVEY

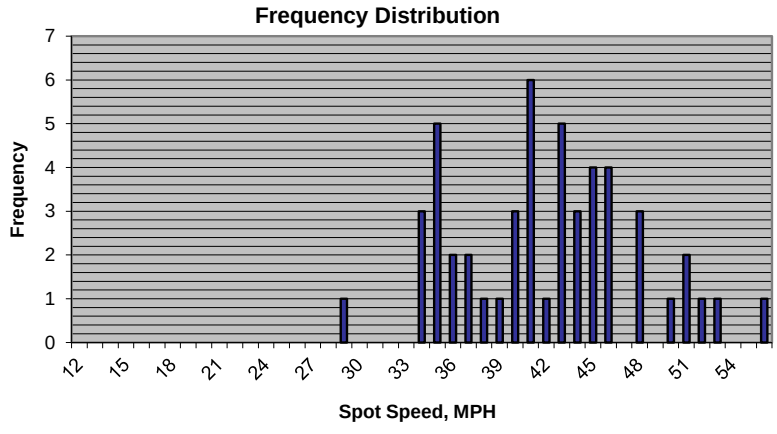
Street:	Skyway Boulevard	**Direction:**	WBD	**Comments:**	
Between:	Mortensen Avenue & Alisal Street			No.87	
Survey Location:					
Speed Limit:	35 MPH				
Date:	05/16/19	**Day:**	Thursday		
Hours: From:	2:43PM	**To:**	3:02PM		
Weather:	Cloudy				
Observer(s):	Chris & Herendira				

MPH	Frequency	Percent	Cumulative %
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	1	2.00%	2.00%
30	0	0.00%	2.00%
31	0	0.00%	2.00%
32	0	0.00%	2.00%
33	0	0.00%	2.00%
34	3	6.00%	8.00%
35	5	10.00%	18.00%
36	2	4.00%	22.00%
37	2	4.00%	26.00%
38	1	2.00%	28.00%
39	1	2.00%	30.00%
40	3	6.00%	36.00%
41	6	12.00%	48.00%
42	1	2.00%	50.00%
43	5	10.00%	60.00%
44	3	6.00%	66.00%
45	4	8.00%	74.00%
46	4	8.00%	82.00%
47	0	0.00%	82.00%
48	3	6.00%	88.00%
49	0	0.00%	88.00%
50	1	2.00%	90.00%
51	2	4.00%	94.00%
52	1	2.00%	96.00%
53	1	2.00%	98.00%
54	0	0.00%	98.00%
55	0	0.00%	98.00%
56	1	2.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	42.1	MPH	
Sample Variance:	33.44		
Standard Deviation:	5.8		
Variance of the Mean:	0.6688		
Standard Error of the Mean:	0.8		
10 MPH Pace:	37	**To:**	46 MPH
Percent in Pace:	60.0%		
Vehicles in Pace:	30		
50th Percentile Speed:	42	MPH	
85th Percentile Speed:	48	MPH	
90th Percentile Speed:	50	MPH	
95th Percentile Speed:	52	MPH	

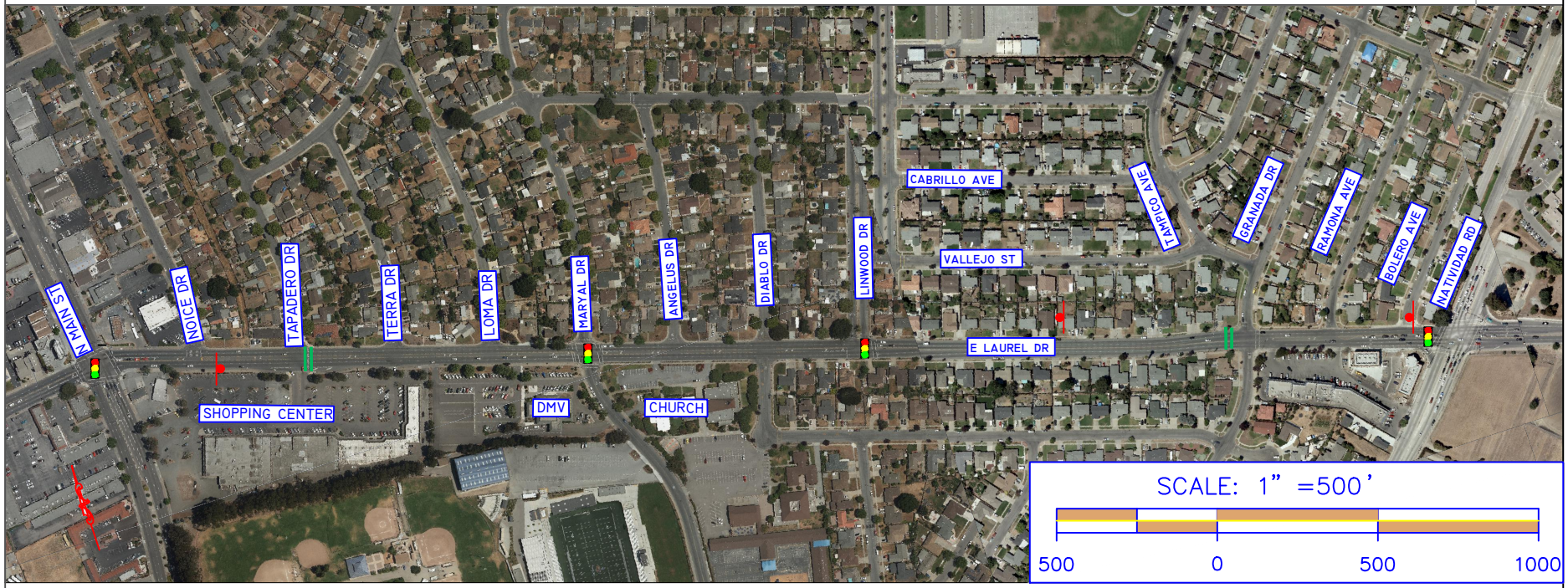




CITY OF SALINAS
DEVELOPMENT & ENGINEERING SERVICES
TRAFFIC SURVEY

STREET: **EAST LAUREL DRIVE**
BETWEEN: **NORTH MAIN ST. & NATIVIDAD RD.**
SURVEY DATE: **05/28/19 (EXPIRES IN 2024)**

83



COMMENTS:

This segment of East Laurel Drive is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes residential homes, retail and office areas and a school. Speed data collected May 28, 2019 revealed the 85th percentile speed of 40 mph. The 10 mph pace ranges from 32 mph to 41 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 35 mph should be retained.

AREA	DESCRIPTION
Distance	Approximately 4,100 Feet
Vertical Alignment	Flat
Street Width	60 Feet
No. Lanes and Median	4-Lane Major Arterial
Existing Speed Zone	35 MPH
85th Percentile Speed	40 MPH
Traffic Volume (Date)	21,199
Accident Data (2 years)	11 Collisions (2017 - 2018)
Street Segment Collision Rate = (Collisions) (1,000,000) / (Years) (365) (ADT) (Length in Miles)	0.90 Acc./MVM

MAP SYMBOL

- ALL WAY STOP
- SIGNAL
- SPEED SIGN
- CITY LIMITS
- CROSSWALK
- SCHOOL CROSSWALK

REGISTERED PROFESSIONAL ENGINEER
ANDREW EASTERLING
NO. TR 2824
TRAFFIC
STATE OF CALIFORNIA

I:\PWTra\Radar Survey\Radar Surveys EXP 2024\Aerials\(83) E Laurel Dr BTW N Main St & Natividad Rd.dwg

CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

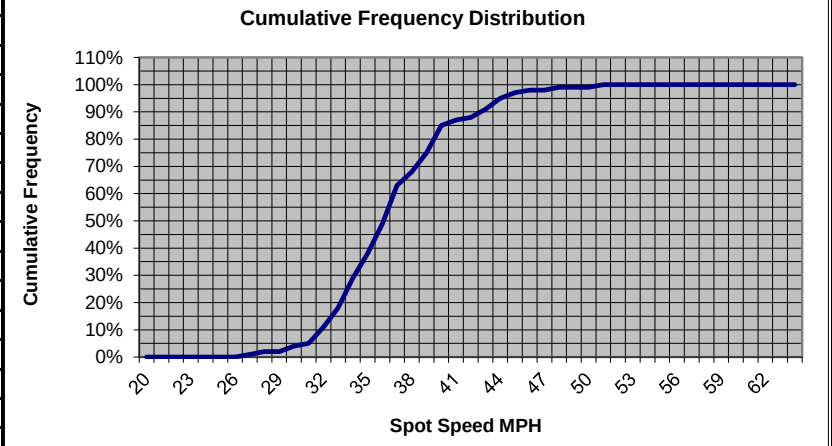
RADAR SURVEY

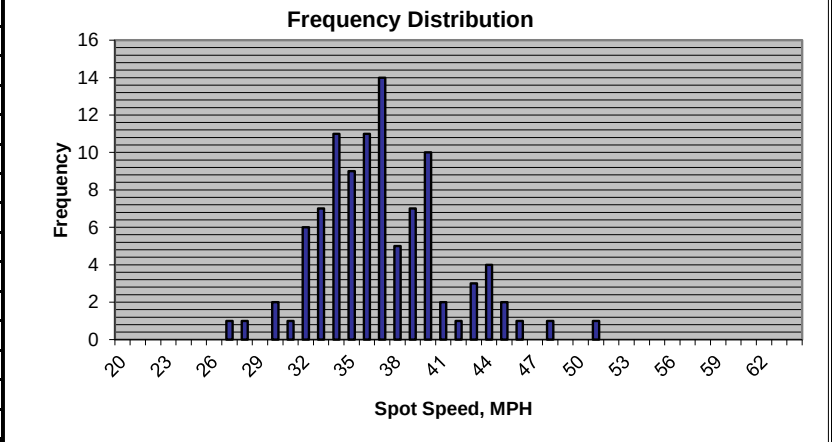
Street:	East Laurel Drive	**Direction:**	WBD/EBD	**Comments:**	
Between:	North Main Street & Natividad Road			No. 83	
Survey Location:	Granada Avenue & Linwood Drive				
Speed Limit:	35 MPH				
Date:	05/28/19	**Day:**	Tuesday		
Hours: From:	1:58PM	**To:**	2:13PM		
Weather:	Sunny				
Observer(s):	Alejandro B. & Victor C.				

MPH	Frequency	Percent	Cumulative %
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	1	1.00%	1.00%
28	1	1.00%	2.00%
29	0	0.00%	2.00%
30	2	2.00%	4.00%
31	1	1.00%	5.00%
32	6	6.00%	11.00%
33	7	7.00%	18.00%
34	11	11.00%	29.00%
35	9	9.00%	38.00%
36	11	11.00%	49.00%
37	14	14.00%	63.00%
38	5	5.00%	68.00%
39	7	7.00%	75.00%
40	10	10.00%	85.00%
41	2	2.00%	87.00%
42	1	1.00%	88.00%
43	3	3.00%	91.00%
44	4	4.00%	95.00%
45	2	2.00%	97.00%
46	1	1.00%	98.00%
47	0	0.00%	98.00%
48	1	1.00%	99.00%
49	0	0.00%	99.00%
50	0	0.00%	99.00%
51	1	1.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
60	0	0.00%	100.00%
61	0	0.00%	100.00%
62	0	0.00%	100.00%
63	0	0.00%	100.00%
64	0	0.00%	100.00%
Totals:	100	100.00%	

Data Analysis:

Time Mean Speed:	37.0	MPH		
Sample Variance:	17.50			
Standard Deviation:	4.2			
Variance of the Mean:	0.1750			
Standard Error of the Mean:	0.4			
10 MPH Pace:	32	**To:**	41	MPH
Percent in Pace:	82.0%			
Vehicles in Pace:	82			
50th Percentile Speed:	37	MPH		
85th Percentile Speed:	40	MPH		
90th Percentile Speed:	43	MPH		
95th Percentile Speed:	44	MPH		





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

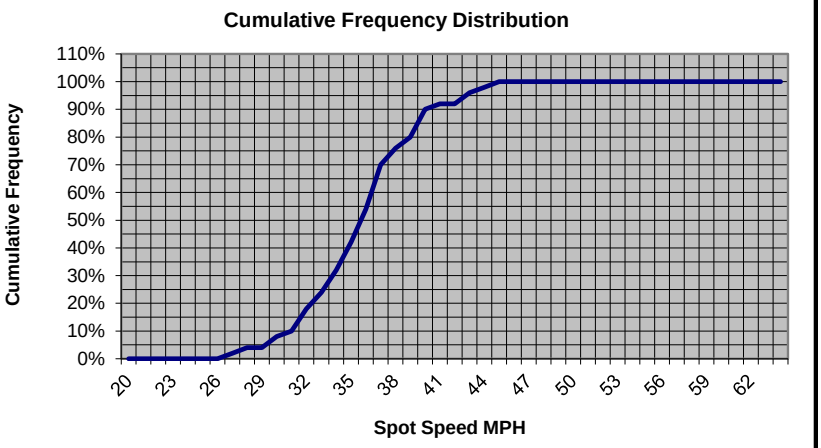
RADAR SURVEY

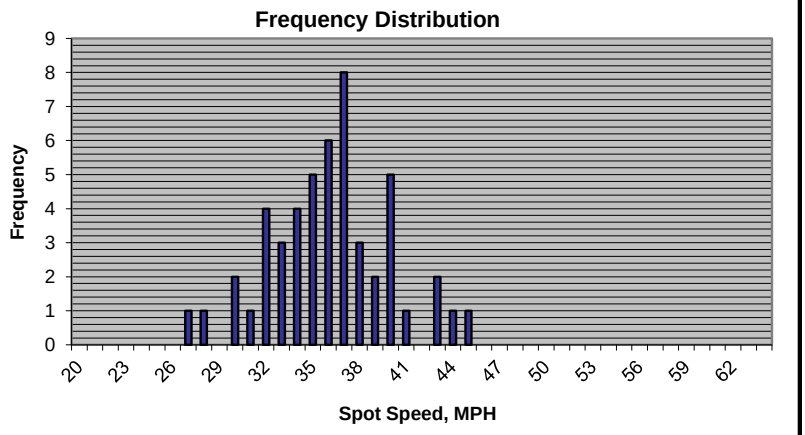
Street:	East Laurel Drive	**Direction:**	WBD	**Comments:**
Between:	North Main Street & Natividad Road			No. 83
Survey Location:	Granada Avenue & Linwood Drive			
Speed Limit:	35 MPH			
Date:	05/28/19	**Day:**	Tuesday	
Hours: From:	1:58PM	**To:**	2:13PM	
Weather:	Sunny			
Observer(s):	Alejandro B. & Victor C.			

MPH	Frequency	Percent	Cumulative %
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	1	2.00%	2.00%
28	1	2.00%	4.00%
29	0	0.00%	4.00%
30	2	4.00%	8.00%
31	1	2.00%	10.00%
32	4	8.00%	18.00%
33	3	6.00%	24.00%
34	4	8.00%	32.00%
35	5	10.00%	42.00%
36	6	12.00%	54.00%
37	8	16.00%	70.00%
38	3	6.00%	76.00%
39	2	4.00%	80.00%
40	5	10.00%	90.00%
41	1	2.00%	92.00%
42	0	0.00%	92.00%
43	2	4.00%	96.00%
44	1	2.00%	98.00%
45	1	2.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
60	0	0.00%	100.00%
61	0	0.00%	100.00%
62	0	0.00%	100.00%
63	0	0.00%	100.00%
64	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	36.1	MPH	
Sample Variance:	15.10		
Standard Deviation:	3.9		
Variance of the Mean:	0.3020		
Standard Error of the Mean:	0.5		
10 MPH Pace:	31	**To:**	40 MPH
Percent in Pace:	82.0%		
Vehicles in Pace:	41		
50th Percentile Speed:	36	MPH	
85th Percentile Speed:	40	MPH	
90th Percentile Speed:	40	MPH	
95th Percentile Speed:	43	MPH	





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

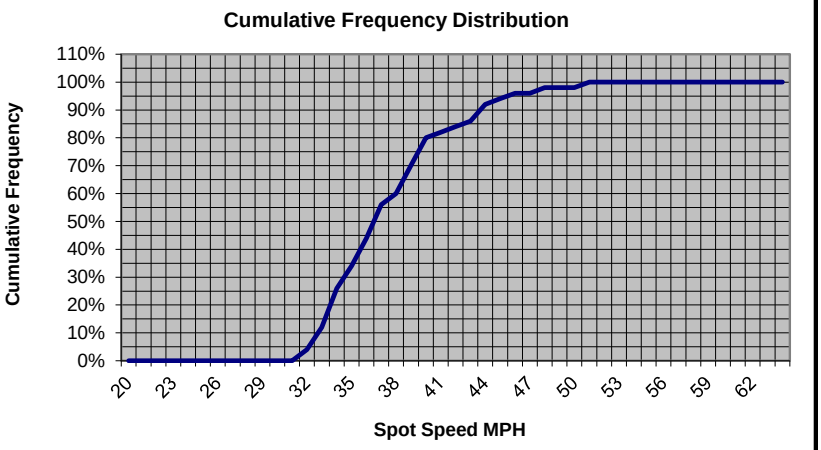
RADAR SURVEY

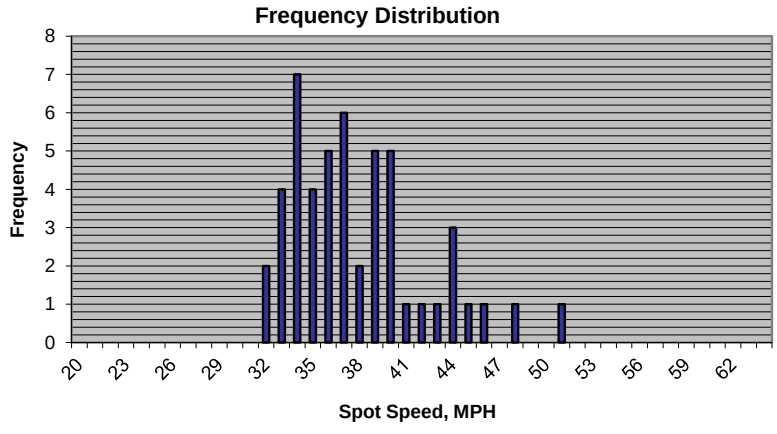
Street:	East Laurel Drive	**Direction:**	EBD	**Comments:**
Between:	North Main Street & Natividad Road			No. 83
Survey Location:	Granada Avenue & Linwood Drive			
Speed Limit:	35 MPH			
Date:	05/28/19	**Day:**	Tuesday	
Hours: From:	1:58PM	**To:**	2:13PM	
Weather:	Sunny			
Observer(s):	Alejandro B. & Victor C.			

MPH	Frequency	Percent	Cumulative %
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	0	0.00%	0.00%
31	0	0.00%	0.00%
32	2	4.00%	4.00%
33	4	8.00%	12.00%
34	7	14.00%	26.00%
35	4	8.00%	34.00%
36	5	10.00%	44.00%
37	6	12.00%	56.00%
38	2	4.00%	60.00%
39	5	10.00%	70.00%
40	5	10.00%	80.00%
41	1	2.00%	82.00%
42	1	2.00%	84.00%
43	1	2.00%	86.00%
44	3	6.00%	92.00%
45	1	2.00%	94.00%
46	1	2.00%	96.00%
47	0	0.00%	96.00%
48	1	2.00%	98.00%
49	0	0.00%	98.00%
50	0	0.00%	98.00%
51	1	2.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
60	0	0.00%	100.00%
61	0	0.00%	100.00%
62	0	0.00%	100.00%
63	0	0.00%	100.00%
64	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	37.9	MPH	
Sample Variance:	18.58		
Standard Deviation:	4.3		
Variance of the Mean:	0.3716		
Standard Error of the Mean:	0.6		
10 MPH Pace:	32	**To:**	41 MPH
Percent in Pace:	82.0%		
Vehicles in Pace:	41		
50th Percentile Speed:	37	MPH	
85th Percentile Speed:	43	MPH	
90th Percentile Speed:	44	MPH	
95th Percentile Speed:	46	MPH	





CITY OF SALINAS
DEVELOPMENT & ENGINEERING SERVICES
TRAFFIC SURVEY

STREET: **FRONT STREET**
BETWEEN: **E. MARKET ST. & JOHN ST.**
SURVEY DATE: **06/05/19 (EXPIRES IN 2024)**

82

COMMENTS:

This segment of Front Street is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes industrial, and retail areas. Speed data collected June 5, 2019 revealed the 85th percentile speed of 35 mph. The 10 mph pace ranges from 26 mph to 35 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the speed limit of 30 mph should be posted.

AREA	DESCRIPTION
Distance	Approximately 3,770 Feet
Vertical Alignment	Flat
Street Width	85 Feet
No. Lanes and Median	4-Lane Major Arterial
Proposing Speed Zone	30 MPH
85th Percentile Speed	35 MPH
Traffic Volume (Date)	15,050
Accident Data (2 years)	4 Collisions (2017 - 2018)
Street Segment Collision Rate = (Collisions) (1,000,000) / (Years) (365) (ADT) (Length in Miles)	0.51 Acc./MVM

MAP SYMBOL

- ALL WAY STOP
- SIGNAL
- SPEED SIGN
- CITY LIMITS
- CROSSWALK
- SCHOOL CROSSWALK

REGISTERED PROFESSIONAL ENGINEER
ANDREW EASTERLING
NO. TR 2824
TRAFFIC
STATE OF CALIFORNIA

I:\PWTra\Radar Survey\Radar Surveys EXP 2024\Aerials\(82) Front BTW E. Market & John.dwg

CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

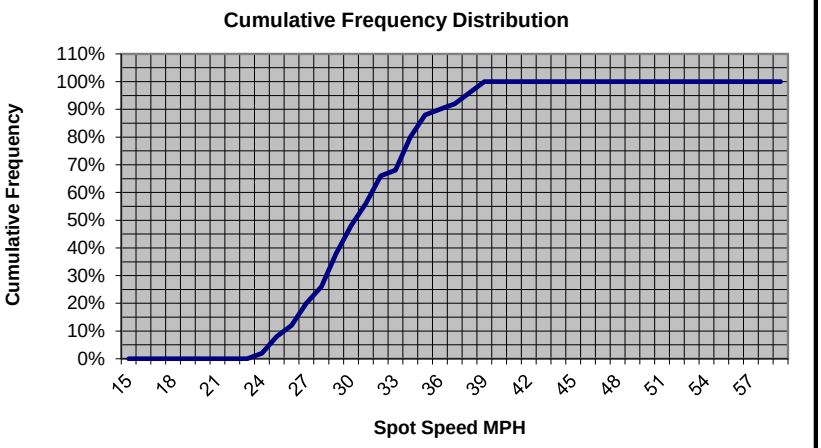
RADAR SURVEY

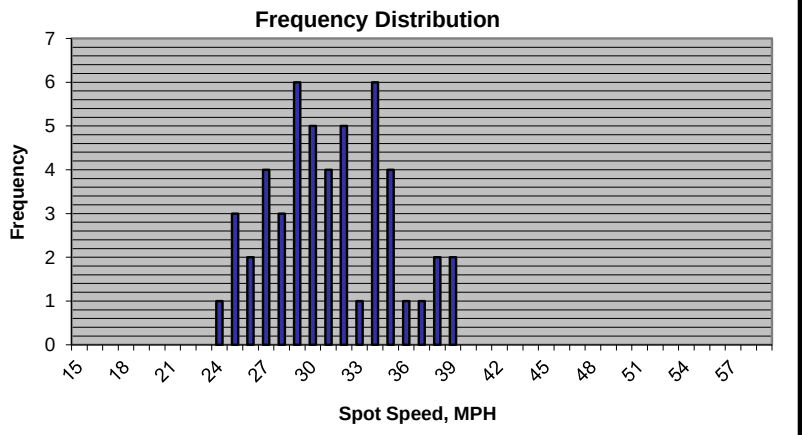
Street:	Front Street	**Direction:**	NBD	**Comments:**	
Between:	East Market Street & John Street			No. 82	
Survey Location:	Alisal Street & San Luis Street				
Speed Limit:	25 MPH				
Date:	06/05/19	**Day:**	Wednesday		
Hours: From:	12:20PM	**To:**	12:40PM		
Weather:	Sunny				
Observer(s):	Daniel E. & Victor C.				

MPH	Frequency	Percent	Cumulative %
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	1	2.00%	2.00%
25	3	6.00%	8.00%
26	2	4.00%	12.00%
27	4	8.00%	20.00%
28	3	6.00%	26.00%
29	6	12.00%	38.00%
30	5	10.00%	48.00%
31	4	8.00%	56.00%
32	5	10.00%	66.00%
33	1	2.00%	68.00%
34	6	12.00%	80.00%
35	4	8.00%	88.00%
36	1	2.00%	90.00%
37	1	2.00%	92.00%
38	2	4.00%	96.00%
39	2	4.00%	100.00%
40	0	0.00%	100.00%
41	0	0.00%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	31.1	MPH		
Sample Variance:	15.11			
Standard Deviation:	3.9			
Variance of the Mean:	0.3022			
Standard Error of the Mean:	0.5			
10 MPH Pace:	26	**To:**	35	MPH
Percent in Pace:	80.0%			
Vehicles in Pace:	40			
50th Percentile Speed:	31	MPH		
85th Percentile Speed:	35	MPH		
90th Percentile Speed:	36	MPH		
95th Percentile Speed:	38	MPH		





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

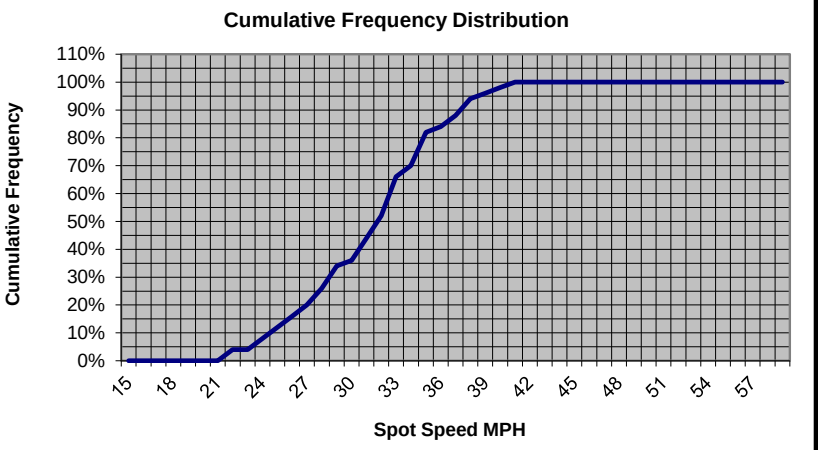
RADAR SURVEY

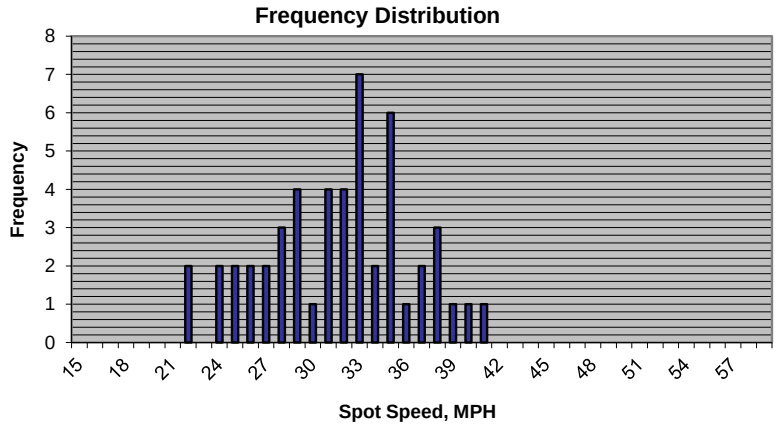
Street:	Front Street	**Direction:**	SBD	**Comments:**	
Between:	East Market Street & John Street			No. 82	
Survey Location:	Alisal Street & San Luis Street				
Speed Limit:	25 MPH				
Date:	06/05/19	**Day:**	Wednesday		
Hours: **From:**	12:20PM	**To:**	12:40PM		
Weather:	Sunny				
Observer(s):	Daniel E. & Victor C.				

MPH	Frequency	Percent	Cumulative %
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	2	4.00%	4.00%
23	0	0.00%	4.00%
24	2	4.00%	8.00%
25	2	4.00%	12.00%
26	2	4.00%	16.00%
27	2	4.00%	20.00%
28	3	6.00%	26.00%
29	4	8.00%	34.00%
30	1	2.00%	36.00%
31	4	8.00%	44.00%
32	4	8.00%	52.00%
33	7	14.00%	66.00%
34	2	4.00%	70.00%
35	6	12.00%	82.00%
36	1	2.00%	84.00%
37	2	4.00%	88.00%
38	3	6.00%	94.00%
39	1	2.00%	96.00%
40	1	2.00%	98.00%
41	1	2.00%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	31.7	MPH		
Sample Variance:	21.86			
Standard Deviation:	4.7			
Variance of the Mean:	0.4372			
Standard Error of the Mean:	0.7			
10 MPH Pace:	26	**To:**	35	MPH
Percent in Pace:	70.0%			
Vehicles in Pace:	35			
50th Percentile Speed:	32	MPH		
85th Percentile Speed:	37	MPH		
90th Percentile Speed:	38	MPH		
95th Percentile Speed:	39	MPH		





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

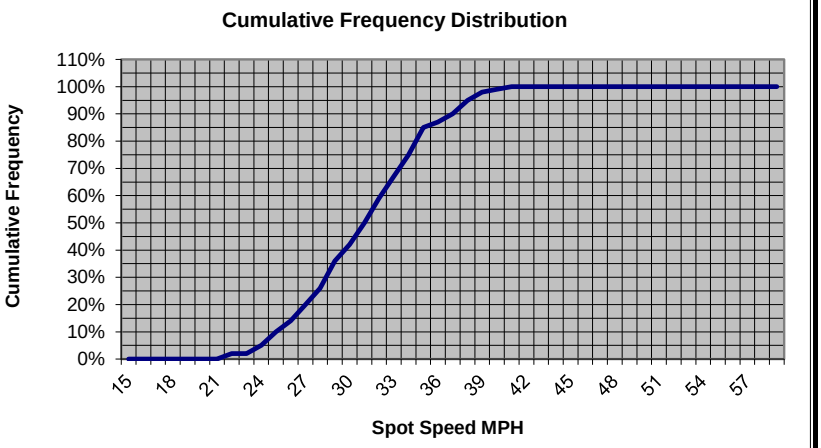
RADAR SURVEY

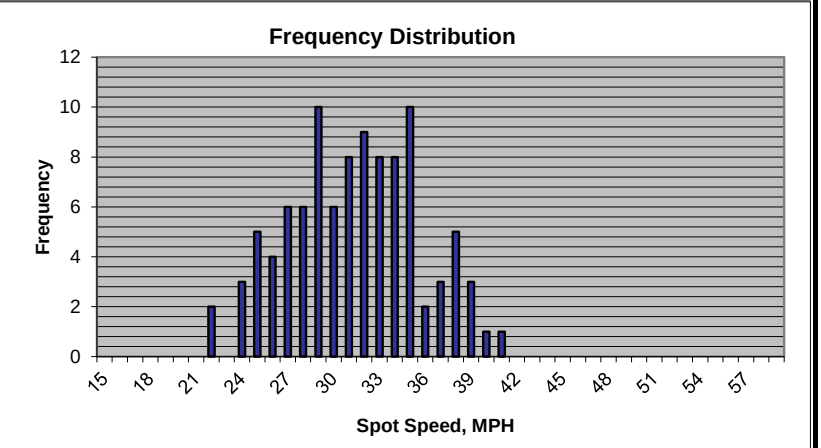
Street:	Front Street	**Direction:**	NBD/SBD	**Comments:**	
Between:	East Market Street & John Street			No. 82	
Survey Location:	Alisal Street & San Luis Street				
Speed Limit:	25 MPH				
Date:	06/05/19	**Day:**	Wednesday		
Hours: From:	12:20PM	**To:**	12:40PM		
Weather:	Sunny				
Observer(s):	Daniel E. & Victor C.				

MPH	Frequency	Percent	Cumulative %
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	2	2.00%	2.00%
23	0	0.00%	2.00%
24	3	3.00%	5.00%
25	5	5.00%	10.00%
26	4	4.00%	14.00%
27	6	6.00%	20.00%
28	6	6.00%	26.00%
29	10	10.00%	36.00%
30	6	6.00%	42.00%
31	8	8.00%	50.00%
32	9	9.00%	59.00%
33	8	8.00%	67.00%
34	8	8.00%	75.00%
35	10	10.00%	85.00%
36	2	2.00%	87.00%
37	3	3.00%	90.00%
38	5	5.00%	95.00%
39	3	3.00%	98.00%
40	1	1.00%	99.00%
41	1	1.00%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
Totals:	100	100.00%	

Data Analysis:

Time Mean Speed:	31.4	MPH		
Sample Variance:	18.38			
Standard Deviation:	4.3			
Variance of the Mean:	0.1838			
Standard Error of the Mean:	0.4			
10 MPH Pace:	26	**To:**	35	MPH
Percent in Pace:	75.0%			
Vehicles in Pace:	75			
50th Percentile Speed:	31	MPH		
85th Percentile Speed:	35	MPH		
90th Percentile Speed:	37	MPH		
95th Percentile Speed:	38	MPH		





CITY OF SALINAS
DEVELOPMENT & ENGINEERING SERVICES
TRAFFIC SURVEY

STREET: **EAST BORONDA ROAD**
BETWEEN: **CONSTITUTION BLVD. & WILLIAMS RD.**
SURVEY DATE: **05/22/19 (EXPIRES IN 2024)**

80

COMMENTS:

This segment of Boronda Road is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes backing residential homes, and retail areas. Speed data collected May 22, 2019 revealed the 85th percentile speed of 51 mph. The 10 mph pace ranges from 37 mph to 46 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 45 mph should be retained.

AREA	DESCRIPTION
Distance	Approximately 6,707 Feet
Vertical Alignment	Flat
Street Width	45 Feet
No. Lanes and Median	2-Lane Major Arterial
Existing Speed Zone	45 MPH
85th Percentile Speed	51 MPH
Traffic Volume (Date)	14,499
Accident Data (2 years)	7 Collisions (2017 - 2018)
Street Segment Collision Rate = (Collisions) (1,000,000) / (Years) (365) (ADT) (Length in Miles)	0.52 Acc./MVM

MAP SYMBOL

- ALL WAY STOP
- SIGNAL
- SPEED SIGN
- CITY LIMITS
- CROSSWALK
- SCHOOL CROSSWALK

REGISTERED PROFESSIONAL ENGINEER
ANDREW EASTERLING
NO. TR 2824
TRAFFIC
STATE OF CALIFORNIA

I:\PWTra\Radar Survey\Radar Surveys EXP 2024\Aerials\(80) Boronda BTW Constitution & Williams.dwg

CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

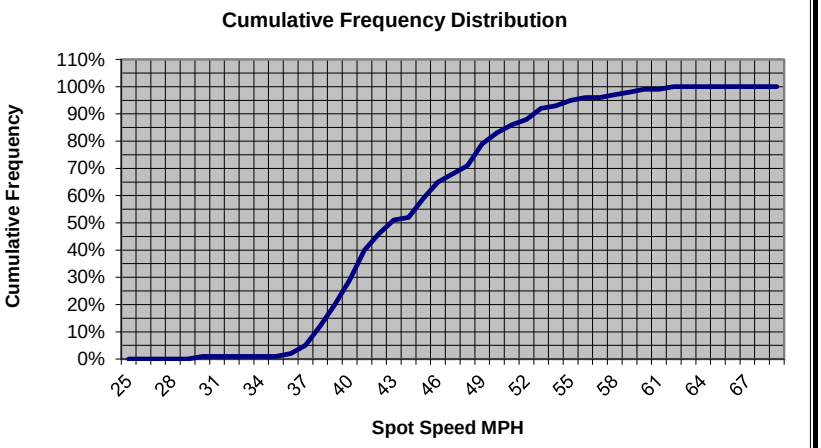
RADAR SURVEY

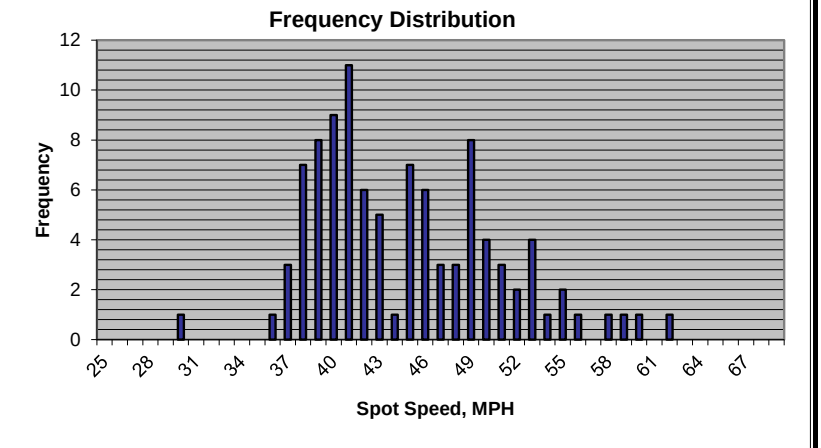
Street:	Boronda Road	**Direction:**	NBD/SBD	**Comments:**	
Between:	Constitution Blvd & Williams Road			No. 80	
Survey Location:	Constitution Blvd & Rider Avenue				
Speed Limit:	45 MPH				
Date:	05/22/19	**Day:**	Wednesday		
Hours: **From:**	3:31PM	**To:**	3:47PM		
Weather:	Sunny				
Observer(s):	Giovanni N. & Victor C.				

MPH	Frequency	Percent	Cumulative %
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	1	1.00%	1.00%
31	0	0.00%	1.00%
32	0	0.00%	1.00%
33	0	0.00%	1.00%
34	0	0.00%	1.00%
35	0	0.00%	1.00%
36	1	1.00%	2.00%
37	3	3.00%	5.00%
38	7	7.00%	12.00%
39	8	8.00%	20.00%
40	9	9.00%	29.00%
41	11	11.00%	40.00%
42	6	6.00%	46.00%
43	5	5.00%	51.00%
44	1	1.00%	52.00%
45	7	7.00%	59.00%
46	6	6.00%	65.00%
47	3	3.00%	68.00%
48	3	3.00%	71.00%
49	8	8.00%	79.00%
50	4	4.00%	83.00%
51	3	3.00%	86.00%
52	2	2.00%	88.00%
53	4	4.00%	92.00%
54	1	1.00%	93.00%
55	2	2.00%	95.00%
56	1	1.00%	96.00%
57	0	0.00%	96.00%
58	1	1.00%	97.00%
59	1	1.00%	98.00%
60	1	1.00%	99.00%
61	0	0.00%	99.00%
62	1	1.00%	100.00%
63	0	0.00%	100.00%
64	0	0.00%	100.00%
65	0	0.00%	100.00%
66	0	0.00%	100.00%
67	0	0.00%	100.00%
68	0	0.00%	100.00%
69	0	0.00%	100.00%
Totals:	100	100.00%	

Data Analysis:

Time Mean Speed:	44.7	MPH	
Sample Variance:	36.50		
Standard Deviation:	6.0		
Variance of the Mean:	0.3650		
Standard Error of the Mean:	0.6		
10 MPH Pace:	37	**To:**	46 MPH
Percent in Pace:	63.0%		
Vehicles in Pace:	63		
50th Percentile Speed:	43	MPH	
85th Percentile Speed:	51	MPH	
90th Percentile Speed:	53	MPH	
95th Percentile Speed:	55	MPH	





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

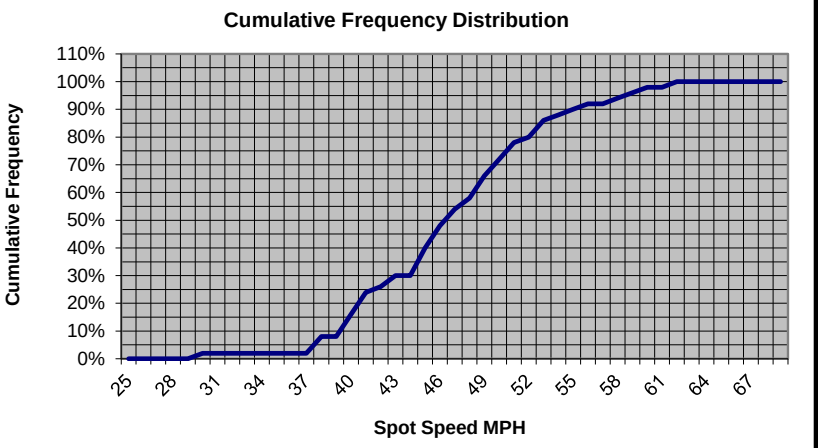
RADAR SURVEY

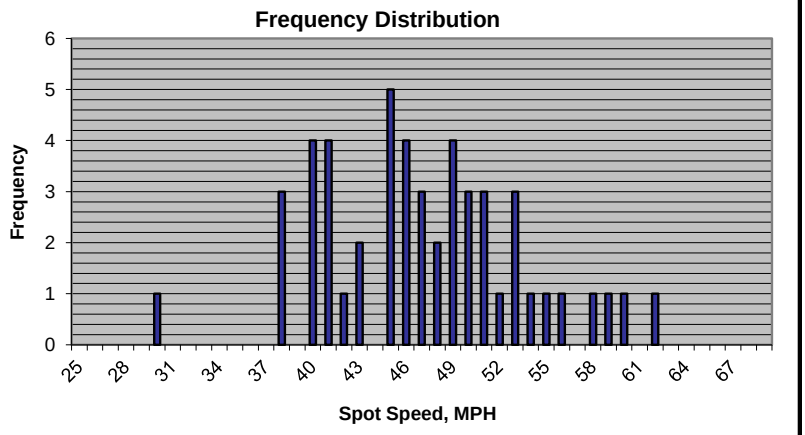
Street:	Boronda Road	**Direction:**	NBD	**Comments:**
Between:	Constitution Blvd & Williams Road			No. 80
Survey Location:	Constitution Blvd & Rider Avenue			
Speed Limit:	45 MPH			
Date:	05/22/19	**Day:**	Wednesday	
Hours: From:	3:31PM	**To:**	3:47PM	
Weather:	Sunny			
Observer(s):	Giovanni N. & Victor C.			

MPH	Frequency	Percent	Cumulative %
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	1	2.00%	2.00%
31	0	0.00%	2.00%
32	0	0.00%	2.00%
33	0	0.00%	2.00%
34	0	0.00%	2.00%
35	0	0.00%	2.00%
36	0	0.00%	2.00%
37	0	0.00%	2.00%
38	3	6.00%	8.00%
39	0	0.00%	8.00%
40	4	8.00%	16.00%
41	4	8.00%	24.00%
42	1	2.00%	26.00%
43	2	4.00%	30.00%
44	0	0.00%	30.00%
45	5	10.00%	40.00%
46	4	8.00%	48.00%
47	3	6.00%	54.00%
48	2	4.00%	58.00%
49	4	8.00%	66.00%
50	3	6.00%	72.00%
51	3	6.00%	78.00%
52	1	2.00%	80.00%
53	3	6.00%	86.00%
54	1	2.00%	88.00%
55	1	2.00%	90.00%
56	1	2.00%	92.00%
57	0	0.00%	92.00%
58	1	2.00%	94.00%
59	1	2.00%	96.00%
60	1	2.00%	98.00%
61	0	0.00%	98.00%
62	1	2.00%	100.00%
63	0	0.00%	100.00%
64	0	0.00%	100.00%
65	0	0.00%	100.00%
66	0	0.00%	100.00%
67	0	0.00%	100.00%
68	0	0.00%	100.00%
69	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	47.1	MPH	
Sample Variance:	41.45		
Standard Deviation:	6.4		
Variance of the Mean:	0.8290		
Standard Error of the Mean:	0.9		
10 MPH Pace:	40	**To:**	49 MPH
Percent in Pace:	58.0%		
Vehicles in Pace:	29		
50th Percentile Speed:	47	MPH	
85th Percentile Speed:	53	MPH	
90th Percentile Speed:	55	MPH	
95th Percentile Speed:	59	MPH	





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

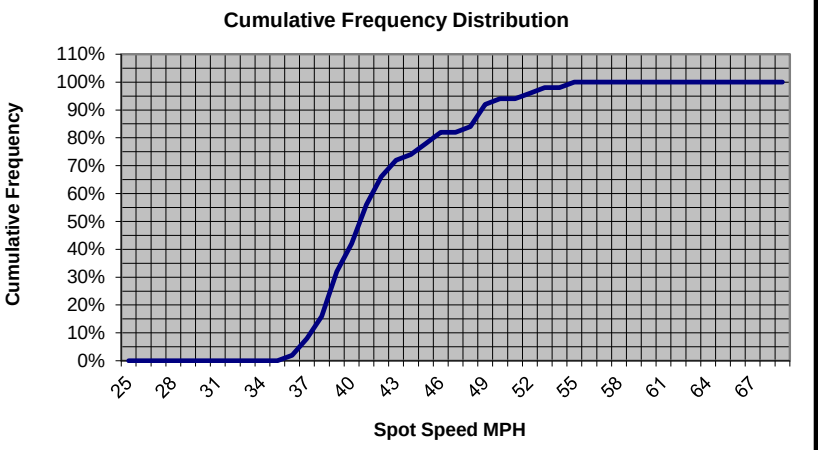
RADAR SURVEY

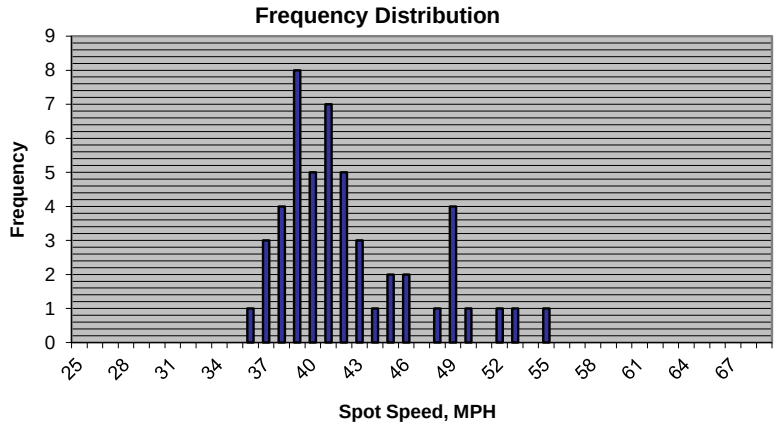
Street:	Boronda Road	**Direction:**	SBD	**Comments:**
Between:	Constitution Blvd & Williams Road			No. 80
Survey Location:	Constitution Blvd & Rider Avenue			
Speed Limit:	45 MPH			
Date:	05/22/19	**Day:**	Wednesday	
Hours: From:	3:31PM	**To:**	3:47PM	
Weather:	Sunny			
Observer(s):	Giovanni N. & Victor C.			

MPH	Frequency	Percent	Cumulative %
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	0	0.00%	0.00%
31	0	0.00%	0.00%
32	0	0.00%	0.00%
33	0	0.00%	0.00%
34	0	0.00%	0.00%
35	0	0.00%	0.00%
36	1	2.00%	2.00%
37	3	6.00%	8.00%
38	4	8.00%	16.00%
39	8	16.00%	32.00%
40	5	10.00%	42.00%
41	7	14.00%	56.00%
42	5	10.00%	66.00%
43	3	6.00%	72.00%
44	1	2.00%	74.00%
45	2	4.00%	78.00%
46	2	4.00%	82.00%
47	0	0.00%	82.00%
48	1	2.00%	84.00%
49	4	8.00%	92.00%
50	1	2.00%	94.00%
51	0	0.00%	94.00%
52	1	2.00%	96.00%
53	1	2.00%	98.00%
54	0	0.00%	98.00%
55	1	2.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
60	0	0.00%	100.00%
61	0	0.00%	100.00%
62	0	0.00%	100.00%
63	0	0.00%	100.00%
64	0	0.00%	100.00%
65	0	0.00%	100.00%
66	0	0.00%	100.00%
67	0	0.00%	100.00%
68	0	0.00%	100.00%
69	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	42.3	MPH	
Sample Variance:	20.64		
Standard Deviation:	4.5		
Variance of the Mean:	0.4128		
Standard Error of the Mean:	0.6		
10 MPH Pace:	37	**To:**	46 MPH
Percent in Pace:	80.0%		
Vehicles in Pace:	40		
50th Percentile Speed:	41	MPH	
85th Percentile Speed:	49	MPH	
90th Percentile Speed:	49	MPH	
95th Percentile Speed:	52	MPH	

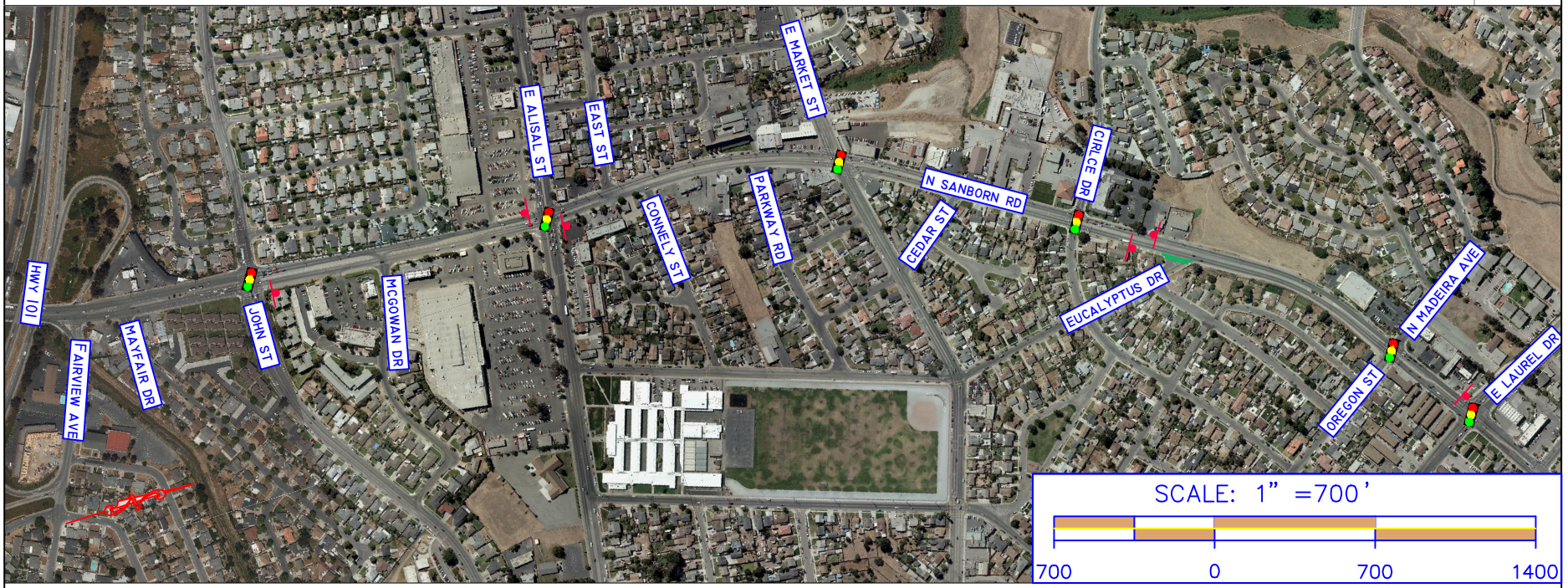




CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY

STREET: **NORTH SANBORN ROAD**
BETWEEN: **E. LAUREL DR. & U.S. HWY 101**
SURVEY DATE: **05/28/19 (EXPIRES IN 2024)**

66



COMMENTS:

This segment of Sanborn Road is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes residential homes, commercial and office areas. Speed data collected May 28, 2019 revealed the 85th percentile speed of 42 mph. The 10 mph pace ranges from 33 mph to 42 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 35 mph should be retained.

AREA	DESCRIPTION
Distance	Approximately 6,500 Feet
Vertical Alignment	Flat
Street Width	56 Feet
No. Lanes and Median	4/5-Lane Major Arterial
Existing Speed Zone	35 MPH
85th Percentile Speed	42 MPH
Traffic Volume (Date)	18,978
Accident Data (2 years)	25 Collisions (2017 - 2018)
Street Segment Collision Rate = (Collisions) (1,000,000) / (Years) (365) (ADT) (Length in Miles)	1.47 Acc./MVM

MAP SYMBOL

- ALL WAY STOP
- SIGNAL
- SPEED SIGN
- CITY LIMITS
- CROSSWALK
- SCHOOL CROSSWALK

REGISTERED PROFESSIONAL ENGINEER
ANDREW EASTERLING
NO. TR 2824
TRAFFIC
STATE OF CALIFORNIA

I:\PWTra\Radar Survey\Radar Surveys EXP 2024\Aerials\(66) Sanborn Road BTW E. Laurel & HWY 101.dwg

CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

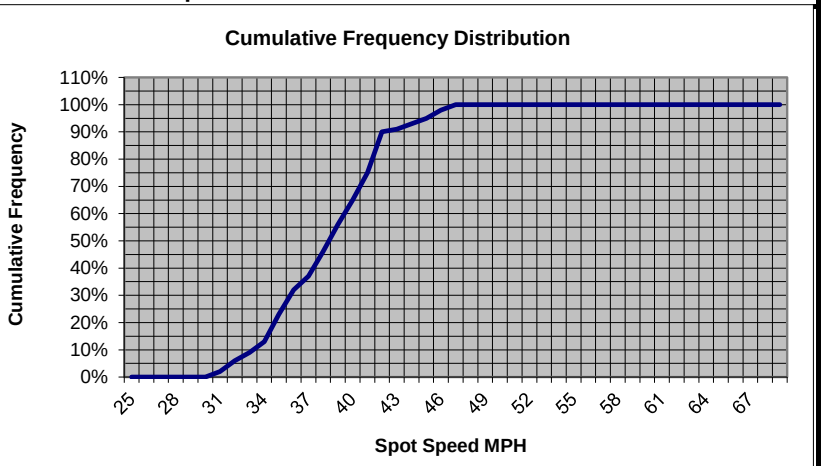
RADAR SURVEY

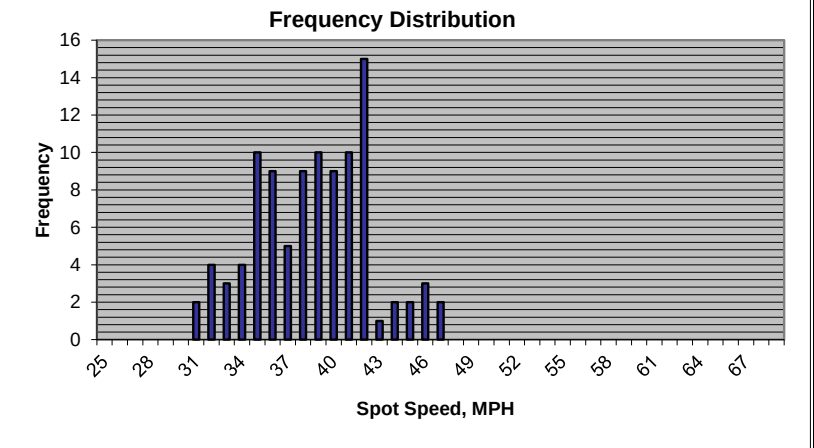
Street:	Sanborn Road	**Direction:**	NBD/SBD	**Comments:**	
Between:	East Laurel Drive & HWY 101			No. 66	
Survey Location:	Circle Drive & North Madeira Avenue				
Speed Limit:	35 MPH				
Date:	05/28/19	**Day:**	Tuesday		
Hours: **From:**	2:27PM	**To:**	2:42PM		
Weather:	Sunny				
Observer(s):	Alejandro B. & Victor C.				

MPH	Frequency	Percent	Cumulative %
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	0	0.00%	0.00%
31	2	2.00%	2.00%
32	4	4.00%	6.00%
33	3	3.00%	9.00%
34	4	4.00%	13.00%
35	10	10.00%	23.00%
36	9	9.00%	32.00%
37	5	5.00%	37.00%
38	9	9.00%	46.00%
39	10	10.00%	56.00%
40	9	9.00%	65.00%
41	10	10.00%	75.00%
42	15	15.00%	90.00%
43	1	1.00%	91.00%
44	2	2.00%	93.00%
45	2	2.00%	95.00%
46	3	3.00%	98.00%
47	2	2.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
60	0	0.00%	100.00%
61	0	0.00%	100.00%
62	0	0.00%	100.00%
63	0	0.00%	100.00%
64	0	0.00%	100.00%
65	0	0.00%	100.00%
66	0	0.00%	100.00%
67	0	0.00%	100.00%
68	0	0.00%	100.00%
69	0	0.00%	100.00%
Totals:	100	100.00%	

Data Analysis:

Time Mean Speed:	38.7	MPH	
Sample Variance:	14.03		
Standard Deviation:	3.7		
Variance of the Mean:	0.1403		
Standard Error of the Mean:	0.4		
10 MPH Pace:	33	**To:**	42 MPH
Percent in Pace:	84.0%		
Vehicles in Pace:	84		
50th Percentile Speed:	39	MPH	
85th Percentile Speed:	42	MPH	
90th Percentile Speed:	42	MPH	
95th Percentile Speed:	45	MPH	





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

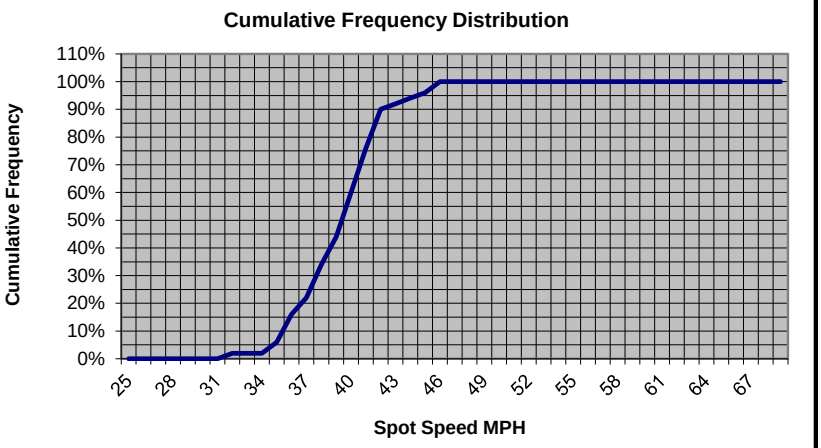
RADAR SURVEY

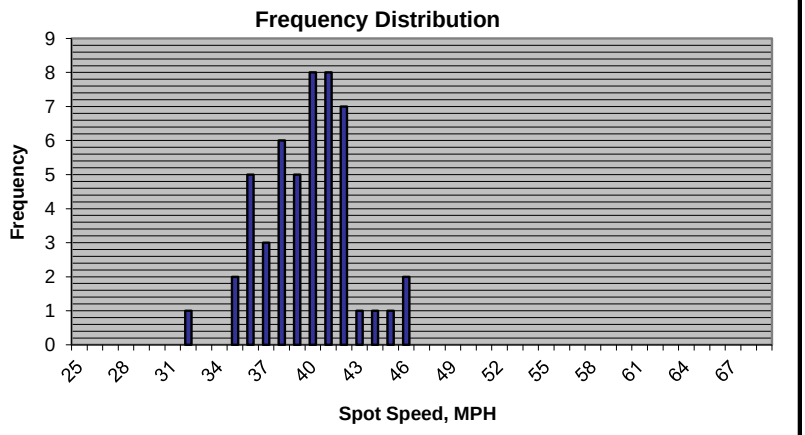
Street:	Sanborn Road	**Direction:**	NBD	**Comments:**
Between:	East Laurel Drive & HWY 101			No. 66
Survey Location:	Circle Drive & North Madeira Avenue			
Speed Limit:	35 MPH			
Date:	05/28/19	**Day:**	Tuesday	
Hours: **From:**	2:27PM	**To:**	2:42PM	
Weather:	Sunny			
Observer(s):	Alejandro B. & Victor C.			

MPH	Frequency	Percent	Cumulative %
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	0	0.00%	0.00%
31	0	0.00%	0.00%
32	1	2.00%	2.00%
33	0	0.00%	2.00%
34	0	0.00%	2.00%
35	2	4.00%	6.00%
36	5	10.00%	16.00%
37	3	6.00%	22.00%
38	6	12.00%	34.00%
39	5	10.00%	44.00%
40	8	16.00%	60.00%
41	8	16.00%	76.00%
42	7	14.00%	90.00%
43	1	2.00%	92.00%
44	1	2.00%	94.00%
45	1	2.00%	96.00%
46	2	4.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
60	0	0.00%	100.00%
61	0	0.00%	100.00%
62	0	0.00%	100.00%
63	0	0.00%	100.00%
64	0	0.00%	100.00%
65	0	0.00%	100.00%
66	0	0.00%	100.00%
67	0	0.00%	100.00%
68	0	0.00%	100.00%
69	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	39.6	MPH	
Sample Variance:	8.19		
Standard Deviation:	2.9		
Variance of the Mean:	0.1638		
Standard Error of the Mean:	0.4		
10 MPH Pace:	35	**To:**	44 MPH
Percent in Pace:	92.0%		
Vehicles in Pace:	46		
50th Percentile Speed:	40	MPH	
85th Percentile Speed:	42	MPH	
90th Percentile Speed:	42	MPH	
95th Percentile Speed:	45	MPH	





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

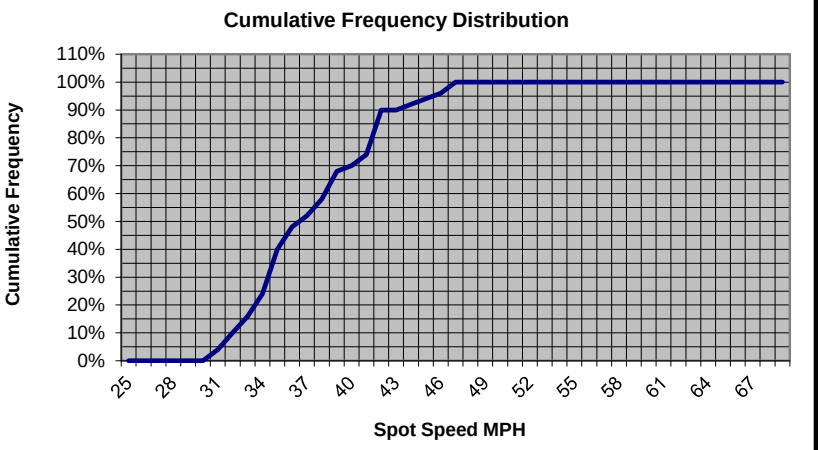
RADAR SURVEY

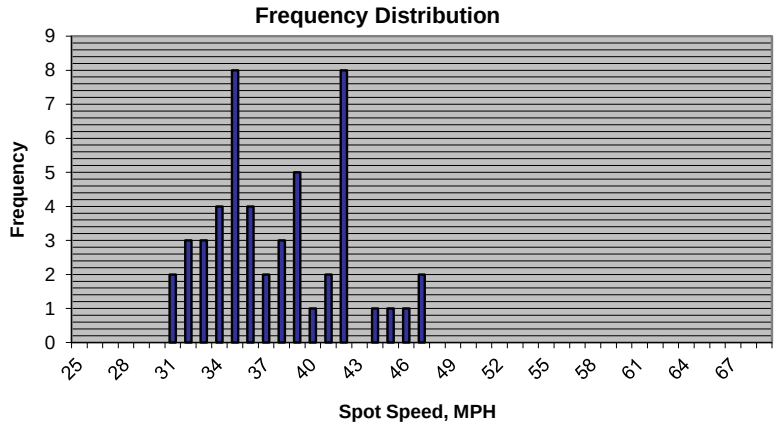
Street:	Sanborn Road	**Direction:**	SBD	**Comments:**
Between:	East Laurel Drive & HWY 101			No. 66
Survey Location:	Circle Drive & North Madeira Avenue			
Speed Limit:	35 MPH			
Date:	05/28/19	**Day:**	Tuesday	
Hours: **From:**	2:27PM	**To:**	2:42PM	
Weather:	Sunny			
Observer(s):	Alejandro B. & Victor C.			

MPH	Frequency	Percent	Cumulative %
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	0	0.00%	0.00%
31	2	4.00%	4.00%
32	3	6.00%	10.00%
33	3	6.00%	16.00%
34	4	8.00%	24.00%
35	8	16.00%	40.00%
36	4	8.00%	48.00%
37	2	4.00%	52.00%
38	3	6.00%	58.00%
39	5	10.00%	68.00%
40	1	2.00%	70.00%
41	2	4.00%	74.00%
42	8	16.00%	90.00%
43	0	0.00%	90.00%
44	1	2.00%	92.00%
45	1	2.00%	94.00%
46	1	2.00%	96.00%
47	2	4.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
60	0	0.00%	100.00%
61	0	0.00%	100.00%
62	0	0.00%	100.00%
63	0	0.00%	100.00%
64	0	0.00%	100.00%
65	0	0.00%	100.00%
66	0	0.00%	100.00%
67	0	0.00%	100.00%
68	0	0.00%	100.00%
69	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	37.7	MPH	
Sample Variance:	18.32		
Standard Deviation:	4.3		
Variance of the Mean:	0.3664		
Standard Error of the Mean:	0.6		
10 MPH Pace:	33	**To:**	42 MPH
Percent in Pace:	80.0%		
Vehicles in Pace:	40		
50th Percentile Speed:	37	MPH	
85th Percentile Speed:	42	MPH	
90th Percentile Speed:	42	MPH	
95th Percentile Speed:	46	MPH	





CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY

STREET: **NORTH SANBORN ROAD**
BETWEEN: **DEL MONTE AVE. & E. BORONDA RD.**
SURVEY DATE **05/16/19 (EXPIRES IN 2024)**

64

COMMENTS:

This segment of Sanborn Road is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes backing residential homes, commercial areas and a school. Speed data collected May 16, 2019 revealed the 85th percentile speed of 38 mph. The 10 mph pace ranges from 28 mph to 37 mph and suggests the 85th percentile is above this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 35 mph should be retained.

AREA	DESCRIPTION
Distance	Approximately 5,100 Feet
Vertical Alignment	Flat
Street Width	Varies (64 to 86 Feet)
No. Lanes and Median	4-Lane Major Arterial
Existing Speed Zone	35 MPH
85th Percentile Speed	38 MPH
Traffic Volume (Date)	12,539
Accident Data (2 years)	12 Collisions (2017 - 2018)
Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles)	1.35 Acc./MVM

MAP SYMBOL

- ALL WAY STOP
- SIGNAL
- SPEED SIGN
- CITY LIMITS
- CROSSWALK
- SCHOOL CROSSWALK

REGISTERED PROFESSIONAL ENGINEER
ANDREW EASTERLING
NO. TR 2824
TRAFFIC
STATE OF CALIFORNIA

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CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

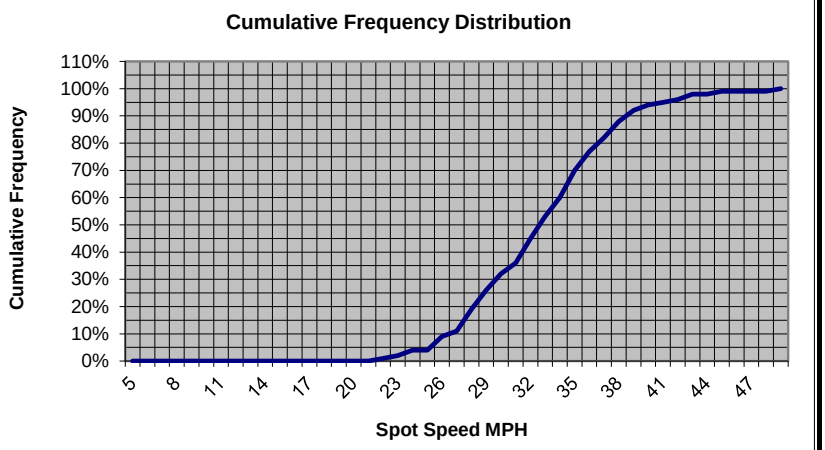
RADAR SURVEY

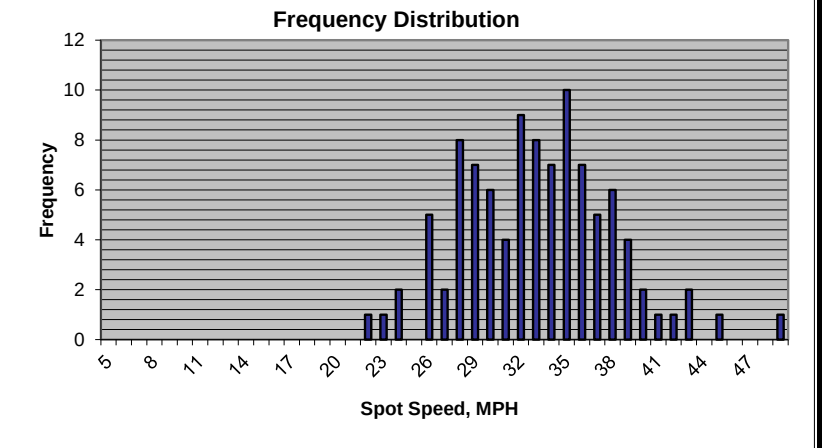
Street:	Sanborn Road	**Direction:**	EBD/WBD	**Comments:**	
Between:	Del Monte Avenue & Boronda Road			No. 64	
Survey Location:					
Speed Limit:	35 MPH				
Date:	05/16/19	**Day:**	Thursday		
Hours: From:	1:40PM	**To:**	2:08PM		
Weather:	Cloudy				
Observer(s):	Chris & Herendira				

MPH	Frequency	Percent	Cumulative %
5	0	0.00%	0.00%
6	0	0.00%	0.00%
7	0	0.00%	0.00%
8	0	0.00%	0.00%
9	0	0.00%	0.00%
10	0	0.00%	0.00%
11	0	0.00%	0.00%
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	1	1.00%	1.00%
23	1	1.00%	2.00%
24	2	2.00%	4.00%
25	0	0.00%	4.00%
26	5	5.00%	9.00%
27	2	2.00%	11.00%
28	8	8.00%	19.00%
29	7	7.00%	26.00%
30	6	6.00%	32.00%
31	4	4.00%	36.00%
32	9	9.00%	45.00%
33	8	8.00%	53.00%
34	7	7.00%	60.00%
35	10	10.00%	70.00%
36	7	7.00%	77.00%
37	5	5.00%	82.00%
38	6	6.00%	88.00%
39	4	4.00%	92.00%
40	2	2.00%	94.00%
41	1	1.00%	95.00%
42	1	1.00%	96.00%
43	2	2.00%	98.00%
44	0	0.00%	98.00%
45	1	1.00%	99.00%
46	0	0.00%	99.00%
47	0	0.00%	99.00%
48	0	0.00%	99.00%
49	1	1.00%	100.00%
Totals:	100	100.00%	

Data Analysis:

Time Mean Speed:	33.1	MPH		
Sample Variance:	24.41			
Standard Deviation:	4.9			
Variance of the Mean:	0.2441			
Standard Error of the Mean:	0.5			
10 MPH Pace:	28	**To:**	37	MPH
Percent in Pace:	71.0%			
Vehicles in Pace:	71			
50th Percentile Speed:	33	MPH		
85th Percentile Speed:	38	MPH		
90th Percentile Speed:	39	MPH		
95th Percentile Speed:	41	MPH		





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

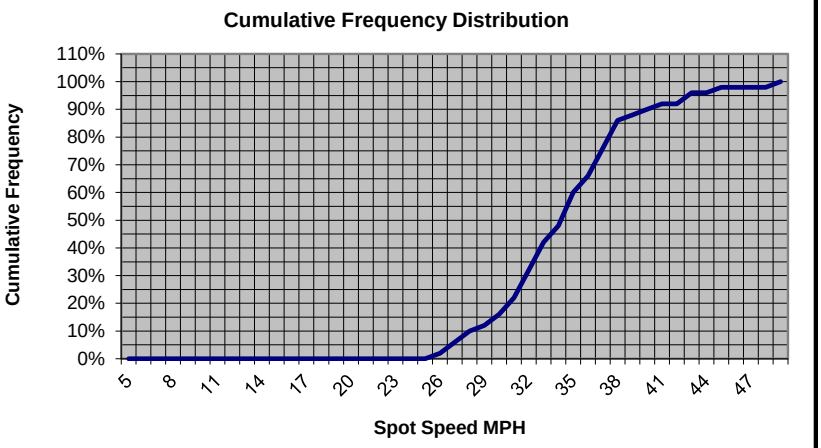
RADAR SURVEY

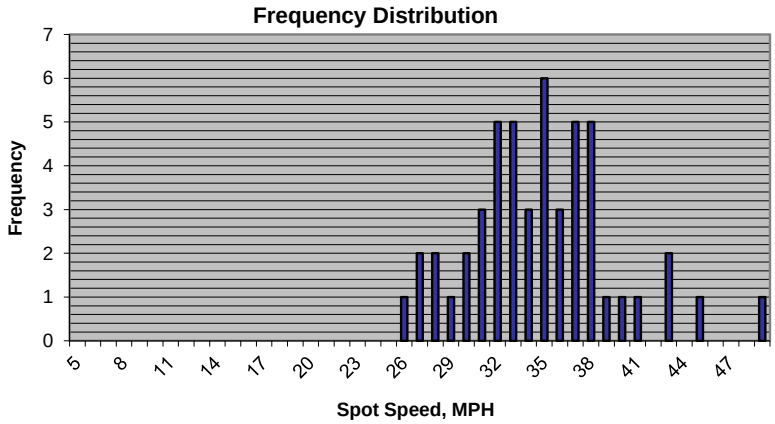
Street:	Sanborn Road	**Direction:**	EBD	**Comments:**	
Between:	Del Monte Avenue & Boronda Road			No. 64	
Survey Location:					
Speed Limit:	35 MPH				
Date:	05/16/19	**Day:**	Thursday		
Hours: From:	1:40PM	**To:**	2:08PM		
Weather:	Cloudy				
Observer(s):	Chris & Herendira				

MPH	Frequency	Percent	Cumulative %
5	0	0.00%	0.00%
6	0	0.00%	0.00%
7	0	0.00%	0.00%
8	0	0.00%	0.00%
9	0	0.00%	0.00%
10	0	0.00%	0.00%
11	0	0.00%	0.00%
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	1	2.00%	2.00%
27	2	4.00%	6.00%
28	2	4.00%	10.00%
29	1	2.00%	12.00%
30	2	4.00%	16.00%
31	3	6.00%	22.00%
32	5	10.00%	32.00%
33	5	10.00%	42.00%
34	3	6.00%	48.00%
35	6	12.00%	60.00%
36	3	6.00%	66.00%
37	5	10.00%	76.00%
38	5	10.00%	86.00%
39	1	2.00%	88.00%
40	1	2.00%	90.00%
41	1	2.00%	92.00%
42	0	0.00%	92.00%
43	2	4.00%	96.00%
44	0	0.00%	96.00%
45	1	2.00%	98.00%
46	0	0.00%	98.00%
47	0	0.00%	98.00%
48	0	0.00%	98.00%
49	1	2.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	34.8	MPH		
Sample Variance:	21.94			
Standard Deviation:	4.7			
Variance of the Mean:	0.4388			
Standard Error of the Mean:	0.7			
10 MPH Pace:	29	**To:**	38	MPH
Percent in Pace:	76.0%			
Vehicles in Pace:	38			
50th Percentile Speed:	35	MPH		
85th Percentile Speed:	38	MPH		
90th Percentile Speed:	40	MPH		
95th Percentile Speed:	43	MPH		





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

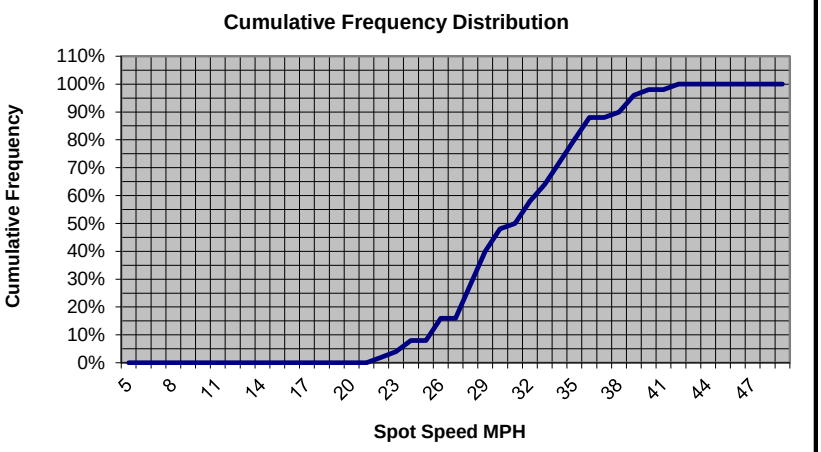
RADAR SURVEY

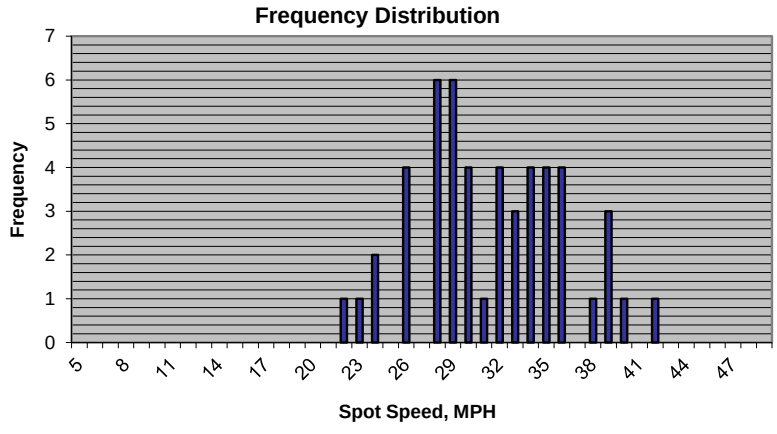
Street:	Sanborn Road	**Direction:**	WBD	**Comments:**	
Between:	Del Monte Avenue & Boronda Road			No. 64	
Survey Location:					
Speed Limit:	35 MPH				
Date:	05/16/19	**Day:**	Thursday		
Hours: From:	1:40PM	**To:**	2:08PM		
Weather:	Cloudy				
Observer(s):	Chris & Herendira				

MPH	Frequency	Percent	Cumulative %
5	0	0.00%	0.00%
6	0	0.00%	0.00%
7	0	0.00%	0.00%
8	0	0.00%	0.00%
9	0	0.00%	0.00%
10	0	0.00%	0.00%
11	0	0.00%	0.00%
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	1	2.00%	2.00%
23	1	2.00%	4.00%
24	2	4.00%	8.00%
25	0	0.00%	8.00%
26	4	8.00%	16.00%
27	0	0.00%	16.00%
28	6	12.00%	28.00%
29	6	12.00%	40.00%
30	4	8.00%	48.00%
31	1	2.00%	50.00%
32	4	8.00%	58.00%
33	3	6.00%	64.00%
34	4	8.00%	72.00%
35	4	8.00%	80.00%
36	4	8.00%	88.00%
37	0	0.00%	88.00%
38	1	2.00%	90.00%
39	3	6.00%	96.00%
40	1	2.00%	98.00%
41	0	0.00%	98.00%
42	1	2.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	31.5	MPH	
Sample Variance:	21.89		
Standard Deviation:	4.7		
Variance of the Mean:	0.4378		
Standard Error of the Mean:	0.7		
10 MPH Pace:	26	**To:**	35 MPH
Percent in Pace:	72.0%		
Vehicles in Pace:	36		
50th Percentile Speed:	31	MPH	
85th Percentile Speed:	36	MPH	
90th Percentile Speed:	38	MPH	
95th Percentile Speed:	39	MPH	





CITY OF SALINAS
DEVELOPMENT & ENGINEERING SERVICES
TRAFFIC SURVEY

STREET: **EAST MARKET STREET**
BETWEEN: **SHERWOOD DR. & SANBORN RD.**
SURVEY DATE: **05/28/2019 (EXPIRES 2024)**

59

COMMENTS:

This segment of East Market Street is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes office, commercial, and light industrial areas. Speed data collected May 28, 2019 revealed the 85th percentile speed of 39 mph. The 10 mph pace ranges from 28 mph to 37 mph and suggests the 85th percentile is above this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 35 mph should be retained

AREA	DESCRIPTION
Distance	Approximately 6,800 Feet
Vertical Alignment	Flat
Street Width	Varies (46 to 60 Feet)
No. Lanes and Median	4-Lane Major Arterial
Existing Speed Zone	35 MPH
85th Percentile Speed	39 MPH
Traffic Volume (Date)	14,947
Accident Data (2 years)	37 Collisions (2017 - 2018)
Street Segment Collision Rate = (Collisions) (1,000,000) / (Years) (365) (ADT) (Length in Miles)	2.61 Acc./MVM

MAP SYMBOL

- ALL WAY STOP
- SIGNAL
- SPEED SIGN
- CITY LIMITS
- CROSSWALK
- SCHOOL CROSSWALK

REGISTERED PROFESSIONAL ENGINEER
NO. TR 2824
TRAFFIC
STATE OF CALIFORNIA

I:\PWTra\Radar Survey\Radar Surveys EXP 2024\Aerials\(59) Market BTW Sherwood & Sanborn Rd.dwg

CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

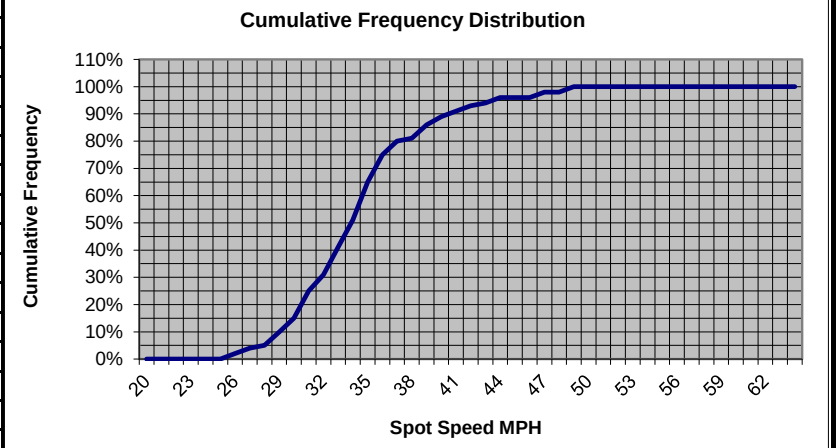
RADAR SURVEY

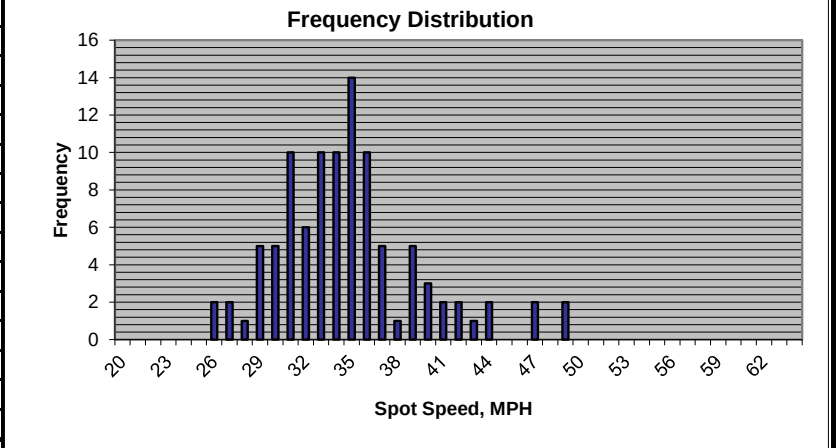
Street:	Market Street	**Direction:**	WBD/EBD	**Comments:**	
Between:	Sherwood Drive U.S. HWY 101			No. 59	
Survey Location:	Sun Street & Peach Drive				
Speed Limit:	35 MPH				
Date:	05/28/19	**Day:**	Tuesday		
Hours: **From:**	2:58PM	**To:**	3:18PM		
Weather:	Sunny				
Observer(s):	Alejandro B. & Victor C.				

MPH	Frequency	Percent	Cumulative %
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	2	2.00%	2.00%
27	2	2.00%	4.00%
28	1	1.00%	5.00%
29	5	5.00%	10.00%
30	5	5.00%	15.00%
31	10	10.00%	25.00%
32	6	6.00%	31.00%
33	10	10.00%	41.00%
34	10	10.00%	51.00%
35	14	14.00%	65.00%
36	10	10.00%	75.00%
37	5	5.00%	80.00%
38	1	1.00%	81.00%
39	5	5.00%	86.00%
40	3	3.00%	89.00%
41	2	2.00%	91.00%
42	2	2.00%	93.00%
43	1	1.00%	94.00%
44	2	2.00%	96.00%
45	0	0.00%	96.00%
46	0	0.00%	96.00%
47	2	2.00%	98.00%
48	0	0.00%	98.00%
49	2	2.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
60	0	0.00%	100.00%
61	0	0.00%	100.00%
62	0	0.00%	100.00%
63	0	0.00%	100.00%
64	0	0.00%	100.00%
Totals:	100	100.00%	

Data Analysis:

Time Mean Speed:	34.8	MPH		
Sample Variance:	21.95			
Standard Deviation:	4.7			
Variance of the Mean:	0.2195			
Standard Error of the Mean:	0.5			
10 MPH Pace:	28	**To:**	37	MPH
Percent in Pace:	76.0%			
Vehicles in Pace:	76			
50th Percentile Speed:	34	MPH		
85th Percentile Speed:	39	MPH		
90th Percentile Speed:	41	MPH		
95th Percentile Speed:	44	MPH		





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

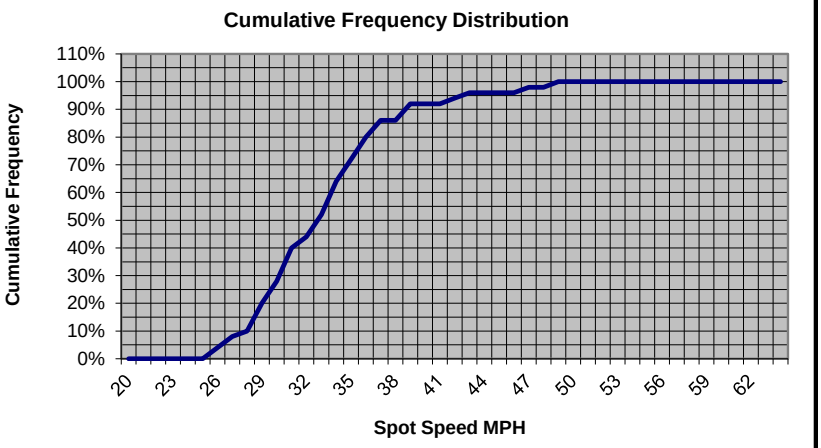
RADAR SURVEY

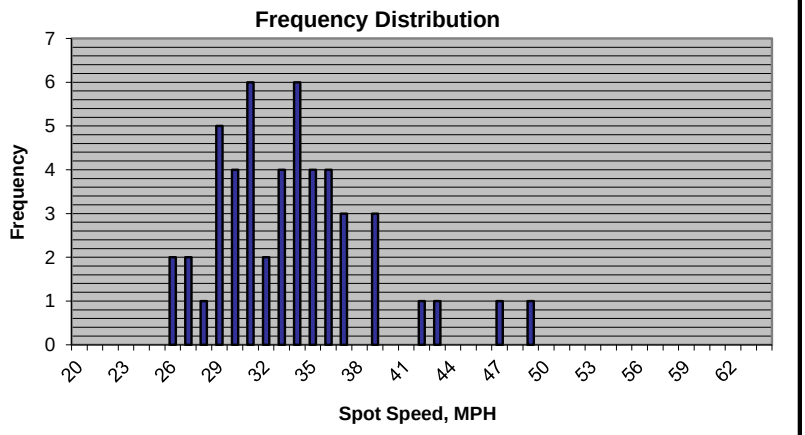
Street:	Market Street	**Direction:**	WBD	**Comments:**	
Between:	Sherwood Drive U.S. HWY 101			No. 59	
Survey Location:	Sun Street & Peach Drive				
Speed Limit:	35 MPH				
Date:	05/28/19	**Day:**	Tuesday		
Hours: **From:**	2:58PM	**To:**	3:18PM		
Weather:	Sunny				
Observer(s):	Alejandro B. & Victor C.				

MPH	Frequency	Percent	Cumulative %
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	2	4.00%	4.00%
27	2	4.00%	8.00%
28	1	2.00%	10.00%
29	5	10.00%	20.00%
30	4	8.00%	28.00%
31	6	12.00%	40.00%
32	2	4.00%	44.00%
33	4	8.00%	52.00%
34	6	12.00%	64.00%
35	4	8.00%	72.00%
36	4	8.00%	80.00%
37	3	6.00%	86.00%
38	0	0.00%	86.00%
39	3	6.00%	92.00%
40	0	0.00%	92.00%
41	0	0.00%	92.00%
42	1	2.00%	94.00%
43	1	2.00%	96.00%
44	0	0.00%	96.00%
45	0	0.00%	96.00%
46	0	0.00%	96.00%
47	1	2.00%	98.00%
48	0	0.00%	98.00%
49	1	2.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
60	0	0.00%	100.00%
61	0	0.00%	100.00%
62	0	0.00%	100.00%
63	0	0.00%	100.00%
64	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	33.6	MPH	
Sample Variance:	23.84		
Standard Deviation:	4.9		
Variance of the Mean:	0.4768		
Standard Error of the Mean:	0.7		
10 MPH Pace:	28	**To:** 37	MPH
Percent in Pace:	78.0%		
Vehicles in Pace:	39		
50th Percentile Speed:	33	MPH	
85th Percentile Speed:	37	MPH	
90th Percentile Speed:	39	MPH	
95th Percentile Speed:	43	MPH	





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

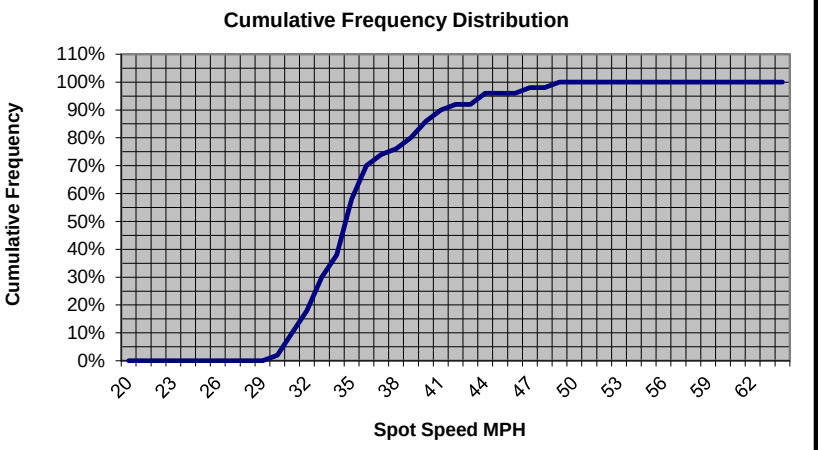
RADAR SURVEY

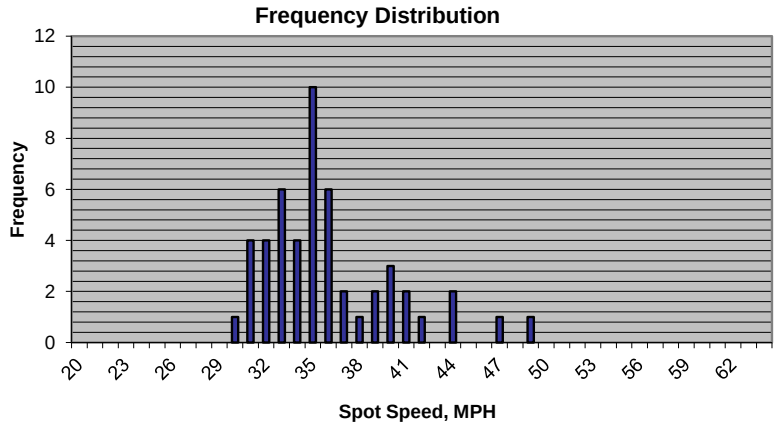
Street:	Market Street	**Direction:**	EBD	**Comments:**	
Between:	Sherwood Drive U.S. HWY 101			No. 59	
Survey Location:	Sun Street & Peach Drive				
Speed Limit:	35 MPH				
Date:	05/28/19	**Day:**	Tuesday		
Hours: **From:**	2:58PM	**To:**	3:18PM		
Weather:	Sunny				
Observer(s):	Alejandro B. & Victor C.				

MPH	Frequency	Percent	Cumulative %
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	0	0.00%	0.00%
27	0	0.00%	0.00%
28	0	0.00%	0.00%
29	0	0.00%	0.00%
30	1	2.00%	2.00%
31	4	8.00%	10.00%
32	4	8.00%	18.00%
33	6	12.00%	30.00%
34	4	8.00%	38.00%
35	10	20.00%	58.00%
36	6	12.00%	70.00%
37	2	4.00%	74.00%
38	1	2.00%	76.00%
39	2	4.00%	80.00%
40	3	6.00%	86.00%
41	2	4.00%	90.00%
42	1	2.00%	92.00%
43	0	0.00%	92.00%
44	2	4.00%	96.00%
45	0	0.00%	96.00%
46	0	0.00%	96.00%
47	1	2.00%	98.00%
48	0	0.00%	98.00%
49	1	2.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
60	0	0.00%	100.00%
61	0	0.00%	100.00%
62	0	0.00%	100.00%
63	0	0.00%	100.00%
64	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	36.0	MPH	
Sample Variance:	17.47		
Standard Deviation:	4.2		
Variance of the Mean:	0.3494		
Standard Error of the Mean:	0.6		
10 MPH Pace:	31	**To:**	40 MPH
Percent in Pace:	84.0%		
Vehicles in Pace:	42		
50th Percentile Speed:	35	MPH	
85th Percentile Speed:	40	MPH	
90th Percentile Speed:	41	MPH	
95th Percentile Speed:	44	MPH	





CITY OF SALINAS
DEVELOPMENT & ENGINEERING SERVICES
TRAFFIC SURVEY

STREET: **LARKIN STREET**
BETWEEN: **N. DAVIS RD. & RICO ST.**
SURVEY DATE: **05/28/19 (EXPIRES IN 2024)**

51

COMMENTS:

This segment of Larkin Street is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential areas, a school and a park. Speed data collected May 28, 2019 revealed the 85th percentile speed of 32 mph. The 10 mph pace ranges from 25 mph to 34 mph and suggests the 85th percentile is within this range. Since the roadway width is 40 feet and there is fronting residential, the roadway meets the criteria of a local road. Therefore, the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 25 mph should be retained.

AREA	DESCRIPTION
Distance	Approximately 3,300 Feet
Vertical Alignment	Flat
Street Width	Varies (43 to 45 Feet)
No. Lanes and Median	2-Lane Collector
Existing Speed Zone	25 MPH
85th Percentile Speed	32 MPH
Traffic Volume (Date)	3,502
Accident Data (2 years)	2 Collisions (2017-2018)
Street Segment Collision Rate = (Collisions) (1,000,000) / (Years) (365) (ADT) (Length in Miles)	1.26 Acc./MVM

MAP SYMBOL

- ALL WAY STOP
- SIGNAL
- SPEED SIGN
- CITY LIMITS
- CROSSWALK
- SCHOOL CROSSWALK

REGISTERED PROFESSIONAL ENGINEER
ANDREW EASTERLING
NO. TR 2824
TRAFFIC
STATE OF CALIFORNIA

I:\PWTra\Radar Survey\Radar Surveys EXP 2024\Aerials\(51) Larkin BTW Davis & Rico.dwg

CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

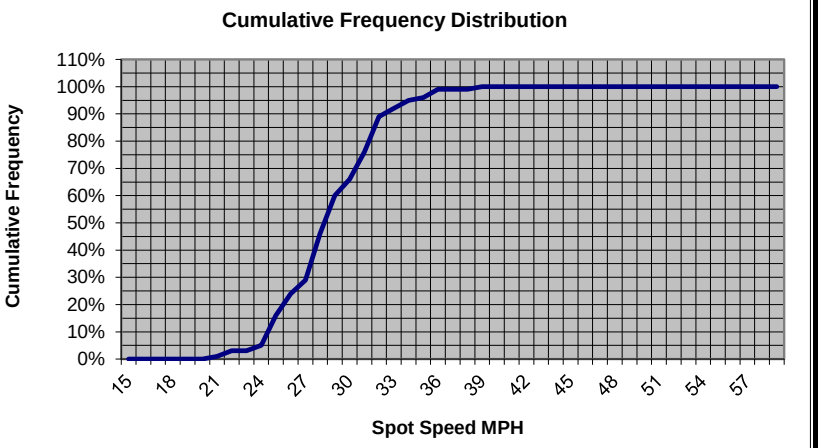
RADAR SURVEY

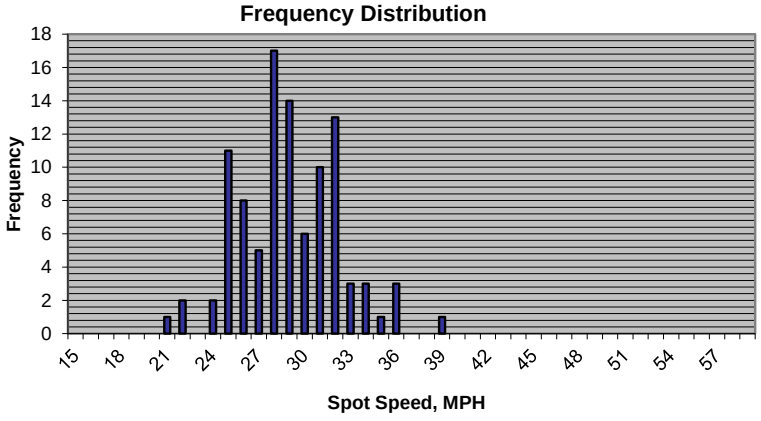
Street:	Larkin Street	**Direction:**	EBD/WBD	**Comments:**	
Between:	Davis Road & Rico Steet			No. 51	
Survey Location:	Larkin Circle & Sherman Drive				
Speed Limit:	25 MPH				
Date:	05/28/19	**Day:**	Tuesday		
Hours: **From:**	1:10PM	**To:**	1:46PM		
Weather:	Sunny				
Observer(s):	Alejandro B. & Victor C.				

MPH	Frequency	Percent	Cumulative %
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	1	1.00%	1.00%
22	2	2.00%	3.00%
23	0	0.00%	3.00%
24	2	2.00%	5.00%
25	11	11.00%	16.00%
26	8	8.00%	24.00%
27	5	5.00%	29.00%
28	17	17.00%	46.00%
29	14	14.00%	60.00%
30	6	6.00%	66.00%
31	10	10.00%	76.00%
32	13	13.00%	89.00%
33	3	3.00%	92.00%
34	3	3.00%	95.00%
35	1	1.00%	96.00%
36	3	3.00%	99.00%
37	0	0.00%	99.00%
38	0	0.00%	99.00%
39	1	1.00%	100.00%
40	0	0.00%	100.00%
41	0	0.00%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
Totals:	100	100.00%	

Data Analysis:

Time Mean Speed:	**29.0**	**MPH**	
Sample Variance:	**10.77**		
Standard Deviation:	**3.3**		
Variance of the Mean:	**0.1077**		
Standard Error of the Mean:	**0.3**		
10 MPH Pace:	**25**	**To:**	**34** **MPH**
Percent in Pace:	**90.0%**		
Vehicles in Pace:	**90**		
50th Percentile Speed:	**29**	**MPH**	
85th Percentile Speed:	**32**	**MPH**	
90th Percentile Speed:	**33**	**MPH**	
95th Percentile Speed:	**34**	**MPH**	





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

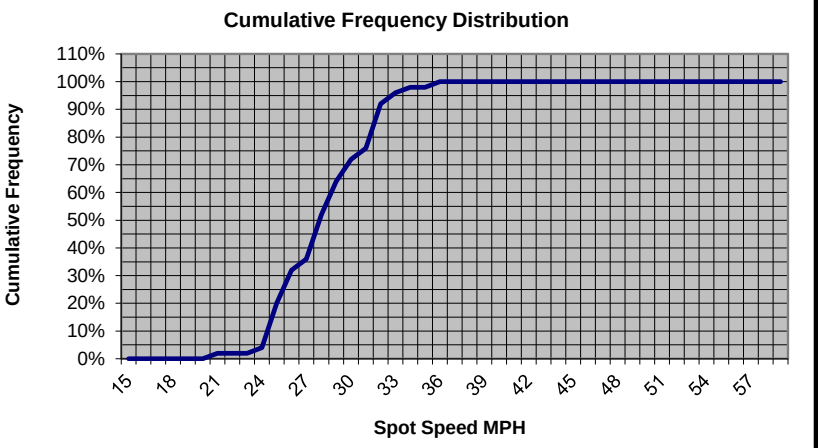
RADAR SURVEY

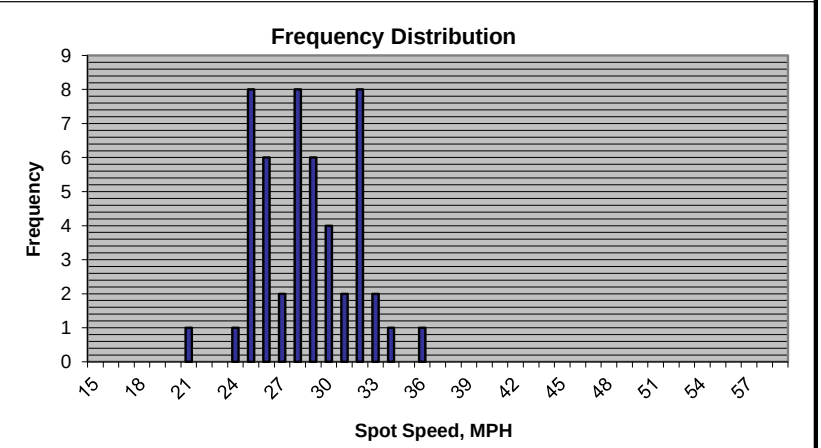
Street:	Larkin Street	**Direction:**	EBD	**Comments:**	
Between:	Davis Road & Rico Steet			No. 51	
Survey Location:	Larkin Circle & Sherman Drive				
Speed Limit:	25 MPH				
Date:	05/28/19	**Day:**	Tuesday		
Hours: **From:**	1:10PM	**To:**	1:46PM		
Weather:	Sunny				
Observer(s):	Alejandro B. & Victor C.				

MPH	Frequency	Percent	Cumulative %
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	1	2.00%	2.00%
22	0	0.00%	2.00%
23	0	0.00%	2.00%
24	1	2.00%	4.00%
25	8	16.00%	20.00%
26	6	12.00%	32.00%
27	2	4.00%	36.00%
28	8	16.00%	52.00%
29	6	12.00%	64.00%
30	4	8.00%	72.00%
31	2	4.00%	76.00%
32	8	16.00%	92.00%
33	2	4.00%	96.00%
34	1	2.00%	98.00%
35	0	0.00%	98.00%
36	1	2.00%	100.00%
37	0	0.00%	100.00%
38	0	0.00%	100.00%
39	0	0.00%	100.00%
40	0	0.00%	100.00%
41	0	0.00%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	**28.5**	**MPH**	
Sample Variance:	**9.52**		
Standard Deviation:	**3.1**		
Variance of the Mean:	**0.1904**		
Standard Error of the Mean:	**0.4**		
10 MPH Pace:	**24**	**To:**	**33** **MPH**
Percent in Pace:	**94.0%**		
Vehicles in Pace:	**47**		
50th Percentile Speed:	**28**	**MPH**	
85th Percentile Speed:	**32**	**MPH**	
90th Percentile Speed:	**32**	**MPH**	
95th Percentile Speed:	**33**	**MPH**	





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

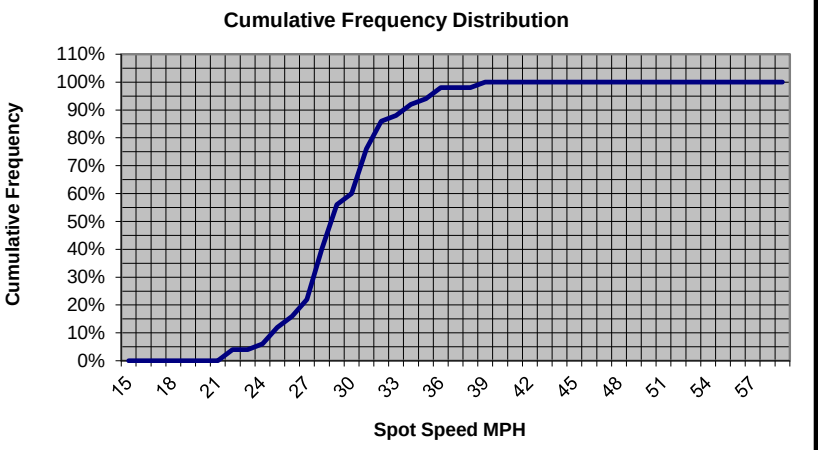
RADAR SURVEY

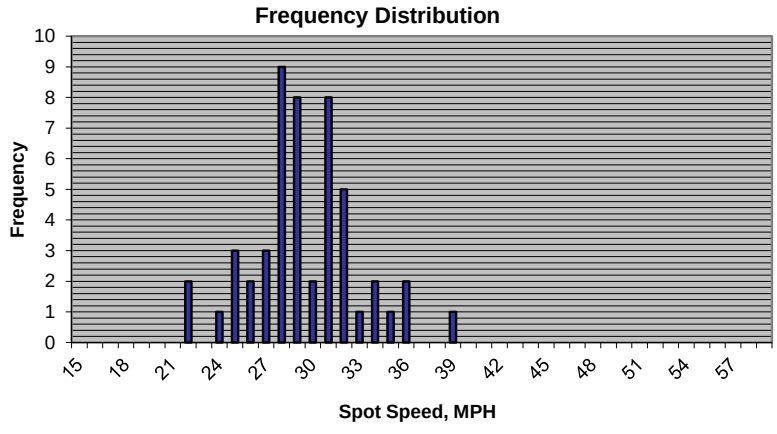
Street:	Larkin Street	**Direction:**	WBD	**Comments:**
Between:	Davis Road & Rico Steet			No. 51
Survey Location:	Larkin Circle & Sherman Drive			
Speed Limit:	25 MPH			
Date:	05/28/19	**Day:**	Tuesday	
Hours: From:	1:10PM	**To:**	1:46PM	
Weather:	Sunny			
Observer(s):	Alejandro B. & Victor C.			

MPH	Frequency	Percent	Cumulative %
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	2	4.00%	4.00%
23	0	0.00%	4.00%
24	1	2.00%	6.00%
25	3	6.00%	12.00%
26	2	4.00%	16.00%
27	3	6.00%	22.00%
28	9	18.00%	40.00%
29	8	16.00%	56.00%
30	2	4.00%	60.00%
31	8	16.00%	76.00%
32	5	10.00%	86.00%
33	1	2.00%	88.00%
34	2	4.00%	92.00%
35	1	2.00%	94.00%
36	2	4.00%	98.00%
37	0	0.00%	98.00%
38	0	0.00%	98.00%
39	1	2.00%	100.00%
40	0	0.00%	100.00%
41	0	0.00%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
45	0	0.00%	100.00%
46	0	0.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	**29.5**	**MPH**	
Sample Variance:	**11.77**		
Standard Deviation:	**3.4**		
Variance of the Mean:	**0.2354**		
Standard Error of the Mean:	**0.5**		
10 MPH Pace:	**25**	**To:**	**34** **MPH**
Percent in Pace:	**86.0%**		
Vehicles in Pace:	**43**		
50th Percentile Speed:	**29**	**MPH**	
85th Percentile Speed:	**32**	**MPH**	
90th Percentile Speed:	**34**	**MPH**	
95th Percentile Speed:	**36**	**MPH**	





CITY OF SALINAS
DEVELOPMENT & ENGINEERING SERVICES
TRAFFIC SURVEY

STREET: **RIKER STREET**
BETWEEN: **WEST ALISAL ST & WEST BLANCO RD**
SURVEY DATE: **05/30/19 (EXPIRES 2024)**

44

COMMENTS:

This segment of Riker Street is classified as a collector in the City of Salinas General Plan. The surrounding land use includes fronting residential areas. Speed data collected May 30, 2019 revealed the 85th percentile speed of 32 mph. The 10 mph pace ranges from 23 mph to 32 mph and suggests the 85th percentile is within this range. Since the roadway width is 40 feet and there is fronting residential, the roadway meets the criteria of a local road. Therefore, the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 25 mph should be retained.

AREA	DESCRIPTION
Distance	Approximately 5,350 Feet
Vertical Alignment	Flat
Street Width	40 Feet
No. Lanes and Median	2 Lane Arterial
Existing Speed Zone	25 MPH
85th Percentile Speed	32 MPH
Traffic Volume (Date)	3,820
Accident Data (2 years)	4 Collisions (2017 - 2018)
Street Segment Collision Rate = (Collisions) (1,000,000) / (Years) (365) (ADT) (Length in Miles)	1.42 Acc./MVM

MAP SYMBOL

- ALL-WAY STOP
- SIGNAL
- SPEED SIGN
- CITY LIMITS
- CROSSWALK
- SCHOOL CROSSWALK
- CROSSING GUARD

REGISTERED PROFESSIONAL ENGINEER
ANDREW EASTERLING
NO. TR 2824
TRAFFIC
STATE OF CALIFORNIA

I:\PWTra\Radar Survey\Radar Surveys EXP 2024\Aerials\(44) Riker BTW Acacia & Blanco.dwg

CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

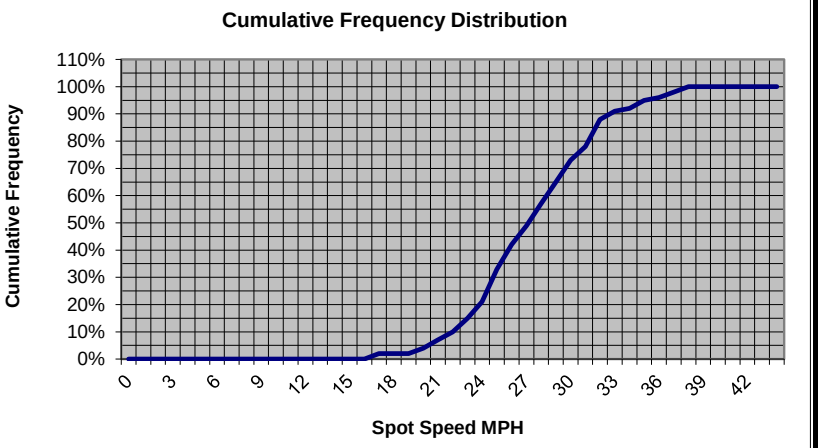
RADAR SURVEY

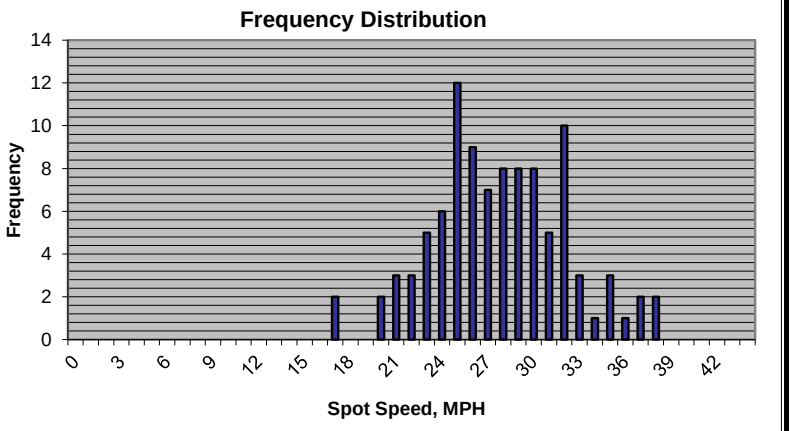
Street:	Riker Street	**Direction:**	SBD/NBD	**Comments:**	
Between:	West Alisal & West Blanco Road			No. 44	
Survey Location:					
Speed Limit:	25 MPH				
Date:	05/30/19	**Day:**	Thursday		
Hours: From:	2:42PM	**To:**	3:25PM		
Weather:	Overcast				
Observer(s):	Chris & Herendira				

MPH	Frequency	Percent	Cumulative %
0	0	0.00%	0.00%
1	0	0.00%	0.00%
2	0	0.00%	0.00%
3	0	0.00%	0.00%
4	0	0.00%	0.00%
5	0	0.00%	0.00%
6	0	0.00%	0.00%
7	0	0.00%	0.00%
8	0	0.00%	0.00%
9	0	0.00%	0.00%
10	0	0.00%	0.00%
11	0	0.00%	0.00%
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	2	2.00%	2.00%
18	0	0.00%	2.00%
19	0	0.00%	2.00%
20	2	2.00%	4.00%
21	3	3.00%	7.00%
22	3	3.00%	10.00%
23	5	5.00%	15.00%
24	6	6.00%	21.00%
25	12	12.00%	33.00%
26	9	9.00%	42.00%
27	7	7.00%	49.00%
28	8	8.00%	57.00%
29	8	8.00%	65.00%
30	8	8.00%	73.00%
31	5	5.00%	78.00%
32	10	10.00%	88.00%
33	3	3.00%	91.00%
34	1	1.00%	92.00%
35	3	3.00%	95.00%
36	1	1.00%	96.00%
37	2	2.00%	98.00%
38	2	2.00%	100.00%
39	0	0.00%	100.00%
40	0	0.00%	100.00%
41	0	0.00%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
Totals:	100	100.00%	

Data Analysis:

Time Mean Speed:	27.8	MPH		
Sample Variance:	19.41			
Standard Deviation:	4.4			
Variance of the Mean:	0.1941			
Standard Error of the Mean:	0.4			
10 MPH Pace:	23	**To:**	32	MPH
Percent in Pace:	78.0%			
Vehicles in Pace:	78			
50th Percentile Speed:	28	MPH		
85th Percentile Speed:	32	MPH		
90th Percentile Speed:	33	MPH		
95th Percentile Speed:	35	MPH		





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

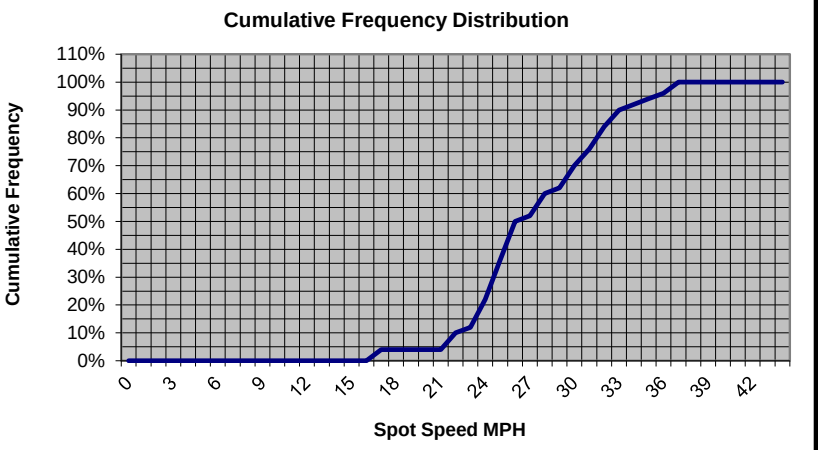
RADAR SURVEY

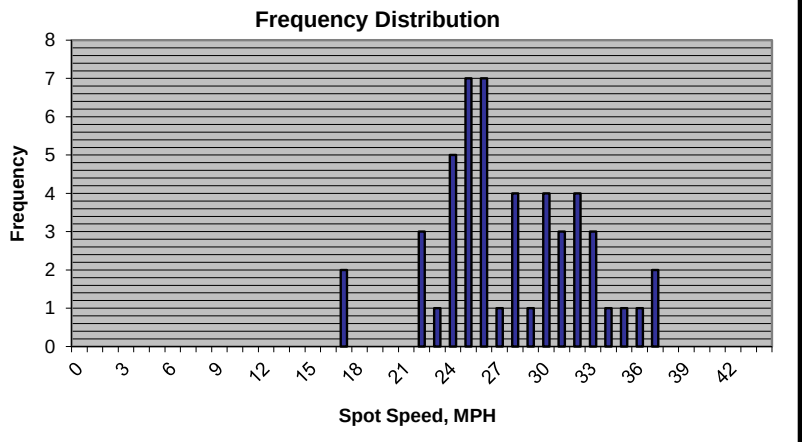
Street:	Riker Street	**Direction:**	NBD	**Comments:**	
Between:	West Alisal & West Blanco Road			No. 44	
Survey Location:					
Speed Limit:	25 MPH				
Date:	05/30/19	**Day:**	Thursday		
Hours: From:	2:42PM	**To:**	3:25PM		
Weather:	Overcast				
Observer(s):	Chris & Herendira				

MPH	Frequency	Percent	Cumulative %
0	0	0.00%	0.00%
1	0	0.00%	0.00%
2	0	0.00%	0.00%
3	0	0.00%	0.00%
4	0	0.00%	0.00%
5	0	0.00%	0.00%
6	0	0.00%	0.00%
7	0	0.00%	0.00%
8	0	0.00%	0.00%
9	0	0.00%	0.00%
10	0	0.00%	0.00%
11	0	0.00%	0.00%
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	2	4.00%	4.00%
18	0	0.00%	4.00%
19	0	0.00%	4.00%
20	0	0.00%	4.00%
21	0	0.00%	4.00%
22	3	6.00%	10.00%
23	1	2.00%	12.00%
24	5	10.00%	22.00%
25	7	14.00%	36.00%
26	7	14.00%	50.00%
27	1	2.00%	52.00%
28	4	8.00%	60.00%
29	1	2.00%	62.00%
30	4	8.00%	70.00%
31	3	6.00%	76.00%
32	4	8.00%	84.00%
33	3	6.00%	90.00%
34	1	2.00%	92.00%
35	1	2.00%	94.00%
36	1	2.00%	96.00%
37	2	4.00%	100.00%
38	0	0.00%	100.00%
39	0	0.00%	100.00%
40	0	0.00%	100.00%
41	0	0.00%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	27.7	MPH		
Sample Variance:	21.18			
Standard Deviation:	4.6			
Variance of the Mean:	0.4236			
Standard Error of the Mean:	0.7			
10 MPH Pace:	24	**To:**	33	MPH
Percent in Pace:	78.0%			
Vehicles in Pace:	39			
50th Percentile Speed:	26	MPH		
85th Percentile Speed:	33	MPH		
90th Percentile Speed:	33	MPH		
95th Percentile Speed:	36	MPH		





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

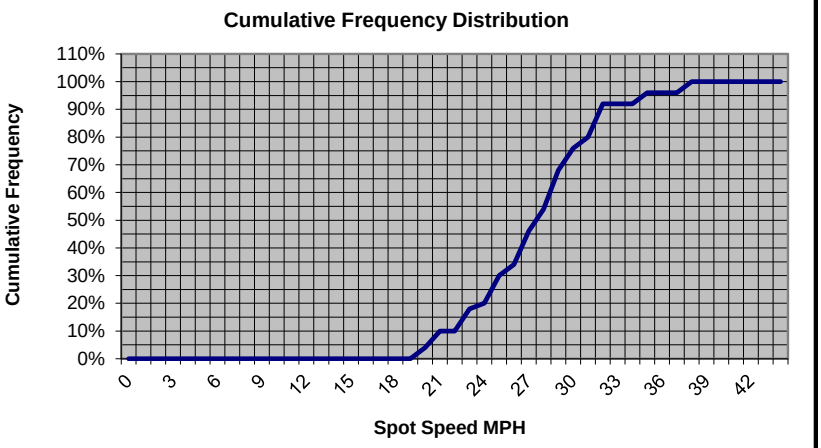
RADAR SURVEY

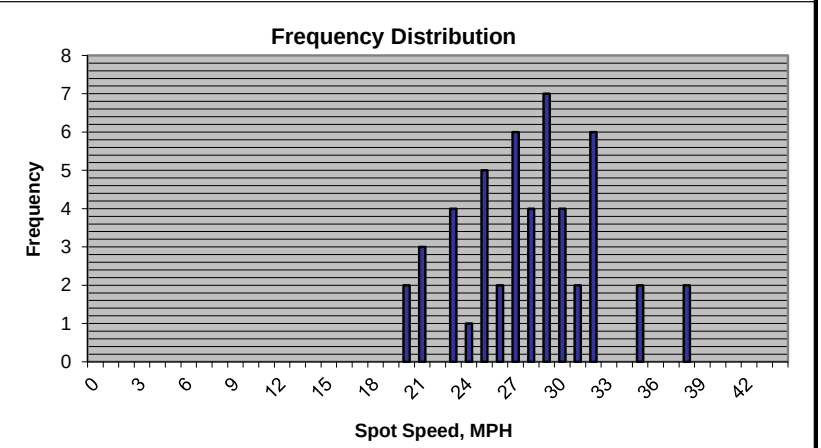
Street:	Riker Street	**Direction:**	SBD	**Comments:**
Between:	West Alisal & West Blanco Road			No. 44
Survey Location:				
Speed Limit:	25 MPH			
Date:	05/30/19	**Day:**	Thursday	
Hours: From:	2:42PM	**To:**	3:25PM	
Weather:	Overcast			
Observer(s):	Chris & Herendira			

MPH	Frequency	Percent	Cumulative %
0	0	0.00%	0.00%
1	0	0.00%	0.00%
2	0	0.00%	0.00%
3	0	0.00%	0.00%
4	0	0.00%	0.00%
5	0	0.00%	0.00%
6	0	0.00%	0.00%
7	0	0.00%	0.00%
8	0	0.00%	0.00%
9	0	0.00%	0.00%
10	0	0.00%	0.00%
11	0	0.00%	0.00%
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	2	4.00%	4.00%
21	3	6.00%	10.00%
22	0	0.00%	10.00%
23	4	8.00%	18.00%
24	1	2.00%	20.00%
25	5	10.00%	30.00%
26	2	4.00%	34.00%
27	6	12.00%	46.00%
28	4	8.00%	54.00%
29	7	14.00%	68.00%
30	4	8.00%	76.00%
31	2	4.00%	80.00%
32	6	12.00%	92.00%
33	0	0.00%	92.00%
34	0	0.00%	92.00%
35	2	4.00%	96.00%
36	0	0.00%	96.00%
37	0	0.00%	96.00%
38	2	4.00%	100.00%
39	0	0.00%	100.00%
40	0	0.00%	100.00%
41	0	0.00%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	27.9	MPH	
Sample Variance:	18.04		
Standard Deviation:	4.2		
Variance of the Mean:	0.3608		
Standard Error of the Mean:	0.6		
10 MPH Pace:	23	**To:**	32 MPH
Percent in Pace:	82.0%		
Vehicles in Pace:	41		
50th Percentile Speed:	28	MPH	
85th Percentile Speed:	32	MPH	
90th Percentile Speed:	32	MPH	
95th Percentile Speed:	35	MPH	

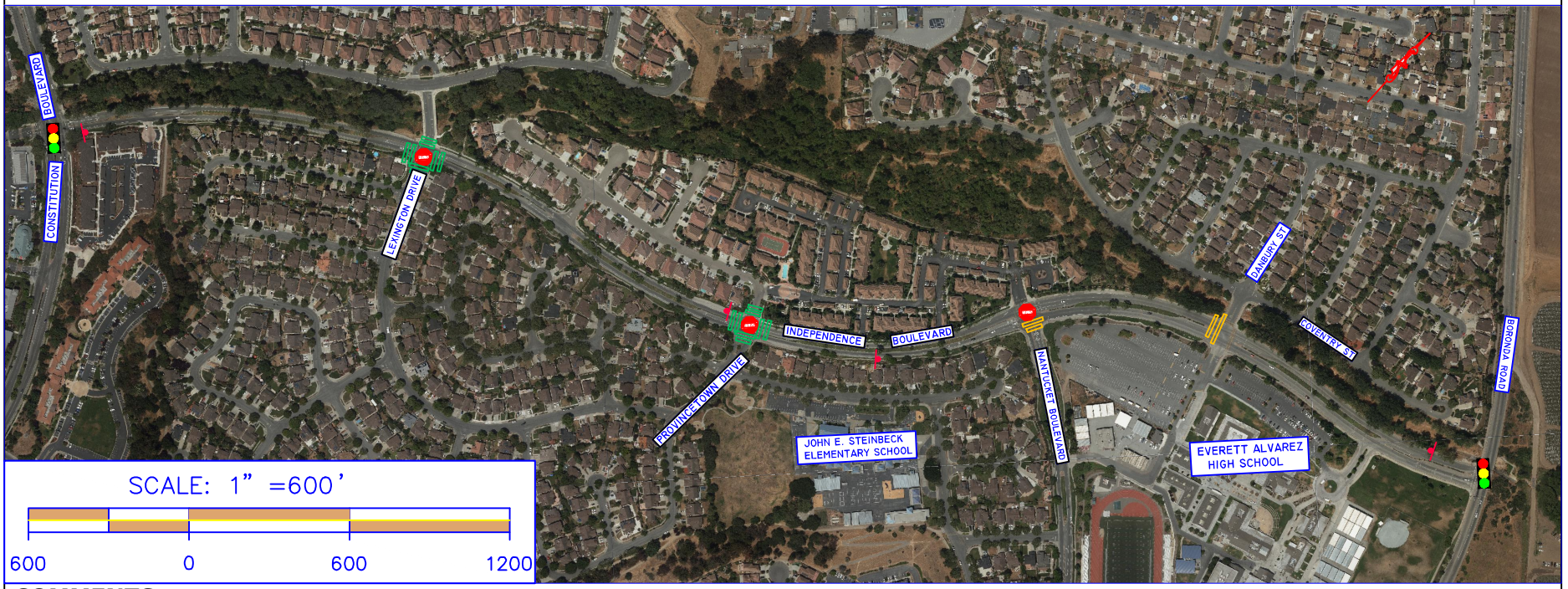




CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY

STREET: **INDEPENDENCE BOULEVARD**
BETWEEN: **CONSTITUTION BOULEVARD & BORONDA ROAD**
SURVEY DATE: **05/28/19 (EXPIRES 2024)**

37



COMMENTS:

This segment of Independence Boulevard is classified as a collector in the City of Salinas General Plan. The surrounding land use includes backing residential areas and a school. Speed data collected May 28, 2019 revealed the 85th percentile speed of 35 mph. The 10 mph pace ranges from 26 mph to 35 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded up and reduced by 5 mph per MUTCD option 2, the existing posted speed limit of 35 mph should be reduced to 30 mph.

AREA	DESCRIPTION
Distance	Approximately 5,600 Feet
Vertical Alignment	Flat
Street Width	Varies (56 to 86 Feet)
No. Lanes and Median	2-Lane Divided Arterial
Proposed Speed Zone	30 MPH
85th Percentile Speed	35 MPH
Traffic Volume (Date)	3,925
Accident Data (2 years)	6 Collisions (2017 - 2018)
Street Segment Collision Rate = (Collisions) (1,000,000) / (Years) (365) (ADT) (Length in Miles)	1.98 Acc./MVM

MAP SYMBOL

- ALL-WAY STOP
- SIGNAL
- SPEED SIGN
- CITY LIMITS
- CROSSWALK
- SCHOOL CROSSWALK
- CROSSING GUARD

REGISTERED PROFESSIONAL ENGINEER
ANDREW EASTERLING
NO. TR 2824
TRAFFIC
STATE OF CALIFORNIA

I:\PWTra\Radar Survey\Radar Surveys EXP 2024\Aerials\(37) Independence BTW Constitution Blvd. & Boronda Rd..dwg

CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

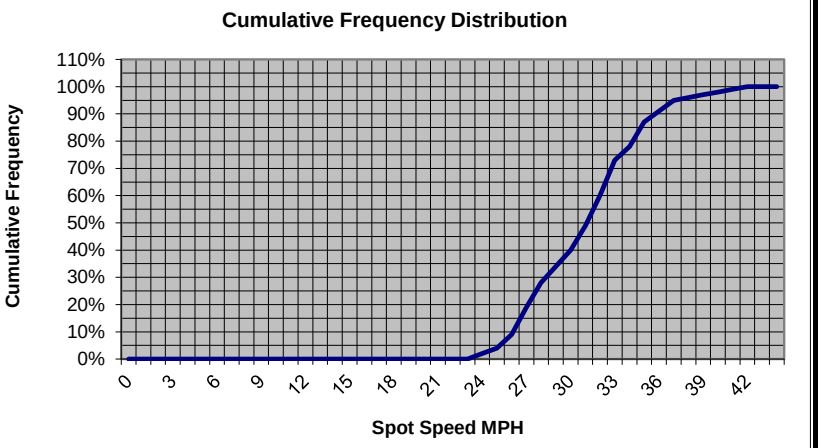
RADAR SURVEY

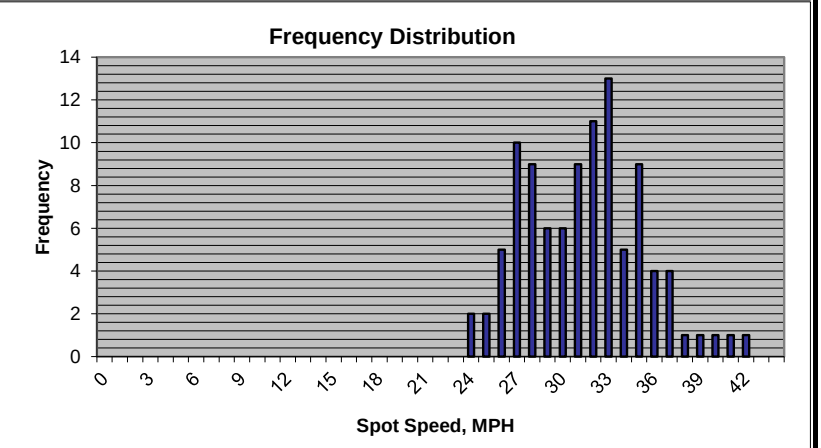
Street:	Independence Boulevard	**Direction:**	NBD/SBD	**Comments:**	
Between:	Constitution Boulevard & Boronda Road			No. 37	
Survey Location:					
Speed Limit:	35 MPH				
Date:	05/28/19	**Day:**	Tuesday		
Hours:	**From:** 11:40AM	**To:**	12:20PM		
Weather:	Sunny				
Observer(s):	Alejandro & Victor				

MPH	Frequency	Percent	Cumulative %
0	0	0.00%	0.00%
1	0	0.00%	0.00%
2	0	0.00%	0.00%
3	0	0.00%	0.00%
4	0	0.00%	0.00%
5	0	0.00%	0.00%
6	0	0.00%	0.00%
7	0	0.00%	0.00%
8	0	0.00%	0.00%
9	0	0.00%	0.00%
10	0	0.00%	0.00%
11	0	0.00%	0.00%
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	2	2.00%	2.00%
25	2	2.00%	4.00%
26	5	5.00%	9.00%
27	10	10.00%	19.00%
28	9	9.00%	28.00%
29	6	6.00%	34.00%
30	6	6.00%	40.00%
31	9	9.00%	49.00%
32	11	11.00%	60.00%
33	13	13.00%	73.00%
34	5	5.00%	78.00%
35	9	9.00%	87.00%
36	4	4.00%	91.00%
37	4	4.00%	95.00%
38	1	1.00%	96.00%
39	1	1.00%	97.00%
40	1	1.00%	98.00%
41	1	1.00%	99.00%
42	1	1.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
Totals:	100	100.00%	

Data Analysis:

Time Mean Speed:	31.4	MPH		
Sample Variance:	14.75			
Standard Deviation:	3.8			
Variance of the Mean:	0.1475			
Standard Error of the Mean:	0.4			
10 MPH Pace:	26	**To:**	35	MPH
Percent in Pace:	83.0%			
Vehicles in Pace:	83			
50th Percentile Speed:	32	MPH		
85th Percentile Speed:	35	MPH		
90th Percentile Speed:	36	MPH		
95th Percentile Speed:	37	MPH		





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

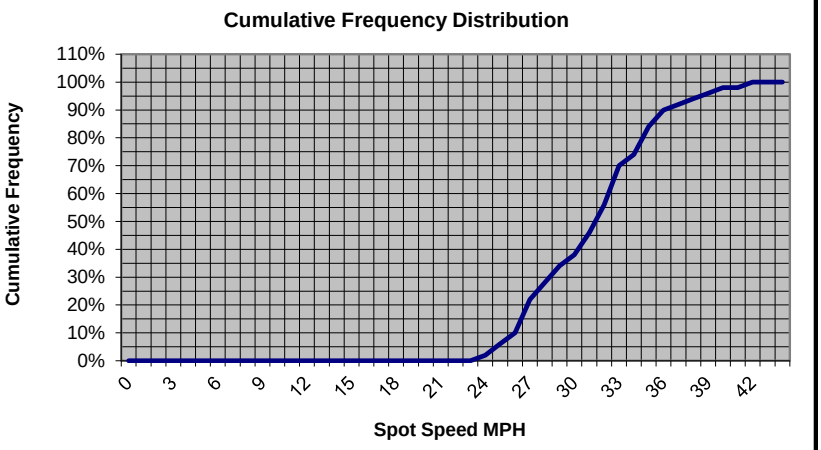
RADAR SURVEY

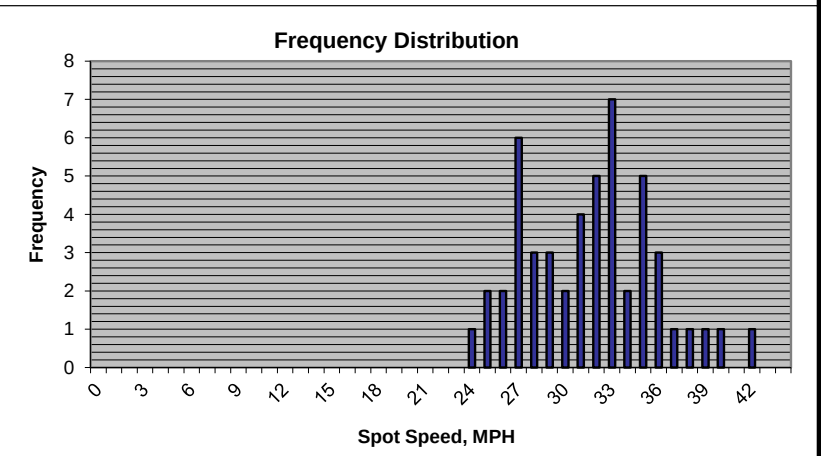
Street:	Independence Boulevard	**Direction:**	SBD	**Comments:**	
Between:	Constitution Boulevard & Boronda Road			No. 37	
Survey Location:					
Speed Limit:	35 MPH				
Date:	05/28/19	**Day:**	Tuesday		
Hours: From:	11:40AM	**To:**	12:20PM		
Weather:	Sunny				
Observer(s):	Alejandro & Victor				

MPH	Frequency	Percent	Cumulative %
0	0	0.00%	0.00%
1	0	0.00%	0.00%
2	0	0.00%	0.00%
3	0	0.00%	0.00%
4	0	0.00%	0.00%
5	0	0.00%	0.00%
6	0	0.00%	0.00%
7	0	0.00%	0.00%
8	0	0.00%	0.00%
9	0	0.00%	0.00%
10	0	0.00%	0.00%
11	0	0.00%	0.00%
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	1	2.00%	2.00%
25	2	4.00%	6.00%
26	2	4.00%	10.00%
27	6	12.00%	22.00%
28	3	6.00%	28.00%
29	3	6.00%	34.00%
30	2	4.00%	38.00%
31	4	8.00%	46.00%
32	5	10.00%	56.00%
33	7	14.00%	70.00%
34	2	4.00%	74.00%
35	5	10.00%	84.00%
36	3	6.00%	90.00%
37	1	2.00%	92.00%
38	1	2.00%	94.00%
39	1	2.00%	96.00%
40	1	2.00%	98.00%
41	0	0.00%	98.00%
42	1	2.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	31.6	MPH		
Sample Variance:	17.26			
Standard Deviation:	4.2			
Variance of the Mean:	0.3452			
Standard Error of the Mean:	0.6			
10 MPH Pace:	27	**To:**	36	MPH
Percent in Pace:	80.0%			
Vehicles in Pace:	40			
50th Percentile Speed:	32	MPH		
85th Percentile Speed:	36	MPH		
90th Percentile Speed:	36	MPH		
95th Percentile Speed:	39	MPH		





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

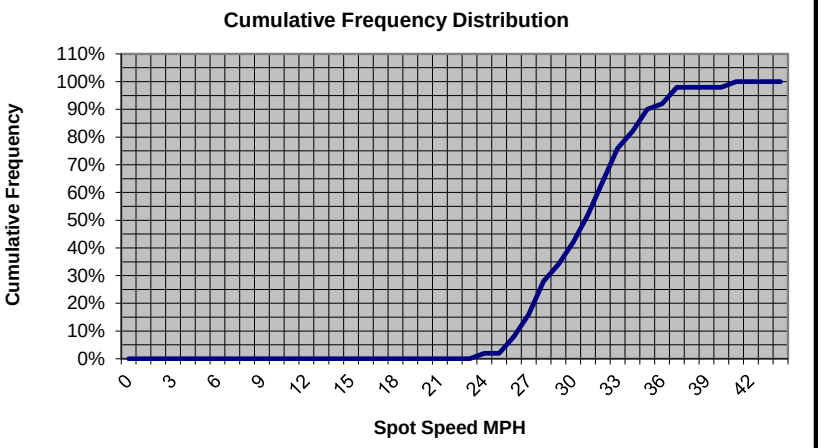
RADAR SURVEY

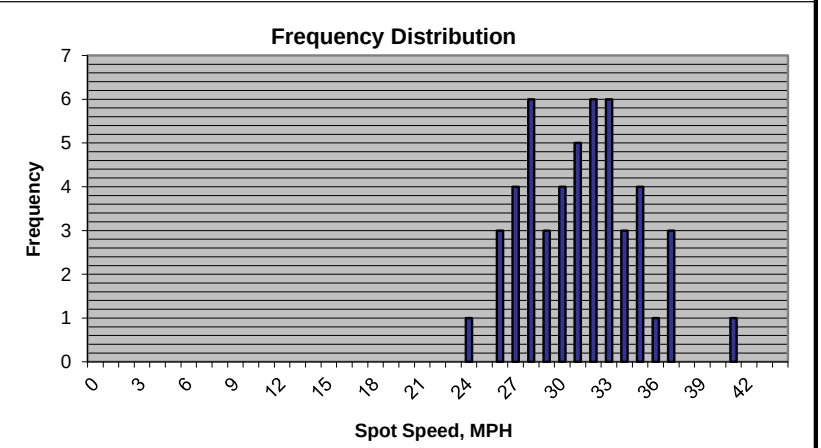
Street:	Independence Boulevard	**Direction:**	NBD	**Comments:**	
Between:	Constitution Boulevard & Boronda Road			No. 37	
Survey Location:					
Speed Limit:	35 MPH				
Date:	05/28/19	**Day:**	Tuesday		
Hours: From:	11:40AM	**To:**	12:20PM		
Weather:	Sunny				
Observer(s):	Alejandro & Victor				

MPH	Frequency	Percent	Cumulative %
0	0	0.00%	0.00%
1	0	0.00%	0.00%
2	0	0.00%	0.00%
3	0	0.00%	0.00%
4	0	0.00%	0.00%
5	0	0.00%	0.00%
6	0	0.00%	0.00%
7	0	0.00%	0.00%
8	0	0.00%	0.00%
9	0	0.00%	0.00%
10	0	0.00%	0.00%
11	0	0.00%	0.00%
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	1	2.00%	2.00%
25	0	0.00%	2.00%
26	3	6.00%	8.00%
27	4	8.00%	16.00%
28	6	12.00%	28.00%
29	3	6.00%	34.00%
30	4	8.00%	42.00%
31	5	10.00%	52.00%
32	6	12.00%	64.00%
33	6	12.00%	76.00%
34	3	6.00%	82.00%
35	4	8.00%	90.00%
36	1	2.00%	92.00%
37	3	6.00%	98.00%
38	0	0.00%	98.00%
39	0	0.00%	98.00%
40	0	0.00%	98.00%
41	1	2.00%	100.00%
42	0	0.00%	100.00%
43	0	0.00%	100.00%
44	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	31.2	MPH		
Sample Variance:	12.45			
Standard Deviation:	3.5			
Variance of the Mean:	0.2490			
Standard Error of the Mean:	0.5			
10 MPH Pace:	26	**To:**	35	MPH
Percent in Pace:	88.0%			
Vehicles in Pace:	44			
50th Percentile Speed:	31	MPH		
85th Percentile Speed:	35	MPH		
90th Percentile Speed:	35	MPH		
95th Percentile Speed:	37	MPH		





CITY OF SALINAS
DEVELOPMENT & ENGINEERING SERVICES
TRAFFIC SURVEY

STREET: **HARDEN PARKWAY**
BETWEEN: **N. MAIN STREET & EL DORADO DRIVE**
SURVEY DATE: **05/30/19 (EXPIRES 2024)**

34

COMMENTS:

This segment of Harden Parkway is classified as a minor arterial in the City of Salinas General Plan. The surrounding land use includes backing residential, retail, office and park areas. Speed data collected May 30, 2019 revealed the 85th percentile speed of 42 mph. The 10 mph pace ranges from 33 mph to 42 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, and the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 35 mph should be retained.

AREA	DESCRIPTION
Distance	Approximately 5,600 Feet
Vertical Alignment	Flat
Street Width	51 Feet
No. Lanes and Median	4-Lane Minor Arterial
Existing Speed Zone	35 MPH
85th Percentile Speed	42 MPH
Traffic Volume (Date)	7,680
Accident Data (2 years)	10 Collision (2017-2018)
Street Segment Collision Rate = (Collisions) (1,000,000) / (Years) (365) (ADT) (Length in Miles)	1.68 Acc./MVM

MAP SYMBOL

- ALL-WAY STOP
- SIGNAL
- SPEED SIGN
- CITY LIMITS
- CROSSWALK
- SCHOOL CROSSWALK
- CROSSING GUARD

REGISTERED PROFESSIONAL ENGINEER
ANDREW EASTERLING
NO. TR 2824
TRAFFIC
STATE OF CALIFORNIA

I:\PWTra\Radar Survey\Radar Surveys EXP 2024\Aerials\(34) Harden BTW N Main St & El Dorado.dwg

CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

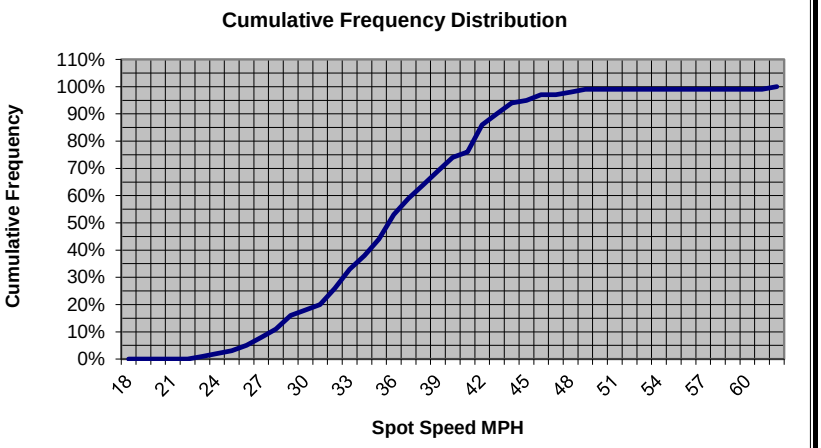
RADAR SURVEY

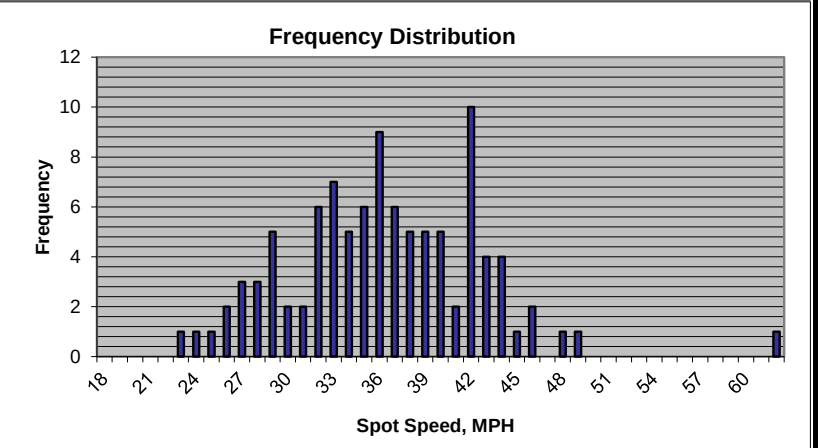
Street:	Harden Parkway	**Direction:**	WBD/EBD	**Comments:**
Between:	Mckinnon Street & El Dorado Drive			No.34
Survey Location:				
Speed Limit:	35 MPH			
Date:	05/30/19	**Day:**	Thursday	
Hours: From:	1:20PM	**To:**	1:55PM	
Weather:	Overcast			
Observer(s):	Chris & Herendira			

MPH	Frequency	Percent	Cumulative %
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	1	1.00%	1.00%
24	1	1.00%	2.00%
25	1	1.00%	3.00%
26	2	2.00%	5.00%
27	3	3.00%	8.00%
28	3	3.00%	11.00%
29	5	5.00%	16.00%
30	2	2.00%	18.00%
31	2	2.00%	20.00%
32	6	6.00%	26.00%
33	7	7.00%	33.00%
34	5	5.00%	38.00%
35	6	6.00%	44.00%
36	9	9.00%	53.00%
37	6	6.00%	59.00%
38	5	5.00%	64.00%
39	5	5.00%	69.00%
40	5	5.00%	74.00%
41	2	2.00%	76.00%
42	10	10.00%	86.00%
43	4	4.00%	90.00%
44	4	4.00%	94.00%
45	1	1.00%	95.00%
46	2	2.00%	97.00%
47	0	0.00%	97.00%
48	1	1.00%	98.00%
49	1	1.00%	99.00%
50	0	0.00%	99.00%
51	0	0.00%	99.00%
52	0	0.00%	99.00%
53	0	0.00%	99.00%
54	0	0.00%	99.00%
55	0	0.00%	99.00%
56	0	0.00%	99.00%
57	0	0.00%	99.00%
58	0	0.00%	99.00%
59	0	0.00%	99.00%
60	0	0.00%	99.00%
61	0	0.00%	99.00%
62	1	1.00%	100.00%
Totals:	100	100.00%	

Data Analysis:

Time Mean Speed:	36.4	MPH	
Sample Variance:	39.30		
Standard Deviation:	6.3		
Variance of the Mean:	0.3930		
Standard Error of the Mean:	0.6		
10 MPH Pace:	33	**To:**	42 MPH
Percent in Pace:	60.0%		
Vehicles in Pace:	60		
50th Percentile Speed:	36	MPH	
85th Percentile Speed:	42	MPH	
90th Percentile Speed:	43	MPH	
95th Percentile Speed:	45	MPH	





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

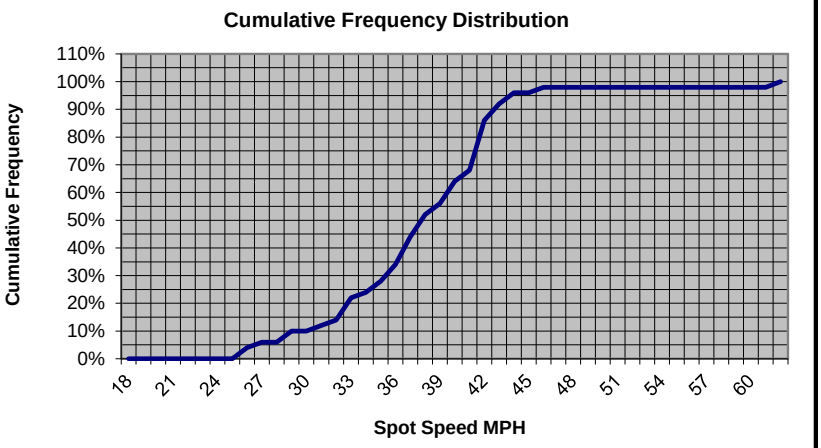
RADAR SURVEY

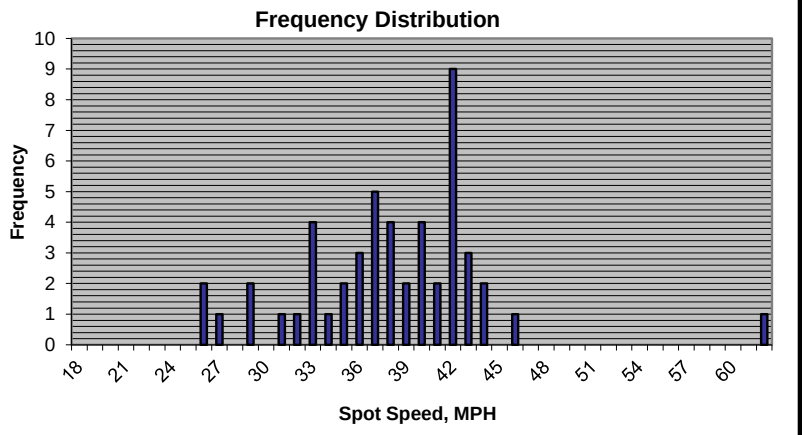
Street:	Harden Parkway	**Direction:**	WBD	**Comments:**
Between:	Mckinnon Street & El Dorado Drive			No.34
Survey Location:				
Speed Limit:	35 MPH			
Date:	05/30/19	**Day:**	Thursday	
Hours: From:	1:20PM	**To:**	1:55PM	
Weather:	Overcast			
Observer(s):	Chris & Herendira			

MPH	Frequency	Percent	Cumulative %
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	2	4.00%	4.00%
27	1	2.00%	6.00%
28	0	0.00%	6.00%
29	2	4.00%	10.00%
30	0	0.00%	10.00%
31	1	2.00%	12.00%
32	1	2.00%	14.00%
33	4	8.00%	22.00%
34	1	2.00%	24.00%
35	2	4.00%	28.00%
36	3	6.00%	34.00%
37	5	10.00%	44.00%
38	4	8.00%	52.00%
39	2	4.00%	56.00%
40	4	8.00%	64.00%
41	2	4.00%	68.00%
42	9	18.00%	86.00%
43	3	6.00%	92.00%
44	2	4.00%	96.00%
45	0	0.00%	96.00%
46	1	2.00%	98.00%
47	0	0.00%	98.00%
48	0	0.00%	98.00%
49	0	0.00%	98.00%
50	0	0.00%	98.00%
51	0	0.00%	98.00%
52	0	0.00%	98.00%
53	0	0.00%	98.00%
54	0	0.00%	98.00%
55	0	0.00%	98.00%
56	0	0.00%	98.00%
57	0	0.00%	98.00%
58	0	0.00%	98.00%
59	0	0.00%	98.00%
60	0	0.00%	98.00%
61	0	0.00%	98.00%
62	1	2.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	38.1	MPH	
Sample Variance:	36.20		
Standard Deviation:	6.0		
Variance of the Mean:	0.7240		
Standard Error of the Mean:	0.9		
10 MPH Pace:	33	**To:**	42 MPH
Percent in Pace:	72.0%		
Vehicles in Pace:	36		
50th Percentile Speed:	38	MPH	
85th Percentile Speed:	42	MPH	
90th Percentile Speed:	43	MPH	
95th Percentile Speed:	44	MPH	





CITY OF SALINAS

DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

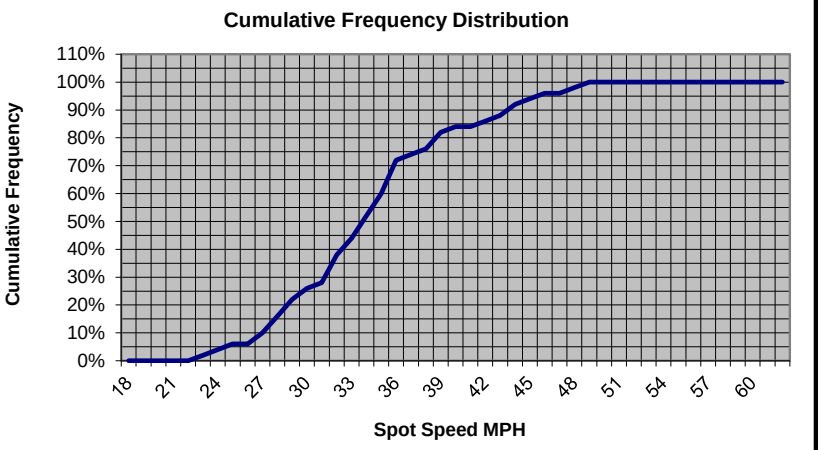
RADAR SURVEY

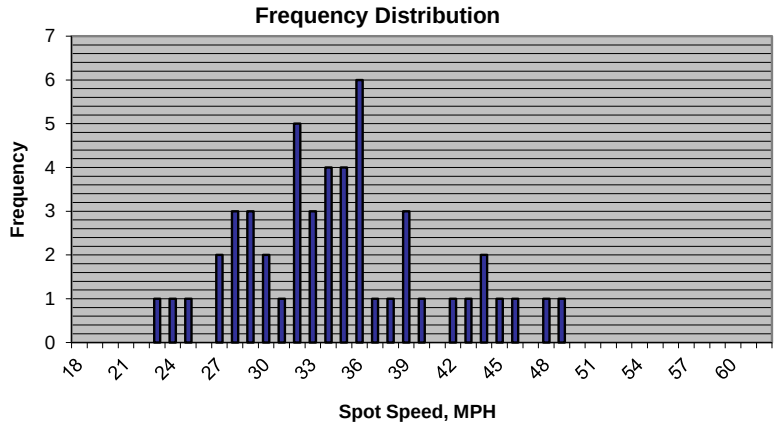
Street:	Harden Parkway	**Direction:**	EBD	**Comments:**	
Between:	Mckinnon Street & El Dorado Drive			No.34	
Survey Location:					
Speed Limit:	35 MPH				
Date:	05/30/19	**Day:**	Thursday		
Hours: From:	1:20PM	**To:**	1:55PM		
Weather:	Overcast				
Observer(s):	Chris & Herendira				

MPH	Frequency	Percent	Cumulative %
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	1	2.00%	2.00%
24	1	2.00%	4.00%
25	1	2.00%	6.00%
26	0	0.00%	6.00%
27	2	4.00%	10.00%
28	3	6.00%	16.00%
29	3	6.00%	22.00%
30	2	4.00%	26.00%
31	1	2.00%	28.00%
32	5	10.00%	38.00%
33	3	6.00%	44.00%
34	4	8.00%	52.00%
35	4	8.00%	60.00%
36	6	12.00%	72.00%
37	1	2.00%	74.00%
38	1	2.00%	76.00%
39	3	6.00%	82.00%
40	1	2.00%	84.00%
41	0	0.00%	84.00%
42	1	2.00%	86.00%
43	1	2.00%	88.00%
44	2	4.00%	92.00%
45	1	2.00%	94.00%
46	1	2.00%	96.00%
47	0	0.00%	96.00%
48	1	2.00%	98.00%
49	1	2.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
55	0	0.00%	100.00%
56	0	0.00%	100.00%
57	0	0.00%	100.00%
58	0	0.00%	100.00%
59	0	0.00%	100.00%
60	0	0.00%	100.00%
61	0	0.00%	100.00%
62	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:

Time Mean Speed:	34.6	MPH	
Sample Variance:	37.17		
Standard Deviation:	6.1		
Variance of the Mean:	0.7434		
Standard Error of the Mean:	0.9		
10 MPH Pace:	27	**To:**	36 MPH
Percent in Pace:	66.0%		
Vehicles in Pace:	33		
50th Percentile Speed:	34	MPH	
85th Percentile Speed:	42	MPH	
90th Percentile Speed:	44	MPH	
95th Percentile Speed:	46	MPH	



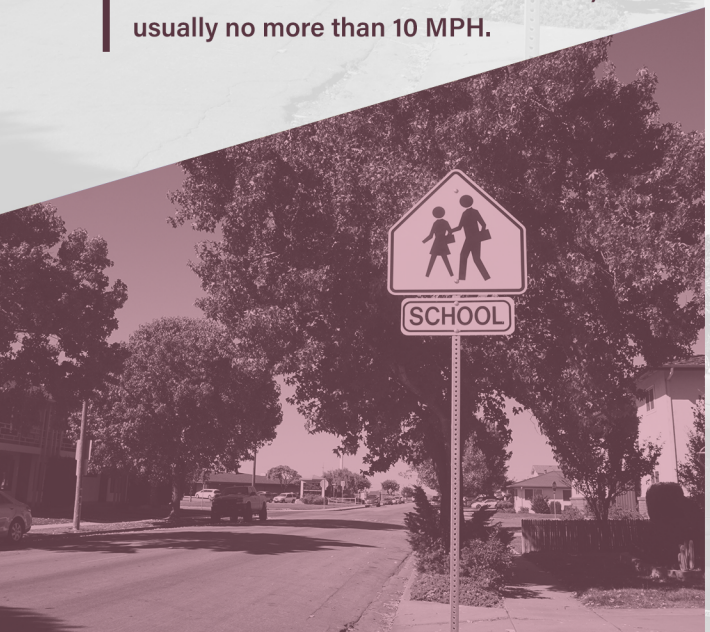


SPEED LAWS

Speed limits on most roadways are established through procedures in the California Vehicle Code and federal laws. Speed limit signs, indicating speed limits for which posting is required by law, shall be located at points of change from one speed limit to another.

In California, the maximum speed limit in urban areas is 65 MPH. Certain speed limits are established by State law and include the 25 MPH speed limit in business and residential districts. These speed limits do not need to be posted in order to be enforced. Special speed limits are established within 500 feet of school grounds which are typically 15 MPH to 25 MPH when children are present. School zones can be further reduced to 15 MPH.

> **Temporary speed limit reductions can be established in construction zones, usually no more than 10 MPH.**



FOR MORE INFORMATION PLEASE CONTACT THE PUBLIC WORKS DEPARTMENT AT:

(831) 758-7241

Fax:

(831) 758-7935

Office Address:

200 Lincoln Ave, 2ND Floor,
Salinas, CA, 93901

Regular Hours:

Monday: 8:00 am-5:00 pm
Tuesday: 8:00 am-5:00 pm
Wednesday: 8:00 am-5:00 pm
Thursday: 8:00 am-5:00 pm
Friday: 8:00 am-5:00 pm
Saturday: Closed

SALINAS

RICH IN LAND | RICH IN VALUES

PUBLIC WORKS DEPARTMENT

200 Lincoln Ave.
Salinas, CA 93901

September 2019

ENGINEERING / TRAFFIC SURVEYS

The City of Salinas routinely certifies Engineering and Traffic Surveys which establish speed limits in accordance with state and federal standards. Engineering and Traffic Surveys are generally conducted every 5 years for every non-local roadway to establish speed limits. The survey includes an analysis of roadway conditions, collision records and a sampling of the prevailing speed of traffic. Speed limits are generally set at the 5 mile per hour increment closest to the measure 85th percentile speed. This practice established the maximum speed limit that is safe and reasonable. If an engineering and traffic survey is not performed within the required time frame, posted speed limits are no longer valid and cannot be enforced effectively.

THE PURPOSE OF SPEED LIMITS

A speed limit sign is a federal device, and such as the City of Salinas, and every other posting authority, must comply with the federal requirements set forth in the Uniform Vehicle Code (UVC). The uniform vehicle code establishes that, "No person shall drive a vehicle at a speed greater than is reasonable and prudent." In the United States, there are 80,000 posting authorities and about 4 milion miles of roads, how would a person know what is expected of them, or the penalties as they go from sign to sign? The UVC establishes the rules for which posting authorities shall conform to when establishing posted speed limits.

Speed limits are established using Engineering and Traffic Surveys which measure the prevailing speeds of roadway users. These studies determine a reasonable and maximum speed limit. The use of Engineering and Traffic Surveys to establish speed limits is not only a federal requirement, it also **lowers the risk of accidents**. Without a uniform process to establish speed limits, how would drivers know what speeds are considered reasonable or police officers be able to enforce drivers traveling at reasonable speeds?

MISCONCEPTIONS

"How come the City doesn't install limit signs with lower speed limits to slow down traffic?"

This is a misconception. Many before and after studies have found that changing the speed limit signs does not change how fast Americans drive. The best known study is Report No. FHWA-RD-92-084: The Effects of Raising and Lowering the Speed Limits. The Federal Department of Transportation conducted a study of speed limits to determine the effects on traffic flow. The study looked at data from 100 sites in 22 states where speed limits were either raised or lowered. Counter to many people's preconception, the study found changes in speed limits had such little effect on driver speeds that is statistically insufficient. Changing speed limit signs does not change driver behavior.

File #: ID#19-653, **Version:** 1

Parking for the Collision Reporting Center

Approve a Resolution establishing three “No Parking Tow-Away, Except Police” parking stalls along the frontage of 215 Lincoln Avenue in support of the Salinas Collision Reporting Center.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **DECEMBER 17, 2019**

DEPARTMENT: **PUBLIC WORKS, TRANSPORTATION & TRAFFIC DIVISION**

FROM: **DAVID JACOBS, PUBLIC WORKS DIRECTOR**

BY: **ANDREW EASTERLING, TRAFFIC ENGINEER**

ROBERT HAMPSON, SERGEANT

TITLE: **PARKING FOR THE COLLISION REPORTING CENTER**

RECOMMENDED MOTION:

A motion to approve a Resolution establishing three "No Parking Tow-Away, Except Police" parking stalls along the frontage of 215 Lincoln Avenue in support of the Salinas Collision Center.

RECOMMENDATION:

Recommend that the City Council approve a Resolution establishing three "No Parking Tow-Away, Except Police" along the frontage of 215 Lincoln Avenue in support of the Salinas Collision Reporting Center.

BACKGROUND:

On October 17, the Salinas Collision Reporting Center (CRC) opened its doors to the public at 200 Lincoln Avenue. The center provides a safe and user-friendly format to Salinas community members wishing to document traffic collisions.

Motorists involved in collisions not involving injuries or criminal conduct are directed to file a report at the CRC, which is developed as the one-stop service opportunity for all collision reporting needs. Supporting insurers fund the program; there is no cost to the police or the public for these services.

The City of Salinas Police Department officials contacted the Public Works Department and expressed desire to restrict parking along the frontage of 215 Lincoln Avenue. The request is for three (3) parking spaces between driveways as shown in "Exhibit A: Proposed Parking Restrictions 215 Lincoln Avenue". Police Department officials are requesting this on-street parking reserved to support the operations of the new CRC. If approved, this on street parking restriction will remain at the proposed location after the Police Department moves to its new location; however, after the Police Departments moves, the City could consider relocating CRC parking to a City surface parking lot.

Staff is seeking to formalize the parking restrictions associated with providing the collision reporting services to the community.

TRAFFIC AND TRANSPORTATION COMMISSION:

The establishment of a total of three (3) "No Parking Tow-Away, Except Police" parking designations along the frontage of 215 Lincoln Avenue was presented to the Traffic and Transportation Commission at its November 14, 2019 meeting. The Commission voted 5-0 to recommend to the City Council to approve a resolution to establish a total of three parking designations of "No Parking Tow-Away, Except Police" along the frontage of 215 Lincoln Avenue in support of the Salinas Collision Center.

Staff received communication from the Salinas City Center Improvement Association (SCIAA) expressing concern for the permanent loss of parking in downtown. Staff provided a response that the three (3) on street spaces will remain at the proposed location after the Police Department relocates to the new Public Safety Building, and after the relocation and the decrease demand in parking in the area surrounding City Hall is realized, the proposed restricted parking spaces may be relocated to a nearby surface lot.

CEQA CONSIDERATION:

The City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1(c)) because the actions consists of operation and minor alteration of an existing City street.

STRATEGIC PLAN INITIATIVE:

The Parking Restrictions along the frontage of 215 Lincoln Avenue support the current City Council's goals of a Safe Livable Community by supporting the collision reporting services for Salinas residents and travelers.

DEPARTMENTAL COORDINATION:

The Police Department has worked closely with the Public Works Department to initiate the request for on-street parking restrictions. Public works is responsible for preparing the staff reports, implementation and maintenance of parking restriction signage.

FISCAL AND SUSTAINABILITY IMPACT:

The estimated labor and material cost to install signage to indicate the parking restrictions at the Salinas Collision along the frontage of 215 Lincoln Avenue is estimated to be $700.00. Sufficient funding is available in the current streets budget to fund the installations.

ATTACHMENTS:

Attachment 1: Resolution

Exhibit A- Exhibit to the Resolution

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

A RESOLUTION OF THE SALINAS CITY COUNCIL ESTABLISHING A TOTAL OF THREE (3) "NO PARKING TOW-AWAY, EXCEPT POLICE" PARKING DESIGNATIONS IN SUPPORT OF THE SALINAS COLLISION CENTER ALONG THE FRONTAGE OF 215 LINCOLN AVENUE

WHEREAS, the Salinas Police Department requested to reserve on-street parking along the frontage of 215 Lincoln Avenue in support of the operations at the new Salinas Collision Reporting Center (CRC); and

WHEREAS, on November 14, 2019, the Traffic and Transportation Commission voted unanimously (5-0) to recommend to City Council the approval of establishing three (3) "No Parking Tow-Away, Except Police" parking designations between the driveways as shown on "Attachment 2: Parking Restrictions Exhibit" along the frontage of 215 Lincoln Avenue; and

WHEREAS, the City of Salinas has determined that implementing the parking restrictions is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1). The project consists of the operation, repair, or minor alteration of public streets involving no expansion of use. There would be no significant effect on the environment.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby approved the establishment of three (3) "No Parking Tow-Away, Except Police" parking designations between the driveways along the frontage of 215 Lincoln Avenue as shown on Exhibit A, attached and herewith incorporated.

PASSED AND APPROVED this 17th day of December 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

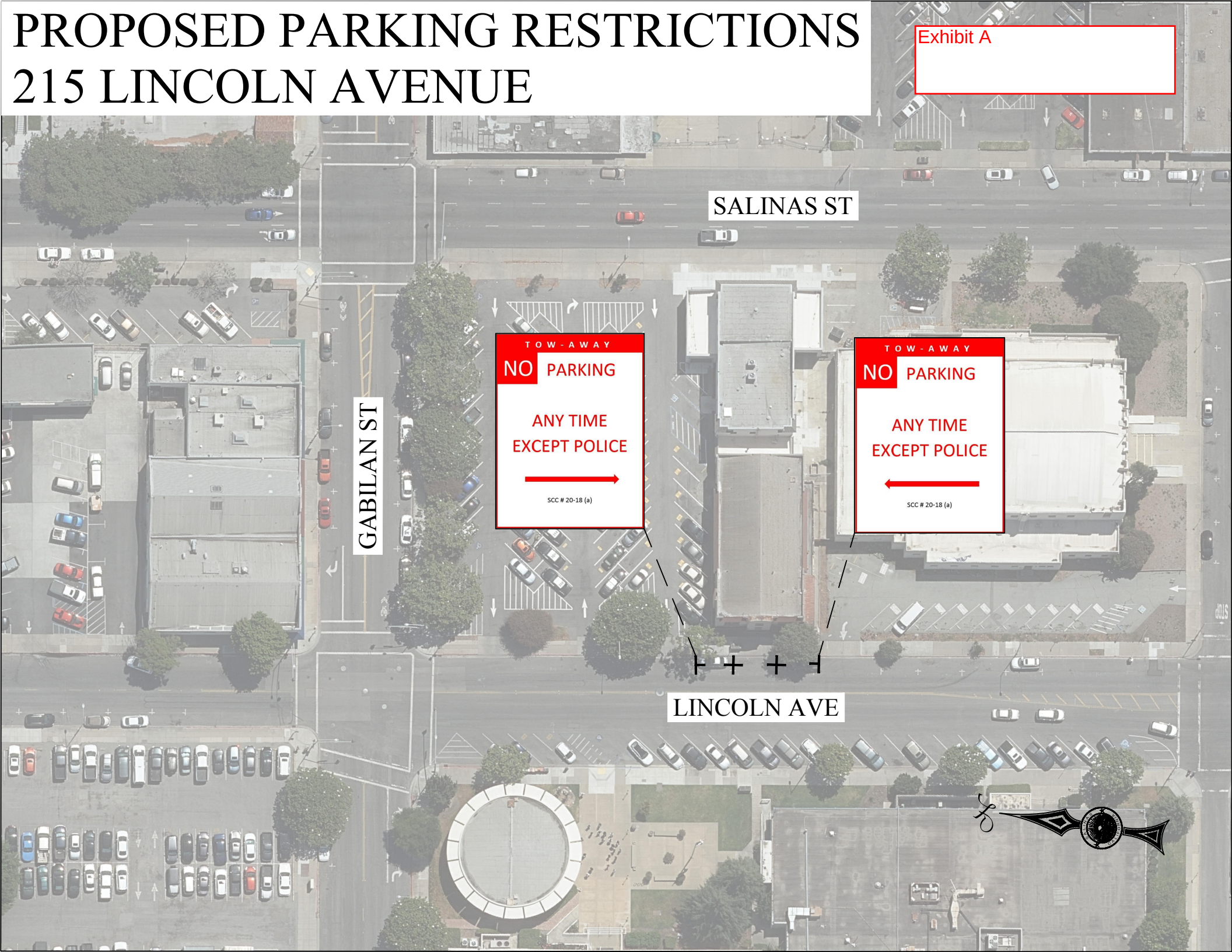
_____
Joe Gunter, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

PROPOSED PARKING RESTRICTIONS
215 LINCOLN AVENUE

Exhibit A



File #: ID#19-657, **Version:** 3

Transfer of Certain Real Property and Facility Lease Agreement with Northern Salinas Valley Mosquito Abatement District - 342 Airport Boulevard

Approve a Resolution approving a facility lease for 342 Airport Blvd., between the City of Salinas and the Northern Salinas Valley Mosquito Abatement District at the Salinas Municipal Airport; and accept the Quitclaim for 342 Airport Blvd. transferring the rights, title, and interest in and to 342 Airport Blvd. to the City of Salinas.

CITY OF SALINAS
CITY COUNCIL STAFF REPORT

DATE: **DECEMBER 17, 2019**

DEPARTMENT: **PUBLIC WORKS, AIRPORT DIVISION**

FROM: **DAVID JACOBS, PUBLIC WORKS DIRECTOR**

BY: **BRETT J. GODOWN, AIRPORT MANAGER**

TITLE: **FACILITY LEASE 342 AIRPORT BLVD. AT THE SALINAS MUNICIPAL AIRPORT**

RECOMMENDED MOTION:

A resolution approving the transfer of certain real property and approval of a facility lease between the City of Salinas and Northern Salinas Valley Mosquito Abatement District, for 342 Airport Blvd. at the Salinas Municipal Airport.

RECOMMENDATION:

It is recommended that the City Council:

1. Approve a facility lease for 342 Airport Blvd., between the City of Salinas and the Northern Salinas Valley Mosquito Abatement District at the Salinas Municipal Airport; and

2. Accept the Quitclaim for 342 Airport Blvd. transferring the rights, title, and interest in and to 342 Airport Blvd. to the City of Salinas.

BACKGROUND:

The Northern Salinas Valley Mosquito Abatement District ("District") first entered into a ground lease at 342 Airport Blvd. in 1953. The lease expired in 2003. A second ground lease was executed for the same site in 2004. The second lease expired in June of 2019. Based on previous lease conditions, historical and current Airport leasing practices, the improvements constructed by the District are set to revert to the City of Salinas at the execution of the new facility lease. The City and the District have worked since January 2019 to construct a new lease and facilitate the change in ownership of the improvements.

At the December 5, 2019 Airport Commission meeting, the Airport Commission recommended City Council approve a facility lease for 342 Airport Blvd., between the City of Salinas and the Northern Salinas Valley Mosquito Abatement District at the Salinas Municipal Airport.

At the December 5, 2019 Airport Commission meeting, the Airport Commission recommended City Council accept the Quitclaim for 342 Airport Blvd. transferring the rights, title, and interest in and to 342 Airport Blvd. to the City of Salinas.

ANALYSIS:

Appraisal
Stephen Brown Associates, Inc. was contracted to appraise the site. The appraisal was completed in accordance with (a) the Uniform Standards of Professional Appraisal Practices ("USPAP") as promulgated by the Appraisal Standards Board of the Appraisal Foundation, and (b) the requirements of the Code of Professional Ethics and the Standards of Professional Appraisal Practice of the Appraisal Institute.

APPRAISAL CONCLUSION

Appraisal Premise	Interest Appraised	Effective Date	Value Conclusion
As Is	Fee Simple	Prospective July 1, 2019	Property Value of $1,300,000
Hypothetical – Vacant Site	Fee Simple	July 1, 2019	Ground Rent of $35,040

Property Inspection Report
West Coast Property Inspections was contracted to evaluate the building. Minor, non-structural defects were reported. The structural integrity of the building is sound. The minor defects included items such as missing Ground Fault Indicators, corrosion on vent pipes, missing carbon monoxide detector, stains from repaired roof leaks, etc.

Quitclaim Deed
On November 21, 2019, the District conveyed all rights, title and interest in and to 342 Airport Blvd. as well as all rights, title and interest of 342 Airport Blvd. in and to any leasehold improvements to the City of Salinas. Following Salinas City Council's approval of the Lease between the City and the District, the City Manager will execute a Certificate of Acceptance for 342 Airport Blvd. The Certificate of Acceptance is the final step in the change of ownership, transferring the property from the District to the City of Salinas.

Term
The lease provides one two-year initial term and a one one-year option renewal of the lease.

Space
Land - .915 acres 40,000 sq. ft.
Gross Building Area – 8,872± sq. ft. consisting of office, shop, maintenance area, garage, and storage.

Escalator
The annual rent shall be increased by an amount equal to the change in CPI (August to August) with a floor of 2.5% and a ceiling of 4.5%.

CEQA/NEPA CONSIDERATION:

The City of Salinas has determined that the proposed action is not a project and therefore exempt as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

Approval of this lease will support City Council goals of Effective, Sustainable Government, and Economic Diversity and Prosperity.

DEPARTMENTAL COORDINATION:

The City of Salinas Airport Facility Lease, Quitclaim, and Certificate of Acceptance was reviewed as to form by the City Attorney.

FISCAL AND SUSTAINABILITY IMPACT:

Revenues from this lease will provide a positive impact to the Airport Enterprise Fund of $42,000 during the first year of the lease.

ATTACHMENTS:

Northern Salinas Valley Mosquito Abatement District Facility Lease
West Coast Property Inspections – Property Inspection Report
Stephen Brown Associates – 342 Airport Boulevard Industrial Property Appraisal Report
Quitclaim Deed – 342 Airport Blvd.
Certificate of Acceptance – 342 Airport Blvd.
Resolution

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

A RESOLUTION APPROVING THE TRANSFER OF CERTAIN REAL PROPERTY AND THE APPROVAL OF A FACILITY LEASE BETWEEN THE CITY OF SALINAS AND NORTHERN SALINAS VALLEY MOSQUITO ABATEMENT DISTRICT, FOR 342 AIRPORT BLVD. AT THE SALINAS MUNICIPAL AIRPORT

WHEREAS, the Northern Salinas Valley Mosquito Abatement District ("District") desires to enter into a Facility Lease with the City of Salinas for real property located at 342 Airport Blvd. at the Salinas Municipal Airport; and

WHEREAS, in 1953, the District entered into a 50-year ground lease with the City of Salinas ("City") to develop District offices on airport property located at 342 Airport Blvd.; and

WHEREAS, in 2004, the District re-entered into a 15-year ground lease with the City to maintain their District Offices; and

WHEREAS, the 2004 lease expired on June 30, 2019; and

WHEREAS, the City and the District negotiated a new facility lease that includes a two-year initial term and one one-year option to extend the lease; and

WHEREAS, pursuant to the negotiated terms and conditions, at the execution of the new lease, the District will to Quitclaim all rights, title and interest in and to 342 Airport Blvd. and to any leasehold improvements to the City; and

WHEREAS, at the December 5, 2019 Airport Commission meeting, the Airport Commission recommended City Council approve the Facility Lease for 342 Airport Blvd. between the City and District; and

WHEREAS, at the December 5, 2019 Airport Commission meeting, the Airport Commission recommended City Council accept the Quitclaim for 342 Airport Blvd. transferring the rights, title, and interest in and to 342 Airport Blvd. to the City of Salinas; and

WHEREAS, the City Council of Salinas has determined it is in the best interest of the City and the Airport Enterprise Fund to accept the leasehold improvements.

NOW, THEREFORE, **BE IT RESOLVED** that the Mayor of Salinas is hereby authorized and directed for and on behalf of the City of Salinas to execute the attached Lease by and between the City of Salinas, a municipal corporation, Northern Salinas Valley Mosquito Abatement District; and

BE IT FURTHER RESOLVED, the City Council of Salinas accepts the Quitclaim Deed from the Northern Salinas Valley Mosquito Abatement District for certain real property located at 342 Airport Blvd., and more particularly describe on Exhibit A of the Quitclaim Deed dated November 21, 2019 (attached and incorporated to this Resolution); and

BE IT FURTHER RESOLVED, the City Manager of Salinas is hereby authorized to execute the Certificate of Acceptance, transferring the rights, title, and interest in and to 342 Airport Blvd. to the City of Salinas.

PASSED AND APPROVED this 17th day of December 2019, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAINED:

APPROVED:

_____
Joe Gunter, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

LEASE AGREEMENT

BETWEEN

THE CITY OF SALINAS AND

NORTHERN SALINAS VALLEY MOSQUITO ABATEMENT DISTRICT

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LEASE AGREEMENT

THIS LEASE AGREEMENT ("Lease") is entered into this January 1, 2020 (the "Effective Date") by and between the **City of Salinas**, a California charter city and municipal corporation of the State of California ("Lessor"), and **Northern Salinas Valley Mosquito Abatement District**, a political subdivision of the State of California ("Lessee").

WITNESSETH:

A. Lessor owns and operates the Salinas Municipal Airport in the City of Salinas, State of California.

B. Lessee desires to lease a portion of Airport for the uses permitted and upon the terms and conditions herein.

NOW, THEREFORE, in consideration of the foregoing, the mutual promises and covenants set forth in this Agreement, and for other good and valuable consideration, the sufficiency of which is hereby acknowledged, the parties agree as follows:

ARTICLE 1. DEFINITIONS AND EXHIBITS

Section 1.1 Definitions.

The following capitalized terms have the meanings set forth in this Section 1.1 whenever used in this Agreement, unless otherwise provided:

(a) "Additional Improvements" has the meaning given in Section 4.1.

(b) "Airport" means the Salinas Municipal Airport in the City of Salinas, State of California.

(c) "Base Rent" has the meaning given in Section 2.4, and includes the combined rent for the Building.

(d) "Building" has the meaning given in Section 2.1.

(e) "City Code" has the meaning given in Section 3.2(b).

(f) "Claims" has the meaning given in Section 5.1.

(g) "Event of Default" means any material breach of this Lease.

(h) "FAA" means the Federal Aviation Administration, as set forth in Section 3.3(e).

(i) "Land Use Plan" has the meaning given in Section 3.2(a).

(j) "Lease" means this Agreement, as set forth in the opening paragraph.

(k) "Lessee" means Northern Salinas Valley Mosquito Abatement District, as set forth in the opening paragraph.

(l) "Lessor" means the City of Salinas, a California charter city and municipal corporation, as set forth in the opening paragraph.

(m)"Ordinance No. 1719" has the meaning given in Section 3.4(d).

(n) "Original Term" has the meaning given in Section 2.3(a).

(o) "Part 21" has the meaning given in Section 3.3(c)(2).

(p) "Part 77" has the meaning given in Section 3.3(d).

(q) "Premises" means the [Building and the Ramp Space licensed to Lessee] pursuant to Section 2.1 of this Agreement.

(r) "Released and Indemnified Parties" means Lessor and its elected officials, officers, employees, agents, and assigns.

(s) ["Renewal Term" has the meaning given in Section 2.3(b).]

(t) "Rules" is defined in Section 3.2(a).

(u) "Super Adjacent Air Space" is defined in Section 3.1(e).

(v) "TSA" means the Transportation Security Administration, as set forth in Section 3.3(e).

Section 1.2 Exhibits.

The following exhibits are attached to this Lease and are incorporated into it by this reference; provided, however, that any conflict between an exhibit and the main body of this Lease will be construed in favor of the latter:

Exhibit A	Depiction of the Premises.
Exhibit B	RESERVED
Exhibit C	Permitted Uses of Premises
Exhibit D	RESERVED
Exhibit E	Insurance Requirements

ARTICLE 2. LEASE PROVISIONS

Section 2.1 Premises.

(a) Demise of the Premises. Lessor hereby agrees to lease to Lessee, and Lessee hereby agrees to lease from Lessor, approximately 8,872 square feet of office, industrial, garage, and warehouse space located at 342 Airport Blvd., Salinas, CA 93905 (the "Building"). The Building is described more particularly in Exhibit A.

Section 2.2 Use of the Premises.

The Premises will be used only for the purposes described in Exhibit C. The Premises may not be used for any other purpose without Lessor's written authorization, in Lessor's sole discretion.

Section 2.3 Term.

(a) Original Term. Except as otherwise specifically set forth in this Section, the term of this Lease shall be for a period of two (2) years commencing on the Effective Date January 1, 2020 and ending December 31, 2021, unless sooner terminated in the manner and under the conditions herein provided (the "Original Term"). Rent due pursuant to Section 2.4 begins upon commencement of the Original Term.

(b) Renewal Term. Lessor grants to Lessee the option to renew this Lease for one (1) additional one (1) year period ("Renewal Term"). Lessee's options to renew shall be exercised by Lessee delivering notice in writing to Lessor of its intent to exercise its option. Notice shall be delivered not more than three hundred sixty-five (365) days, or less than one hundred eighty (180) days, before the expiration of the Original Term for the Renewal Term. Lessee's notice of intent to exercise its option rights will not be effective if, at the time the notice is given, an Event of Default has occurred that has not been either waived in writing by Lessor or cured.

Section 2.4 Rent.

(a) Time and Place of Payments. In the event that Lessee elects to pay rent annually, the payment will be due and payable in advance for the first year on the Effective Date and each year thereafter on the annual anniversary of the Effective Date. In the event that Lessee elects to pay on a monthly basis, the payment be due and payable in advance for the first month, prorated on the basis of a thirty (30) day month for the number of days until the first (1st) day of the following month, and thereafter on the first (1st) day of each calendar month. Checks will be made payable to the City of Salinas, and will be delivered to:

City of Salinas
Office of the Finance Director, Attn: Airport Fund
200 Lincoln Avenue
Salinas, California 93901

The place and time of payment may be changed at any time by the Lessor upon thirty (30) days' written notice to Lessee. Lessee assumes all risk of loss and responsibility for late payment charges.

(b) Amount of Rent.

(1) Base Rent. During the Original Term, rent shall be payable, at the option of the Lessee, in either annual or equal monthly installments.

(A) The monthly rate for the Building and land on the Demised Premise is equals three thousand five hundred Dollars and No/100 ($3,500) per month or forty-two thousand Dollars and No/100 ($42,000.00) per annum ("Base Rent").

(2) Utilities. In addition to the Base Rent, Lessee shall pay for all water, gas, heat, light, power, telephone, sewage, garbage, and rubbish disposal, and all other services supplied to the Premises.

(3) Annual Increases. Commencing on the first anniversary of the Effective Date and on each anniversary of the Effective Date thereafter, the annual rent due under this Agreement shall be increased by at a rate equal to the percent change in the Consumer Price Index (CPI) for "All Urban Consumers, All Items" for San Francisco/Oakland/San Jose, California. The 12-month period, August to August, immediately preceding the date the rental increase is due will be used to calculate the rental increase. In no case shall the rent be adjusted lower than two and one-half percentage (2.5%) or greater than four and one-half percentage (4.5%) from the monthly rent from the preceding year.

(c) Delinquent Rent. Rent will be considered delinquent if it is not paid within ten (10) days of the due date. The parties agree that Lessee's failure to pay rent before it becomes delinquent will cause Lessor to suffer losses or damages, including but not limited to transactions charges, collections costs, and the loss of use of funds, which would be difficult to predict and calculate in advance. To compensate for such losses, Lessee will pay a late fee equal to ten percent (10%) of the amount of unpaid rent that is due and owing at the time the rent became delinquent, which the parties agree represents a reasonable estimate of Lessor's damages.

Section 2.5 Security Deposit.

There will be no security deposit; however, at the expiration of this Lease, or any earlier termination pursuant to Article 6, Lessee will return the Premises to Lessor in comparable or better condition and repair as it existed as of the Effective Date, normal wear and tear excepted.

Section 2.6 Taxes.

Lessee will pay all taxes (including possessory interest tax), property related fees, and assessments that may be levied upon the Premises, and any interest of Lessee therein, for the full term of this Lease.

ARTICLE 3. AIRPORT USE RESTRICTIONS

Section 3.1 Lessor's Reservations.

(a) Utilities. Lessor reserves the right, upon reasonable prior notice to Lessee, to install, lay, construct, maintain, repair, and operate such sanitary sewers, drains, storm water sewers, pipelines, manholes, and connections; water, oil and gas pipelines; telephone, telegraph and electric power lines; and the appliances and appurtenances necessary or convenient in connection therewith, in, over, upon, through, across and along any and all portions of the Premises. No right reserved by Lessor in this Subsection shall be so exercised as to interfere unreasonably with Lessee's permitted use or operations hereunder or to impair the security or

any secured creditor of Lessee. Lessor further agrees that rights granted to third parties by reason of this clause shall contain provisions that the Premises will be restored as nearly as practicable to its original condition upon the completion of any construction. Lessor further agrees that should the exercise of these rights temporarily interfere with the use of any and all of the Premises by Lessee, the rental and other charges due hereunder shall be reduced in proportion to the interference with Lessee's use of the Premises.

(b) Development of Landing Area. Lessor reserves the right to further develop or improve the landing area of the Airport as it sees fit, regardless of the desires or view of the Lessee and without interference or hindrance to Lessee's permitted use or operations hereunder or to impair the security or any secured creditor of Lessee. In the event the exercise of such rights unreasonably interferes with Lessee's use of the Premises, Lessee shall have a termination right as set forth in Section 6.4, and will be entitled to compensation as set forth therein.

(c) Facility Repairs. Lessor reserves the right, but shall not be obligated to the Lessee, to maintain and keep in repair the landing area of the Airport, the Ramp Area, and all publicly-owned facilities of the Airport, together with the right to direct and control all activities of the Lessee in this regard. In the event the exercise of such rights unreasonably interferes with Lessee's use of the Premises, Lessee shall have a termination right as set forth in Section 6.4, and will be entitled to compensation as set forth therein.

(d) Aerial Approaches. Lessor reserves the right to take any action it considers necessary to protect the aerial approaches of the Airport against obstruction, together with the right to prevent Lessee from erecting, or permitting to erect, any building or other structures on the Airport which, in the opinion of Lessor, would limit the usefulness of the Airport or constitute a hazard to aircraft.

(e) Super Adjacent Airspace. It is agreed and understood that Lessee's right and interest in the airspace above the Premises is limited by, and subordinate to, the primary use of the Airport for aviation purposes, and Lessor reserves and excepts from this Lease all that portion of the real property herein leased which is super adjacent to a plane sixty (60) feet above and parallel to the existing ground surface of said real property (the "Super Adjacent Air Space"). Lessor further reserves and excepts from this Lease, and Lessee hereby grants to Lessor (insofar as the hereinafter described easements and rights in any manner or to any extent that affect the Premises, any improvements which may be made thereon, and Lessee's leasehold or other interest therein and Lessee's use, occupancy or enjoyment thereof):

(1) An avigation easement over and laterally adjacent to the Leased Premises and any improvements which may be made thereon, including but not limited to the easement and right to fly, or cause or permit flight by any person of, any aircraft of and all kinds now or hereafter know, in, through, across or about any portion of said Super Adjacent Air Space and any air space laterally adjacent thereto; and

(2) The easement and right to cause or create, or permit to be caused or created, such noise, vibration, currents and other effects of air, illumination and fuel consumption which may arise or occur, (i) from or during the use of said avigation easement and such flight as is described hereinabove; or (ii) from or during the use by such aircraft of any

Airport facilities, including but not limited to the landing, storage, repair, maintenance, operation, warm-up and take-off of such aircraft, upon, within or about said Airport, and the approach and departure of aircraft to or from such Airport.

(f) Reservations in Gross. The easements and rights herein reserved and excepted by Lessor, and the easements and rights herein granted by Lessee to Lessor, shall be deemed both in gross and also appurtenant to each and every portion of the real property of the Airport (save and except the Premises).

Section 3.2 City of Salinas Regulations.

(a) Airport Rules and Land Use Plan Incorporated. The Salinas Municipal Airport Rules and Regulations (the "Rules") and the Salinas Municipal Airport Land Use Plan (the "Land Use Plan"), as those documents may be amended or superseded from time to time, are incorporated into this Lease by this reference. Lessee will comply fully with the Rules, and Lessee's use of the Premises will be consistent with the Land Use Plan.

(b) City of Salinas Municipal Code. Lessee agrees to comply at all times with applicable provisions of the City of Salinas Municipal Code (the "City Code"), including but not limited to Chapter 4 (Public Property) and Chapter 37 (Zoning). Lessor agrees that the Premises are compliant with such provisions as of the date of this Lease.

(c) Other Applicable Laws, Rules, and Regulations. Lessee further agrees to comply with all other applicable laws, rules, and regulations, for the use of the Premises and all other portions of the Airport, including any rules and regulations established by the Salinas City Council, the Salinas Airport Commission, and the Salinas Airport Manager.

Section 3.3 Federal Requirements.

(a) Subordination to Federal Agreements. This Lease is subordinate to the provisions and requirements of any existing or future agreement between the Lessor and the United States of America, relative to the development, operation, or maintenance of the Airport.

(b) Non-Exclusive Right. Lessee acknowledges that this Lease is subject to 49 U.S.C. § 40103, which states in part that: "A person does not have an exclusive right to use an air navigation facility on which Government money has been expended." Nothing in this Lease will be construed to grant or authorize the granting of an exclusive right to provide aeronautical services to the public, and Lessor reserves the right to grant others the privilege and right of conducting activities at the Airport of an aeronautical nature.

(c) Nondiscrimination.

(1) Lessee agrees to furnish any services provided to the public at the Premises on a fair, equal, and not unjustly discriminatory basis to all users of such services, and to charge fair, reasonable, and not unjustly discriminatory prices for each unit of service; provided, however, that Lessee may make reasonable and nondiscriminatory discounts, rebates, or similar price reductions to volume purchasers.

(2) Lessee agrees, on behalf of itself and its agents, successors, and assigns, and as material consideration for this Lease and a covenant running with the land, that: (i) no person on the grounds of race, gender, religion, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of the Premises; (ii) in the construction or use of any improvements on, over, or under the Premises, and in the furnishing of services at the Premises, no person will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination; and (iii) Lessee will use the premises in compliance with all other requirements imposed by or pursuant to Code of Federal Regulations, Title 49, Subtitle A, Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964, as those regulations may be amended from time to time ("Part 21").

(3) Notwithstanding any other provision of this Lease relating to termination or default, and subject to any procedural safeguards provided for in the Part 21, in the event of breach of the covenants in the previous Paragraph (2), Lessor will have the right to terminate this Lease and to reenter and repossess the Premises, and to hold the same as if this Lease had never been made or issued.

(4) Lessee assures that it will undertake and equal opportunity program as may be required by Code of Federal Regulations, Title 14, Part 152, Subpart E ("Subpart E"), to ensure that no person will, on the grounds of race, creed, color, national origin, or sex, be excluded from participating in employment activities covered under Subpart E. Lessee assures that no person will be excluded on those grounds from participating in or receiving the services or benefits of any program or activity covered in Subpart E. Lessee assures that it will require that its covered sub-organizations provide assurances to Lessee that they similarly will undertake equal opportunity programs, and that they will require assurances from their sub-organizations, as may be required by Subpart E, to the same effort.

(5) Nothing in this Subsection is intended to authorize discrimination on any basis not addressed in Part 21 or Subpart E, and Lessee agrees to comply with all other applicable federal, state, or local statutes, regulations, or ordinances prohibiting discrimination on the basis of any protected classification.

(d) Height Restrictions.

(1) Lessee agrees, on behalf of itself and its agents, successors, and assigns, and as material consideration for this Lease and a covenant running with the land, not to erect or to permit the erection of any structures or objects on the Premises, nor to permit the grown of any tree, to a height that would exceed the standards set forth in Part 77 of the Federal Aviation Regulations ("Part 77") or Ordinance No. 1719 of the City of Salinas, dated November 21, 1977 ("Ordinance No. 1719"), as both may be amended or superseded from time to time. Lessor reserves the right to enter the Premises to remove any offending structure, object, or tree at Lessee's expense.

(2) Lessee agrees to comply with the notification and review requirements covered in Part 77 and Ordinance No. 1719 in the event future construction is planned for the

Premises, or in the event of any planned modification or alteration of any present or future building or structure on the Leased Premises.

(3) Lessee agrees, on behalf of itself and its agents, successors, and assigns, and as material consideration for this Lease and a covenant running with the land, not to use the Premises in any manner whatsoever that might interfere with the departure or landing of aircraft from the Airport or otherwise constitute a hazard. Lessor reserves the right to enter the Premises to abate any such interference at Lessee's expense.

(e) Security. Lessee agrees to comply with any applicable rules or procedures affecting the security of the Airport imposed by Lessor or any other federal, state, or local agency, including, without limitation, the provisions of any agreement respecting Airport security between Lessor and the Federal Aviation Administration (the "FAA") or the Transportation Security Administration (the "TSA"), or any security plan approved by the FAA or the TSA. Any violations of any such rules or procedures by Lessee that result in fines to Lessor by any federal, state, or local agency shall be assessed to Lessee as additional rent due and payable immediately upon invoice.

(f) War or National Emergency. This Lease and all the provisions of it are subject to whatever right the United States of America has affecting the control, operation, regulation, and taking over of the Airport or the exclusive or non-exclusive use of the Airport by the United States of America during the time of war or national emergency.

(g) Other Federal Requirements. Lessee agrees that Lessee's use of the Premises, including any initial construction, all future construction, and any maintenance, repair, or modification of the Premises, will comply with all applicable Federal Aviation Regulations or other applicable federal statutes, regulations, or rules affecting airports or aviation as may now be in force or that may be hereafter adopted by any federal agency or instrumentality. This Subsection will be construed broadly to ensure compliance with applicable federal requirements.

ARTICLE 4. OTHER COVENANTS

Section 4.1 Maintenance and Repair.

(a) Lessee's Maintenance and Repair Obligations. Except as otherwise specifically provided in this Lease Agreement, Lessee will be solely responsible for keeping the Premises clean and in good condition and repair, reasonable wear and tear excepted, and for maintaining and repairing all interior and exterior components of the Premises, including without limitation all roof, structure, foundation, exterior and load-bearing walls, landscaping, parking areas, heating, air-conditioning and ventilation systems, telephone and communication systems, plumbing and electrical systems, and all appliances, lighting, and light bulbs, flooring, ceilings, walls, doors, door locks, door frames, windows, window locks, window frames, and painted surfaces. Lessee will also be responsible for all damage or destruction of the Premises caused by any acts of Lessee or by Lessee's employees, agents, licenses, contractors, assignees, sublessees, guests, or invitees.

(b) Lessor's Right to Cure; Additional Rents. If, in the opinion of the Lessor's Airport Manager, the Premises are not being properly maintained, the Airport Manager may,

after giving written notice to Lessee and after a reasonable time to cure, cause such repair and maintenance to be made. The cost of such maintenance will be added to the rent, and will be due immediately upon invoice.

Section 4.2 Signs.

Lessee may post such signs as necessary and usual in the conduct of its business in and upon the Premises. Location, size, shape, and copy of all signs will be in accordance with the City Code, and will be approved by Lessor's Airport Manager, Community Development Department, and Permit Center prior to installation. Subject to all requirements of the City Code and other applicable laws, approval will not be withheld unreasonably.

Section 4.3 Liens and Claims.

(a) Possessory Interest. Lessee acknowledges that this lease may create a real property possessory interest subject to taxation. Without limiting Lessee's obligation pursuant to this Lease to pay taxes, assessments, property related fees, and other charges and impositions associated with the Premises, payment of real property taxes levied on such possessory interest will be the sole responsibility of Lessee, with no right of offset of rent, charges, or other fees due under this Lease.

(b) No Liens. Lessee will pay all taxes, assessments, property related fees, and other charges and impositions that Lessee is obligated to pay under this Lease before the same become delinquent. Furthermore, Lessee will not permit or suffer any liens or encumbrances to be imposed upon the Premises, the Airport, or any building or structure thereon as a result of nonpayment of any obligation of Lessee. Neither will Lessee permit or suffer any lien, claim, or demand to be imposed upon the Premises, the Airport, or any building or structure thereon, arising from any work of construction, repair, restoration, or maintenance at or on the Premises (except liens, claims, or demands suffered by or arising from the actions of Lessor).

(c) Payment and Performance Bonds. To ensure the completion of works of improvement and to protect the Premises from liens, prior to the commencement of any work of construction, repair, restoration, or maintenance at or on the Premises, which exceeds Five Thousand and No/100 Dollars ($5,000.00) in cost, Lessee shall furnish to Lessor's Airport Manager, at no cost to Lessor, payment and performance bonds approved as to form by the Lessor's City Attorney in the full amount of the total cost of the contract or contracts for the work.

(d) Contesting Charges. Notwithstanding anything to the contrary in this Section, with prior notice to Lessor, Lessee may contest any tax, assessment, fee, charge, imposition, claim, or demand for payment that may become a lien on Lessor's property if left unpaid, provided that nonpayment is permitted only during the pendency of any contest without the foreclosure of the lien or the imposition of any fine or penalty that could become a debt of Lessor. Lessee will prosecute any contest diligently, and will provide such security as may be requested by, and acceptable, to Lessor to hold Lessor and Lessor's property free from liability.

(e) Payment by Lessor. If Lessee fails to pay any amount required by this Section to be paid by Lessee, Lessor will have the right, but not the duty, on five (5) days' prior written

notice to Lessee, pay, discharge, or adjust such obligation for Lessee's benefit. On written demand from Lessor, Lessee will, as additional rent, reimburse Lessor within ten (10) days for the full amount expended by Lessor, together with interest from the date of payment at the lesser of ten percent (10%) or the maximum amount allowed by law.

Section 4.4 Right to Assign or Transfer.

(a) Limitation on Assignment, Subleasing, Encumbrance, or Transfer. Lessee will not sublease the Premises or otherwise encumber, assign or transfer this Lease, or any right or interest herein.

(b) Change in Control. If Lessee is a corporation, unincorporated association, partnership, or other business entity, the transfer, assignment, or hypothecation of any stock or interest in said entity, in the aggregate in excess of twenty-five percent (25%), transfer of the general partner or managing general partnership interest in a limited partnership, or transfer of the manager of a limited liability company, will be deemed an assignment within the meaning of this Lease. The following transfers are excepted from the provisions of this Subsection:

(1) Transfer or assignment of stock or interest to a shareholder or member of Lessee or an entity controlled by, under common control with, or controlling Lessee, or pursuant to a merger [or sale of all or substantially all of the assets of Lessee].

(2) Transfer or assignment of stock or interest to a spouse, child, or grandchild of a shareholder, member, or partner, or to a trust for the benefit of the same.

(c) Lessor's Option to Terminate. Notwithstanding any other provision in this Lease regarding default or termination, should Lessee attempt to make or suffer to be made any such encumbrance, assignment, sublease, or transfer in violation of this Section, or should any right or interest of Lessee hereunder or in or to the Premises be transferred or sold by or under court order or legal process, or otherwise, then any of the foregoing events will be deemed a breach of this Lease and thereupon Lessor may, at its option, terminate this Lease immediately by written notice to Lessee, or exercise other rights provided by law or in this Lease to be exercisable by Lessor in the event of any default or breach under this Lease. Should Lessor consent to any such encumbrance, assignment, sublease, or transfer, such consent will not constitute a waiver of any of the restrictions of this Section, and the same will apply to each and every encumbrance, assignment, sublease, or transfer hereunder and shall be severally binding upon each and every encumbrancer, assignee, sublessee, transferee, and other successor in interest of Lessee.

(d) Grounds for Withholding Consent. It is agreed and understood that Lessor may withhold Lessor's consent to any assignment, transfer, sublease, or encumbrance under the following circumstances:

(1) If a proposed assignee or sublessee will not covenant in writing to keep, perform, and be bound by each and all the covenants and conditions of this Lease, and to assume any previously accrued obligations hereunder.

(2) If Lessee is in default under this Lease at such time in any respect.

(3) If construction, repair, or demolition of improvements on the Premises is in progress, or if said construction, repair, or demolishment is incomplete.

(4) Until a determination has been made by Lessor that the assignee, transferee, or other successor in interest of Lessee can pay rent and operate in accordance with the standards required by Lessor.

(5) Lessor is not satisfied, in its sole and absolute discretion, that Lessee is willing and able to discharge any proposed encumbrance.

(6) Any other reasonable basis.

(e) Incorporation of Lease; Effect of Assignment. Any document that purports to assign, sublease, transfer, or encumber the Premises or any part thereof, will incorporate directly or by reference all provisions of this Lease unless otherwise amended in writing. Upon any assignment or transfer approved by Lessor, Lessee will be relieved of any further obligations arising under this Lease after the effective date thereof.

Section 4.5 Encumbrances of Leasehold Interests.

(a) Subject to Section 4.6, Lessee may encumber Lessee's interest in the Premises to secure a loan from a federally insured institutional lender to construct the Tenant Improvements and any Additional Improvements, provided the unpaid balance of any such loan will not at any time exceed [Seven Hundred Fifty Thousand and No/100] Dollars ([$750,000.00]) without the prior written consent of Lessor's City Council. Such encumbrance will be subject, however, to the following covenants and conditions:

(1) Any document evidencing the loan or any security given for it must be filed with Lessor's City Clerk within ten (10) days after its execution.

(2) Except as otherwise provided in this Section, any instrument securing the loan will be subordinate to this Lease and Lessor's interests in the Premises, the Airport, and all improvements thereon. In the event of any conflict between the provisions of this Lease and the provisions of such security instrument, the provisions of this Lease will control, and any person acquiring any interest in the Premises by foreclosure, trustee's sale, or any similar remedy, will acquire that interest subject to Lessee's obligations under this Lease.

(3) If Lessee elects to terminate this Lease pursuant to Section 6.6 in the case of any casualty, Lessee will be obligated disburse the proceeds of any insurance first to repay an loan secured by Lessee's interest in the Premises. The remaining proceeds, if any, will be paid to Lessor for such amounts, if any, due and owing to Lessor by Lessee under this Lease. Thereafter, any proceeds remaining may be disbursed to Lessee.

(b) To the extent that a loan secured by Lessee's interest in the Premises is reasonably necessary for Lessee to finance the Tenant Improvements and any Additional Improvements authorized by Lessor, and provided that Lessor has approved such encumbrance pursuant to Section 4.6 and this Section, Lessor will not unreasonably withhold agreement to customary creditor protections, including by providing the lender notice and an opportunity to

cure any breach of this Lease on Lessee's behalf prior to exercising any remedy hereunder that would threaten the lender's security.

Section 4.6 Right to Enter.

Lessor reserves the right by its officers, employees, agents, and contractors, to enter the Premises upon prior notice at reasonable times (except in cases of emergency), (i) for any reason otherwise authorized under this Lease, including as allowed in Section 3.1; (ii) to inspect the Premises and to ensure compliance with this Lease; (iii) in furtherance of any maintenance obligation of Lessor; (iv) to post notices, including notices of nonresponsibility for improvements, alterations, or repairs if an when Lessor desires to do so; and (v) whenever reasonably necessary in the interest of public health or safety.

Section 4.7 Abandonment.

Lessee may not abandon, vacate, or surrender the Premises during the Original Term or Rental Term, except as otherwise provided in this Lease. In the case of any unauthorized abandonment, Lessor may reenter and relet the Premises. Mere failure to operate the Premises will not constitute abandonment provided that Lessee continues to maintain the Premises and pay all rent and other obligations hereunder. Any belongings or other property left on the Premises following termination of this Lease or abandonment of the Premises will, at the option of Lessor, be deemed abandoned.

Section 4.8 Recording of Lease Forbidden.

Lessee will not record this Lease, or a memorandum or abstract of it, and will not cause or permit any other person to do the same on its behalf, without express written permission from Lessor's Airport Manager.

Section 4.9 Licenses and Permits.

Lessee has obtained or, will obtain at such time as may be necessary, each and every approval, license or permit as may be necessary to operate the Premises as contemplated hereunder.

ARTICLE 5. RISK MANAGEMENT

Section 5.1 Indemnification.

Lessee will indemnify, hold harmless, and defend (with counsel reasonably acceptable to Lessor) the Released and Indemnified Parties against any and all claims, actions, causes of action, liabilities, costs (including reasonable attorneys' fees), expenses, liens, judgments, damages, or civil or administrative fines (collectively, "Claims") caused by Lessee's use of the Premises, including, without limitation, Claims for property damage, personal injury, or wrongful death; provided, however, that Lessee's indemnification obligation does not extend to Claims arising out of the Released and Indemnified Parties gross negligence or willful misconduct.

Section 5.2 Insurance.

Lessee will provide insurance coverage in types and amounts, and subject to such conditions, as specified in Exhibit E.

Section 5.3 Reporting Damage.

Lessee will report any transaction or occurrence at or relating to the Premises for which Lessor may have significant exposure to liability. Such report will be made immediately by phone, and within one (1) business day in writing, to Lessor's Airport Manager or such other person as Lessor may designate in writing. The written report will describe the incident in reasonable detail, including a description of the nature of the damages and the identity and contact information (if available) of any witnesses. The report will also identify any insurance policy that may be available to cover the damage.

Section 5.4 Disclaimer and Release; ADA Notice.

(a) General Release.

(1) Lessee agrees that it was provided a reasonable opportunity prior to entering into this Agreement to inspect the Premises and to conduct such due diligence as it, in its discretion, has deemed appropriate. **LESSEE ACCEPTS THE PREMISES SUBJECT TO AND AS PROVIDED IN THIS LEASE IN ITS CURRENT "AS-IS" CONDITION, INCLUDING ALL FAULTS OR DEFECTS, ZONING CONDITIONS, OR HAZARDOUS CONDITIONS KNOWN OR UNKNOWN (IF ANY)**. Lessor will not be liable to Lessee for, and Lessee hereby releases the Released and Indemnified Parties from any and all liability, whether in tort or in contract, for any injury, damage, or loss resulting from or attributable to the condition or status of the Premises. Lessee hereby waives and agrees not to commence any action, legal or administrative proceeding, cause of action, or suit in law or equity, of whatever kind or nature, directly or indirectly against the Released Parties in connection with the Premises, this Lease or Lessee's use of the Premises pursuant to this Lease.

(2) Lessee, on its own behalf and of any other party claiming by or through Lessee, expressly waives the provisions of Civil Code Section 1542, which states:

> **A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS THAT THE CREDITOR OR RELEASING PARTY DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE AND THAT, IF KNOWN BY HIM OR HER, WOULD HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR OR RELEASED PARTY.**

Lessee's Initials: _____

(3) Lessee acknowledges that the release set forth above is an integral part of this Lease, and that Lessor would not have agreed to enter into this Lease without it. The release shall survive the expiration and termination of this Lease.

(4) Notwithstanding anything to the contrary herein, this Subsection shall not be construed to hold Released and Indemnified Parties harmless for liability for the breach of this Lease or for intentional and active fraud, willful misconduct, or gross negligence.

(b) Bailee Release. It is hereby agreed and understood that Lessor in no way purports to be a bailee, and is therefore not responsible in any way for any damage to the property of Lessee or Lessee's contractors, agents, employees, guests, or invitees.

(c) Access Barriers. Pursuant to Civil Code Section 1938, Lessor is required to advise Lessee of the following:

> **A Certified Access Specialist (CASp) can inspect the subject premises and determine whether the subject premises comply with all of the applicable construction-related accessibility standards under state law. Although state law does not require a CASp inspection of the subject premises, the commercial property owner or lessor may not prohibit the lessee or tenant from obtaining a CASp inspection of the subject premises for the occupancy or potential occupancy of the lessee or tenant, if requested by the lessee or tenant. The parties shall mutually agree on the arrangements for the time and manner of the CASp inspection, the payment of the fee for the CASp inspection, and the cost of making any repairs necessary to correct violations of construction-related accessibility standards within the premises.**

The Premises [have not] been inspected by a CASp. Lessee is responsible for all costs of complying with federal, state, and local statutes, regulations, and guidelines imposing standards for accessibility applicable to the Premises, and Lessee's failure to comply with such laws shall be subject to Lessee's obligations stated in Section 5.1.

(d) Assumption of Risks and Waiver. Lessee assumes all risks associated with the use of the Airport for aviation purposes, including, without limitation, risks (including any psychological risks) associated with noise, vibration, currents and other effects of air, illumination, and fuel consumption. Lessee expressly waives any and all claims whatsoever against the Released and Indemnified Parties arising in any manner out of the normal operation of the Airport as an airport, and waives any nuisance claim Lessee may have against another lessee or licensee of Airport property so long as the lessee or licensee is in full compliance with all applicable laws, as well as with its lease or license. Lessees within the scope of the foregoing waiver are intended beneficiaries of the waiver.

Section 5.5 Hazardous Substances.

(a) Notice of Releases. Pursuant to Health and Safety Code Section 25359.7, Lessee will notify Lessor in writing within a reasonable time after Lessee obtains knowledge of any material release of hazardous substances and of any hazardous substances that have come to be located beneath the Airport.

(b) Removal of Hazards. Prior to the expiration of this Lease, Lessee will, at its sole expense, remove all items of personal property from the Premises, including but not limited to all flammable substances and hazardous materials and wastes (as defined by state and federal

law) at the time of expiration of this Lease to the extent released or deposited by Lessee and to the extent the presence of which violates applicable Law. Lessee will have no liability or responsibility for removal of flammable substances or hazardous materials and wastes migrating to beneath the Leased Premises or existing prior to the Effective Date.

(c) Availability of Records. Lessee shall make available for inspection to the Lessor, all records relating to the maintenance, release, mitigation, cleanup and disposal of any hazardous substances on the Premises.

(d) Compliance with Applicable Laws. Lessee shall comply with all federal, state and local laws and regulations relating to hazardous materials and wastes it uses, stores, releases or discharges on the Premises during the term of this Lease, and shall timely comply with the orders of any governmental agencies relating thereto. Lessee will be responsible for meeting current storm water pollution prevention best management practices, as identified by Lessor in Lessor's Storm Water Pollution Prevention Plan, as it may be amended from time to time. Such practices include, without limitation:

(1) Providing a labeled and stocked spill kit on site;

(2) Proper storage and labeling of hazardous substances or components of potentially hazardous substances;

(3) Providing personnel with appropriate routine spill response training;

(4) Keeping repair, construction, and maintained appropriately covered from wet weather;

(5) Making appropriate use of drip pans, dry cleanup models, and spill and overflow protection; and

(6) Removing pollutants offsite as necessary or appropriate.

Lessee understands and agrees that failure to comply with such best practices may result in Lessee no longer being included by Lessor in Lessor's participation in the general permit of the California State Water Resources Control Board concerning storm water discharges.

(e) Indemnification. Without limiting Lessee's indemnification obligations in any manner under this Lease, Lessee agrees to hold harmless, indemnify, and defend the Released and Indemnified Parties for any liability to the extent caused by Lessee's breach of this Section.

Section 5.6 Survival.

Except for those duties described in subsections (b) and (d) of Section 5.5, Lessee's duties under this Article will survive the termination of this Lease.

ARTICLE 6. DEFAULT AND TERMINATION

Section 6.1 Termination for Nonpayment of Rent or Other Charges.

Lessor's failure to pay rent or any other charge due to Lessor under this Agreement within ten (10) days of the due date for such payment will constitute an Event of Default. Upon the occurrence of such Event of Default, Lessor will provide Lessee with written notice of the default. Unless the default is cured or waived within ten (10) days of such notice, or unless the parties reach some other agreement in writing regarding payment of the amount due, the Lessor may take whatever action at law or in equity as may appear reasonably necessary to enforce performance or observance of any obligations, agreements, or covenants of the Lessee under this Lease, including without limitation, termination of this Lease. In the event of such default, the Lessor's remedies shall be cumulative, and no remedy expressly provided for in this Section shall be deemed to exclude any other remedy allowed by law.

Section 6.2 Other Events of Default.

In the case of any Event of Default under this Lease other than as described in Section 6.1, Lessee will cure the default on ten (10) days' written notice from Lessor; provided that if a cure cannot reasonably be accomplished within such time, Lessee will commence a cure within ten (10) days, and will diligently pursue a cure as quickly as reasonably possible. If the default is not timely cured, the Lessor may take whatever action at law or in equity as may appear reasonably necessary to enforce performance or observance of any obligations, agreements, or covenants of the Lessee under this Lease, including without limitation, termination of this Lease. In the event of such default, the Lessor's remedies shall be cumulative, and no remedy expressly provided for in this Section shall be deemed to exclude any other remedy allowed by law

Section 6.3 Future Expansion.

Lessor may, upon six (6) months' prior written notice, terminate this Lease in the event that it requires the Premises in connection with the future expansion or operation of the Airport. Lessor will abate any rent due from Lessee accordingly, and will pay Lessee the fair market value of the Tenant Improvements and any Additional Improvements constructed with Lessor's permission, less the amount of the Tenant Improvements Allowance (if any).

Section 6.4 Force Majeure.

(a) Termination by Lessor. Lessor may terminate this Lease, on such notice as is reasonable under the circumstances, due to an act of God, war, civil unrest, terrorism, the action of another government agency, or for otherwise for good cause not reasonably within Lessor's control, that would prevent Lessee's use of the Premises as contemplated under this Lease, and that gives rise to a need to regain possession of the Premises. Lessor will abate any rent due from Lessee accordingly, and will pay Lessee the fair market value of the Tenant Improvements and any Additional Improvements constructed with Lessor's permission, less the amount of the Tenant Improvements Allowance (if any).

(b) Termination by Lessee. If, due to an act of God, war, civil unrest, terrorism, the action of another government agency, or for otherwise for good cause not reasonably within Lessor's control, Lessee can no longer use the Premises as contemplated under this Lease, Lessee may, upon three (3) months' written notice, terminate this Lease. Lessor will equitably abate

Lessee's rent during such period of notice, and will refund any prepaid rent for the period following termination, but will otherwise have no liability for any damages to Lessee.

Section 6.5 Insolvency.

Insolvency by Lessee will constitute an Event of Default under this Lease. Insolvency includes any circumstance in which Lessee has, (i) made a general assignment for the benefit of creditors; (ii) filed any voluntary petition in bankruptcy or suffered the filing of an involuntary petition by its creditors (provided that the filing of any involuntary petition in bankruptcy against Lessee will not constitute a breach of this lease unless and until there is an adjudication that Lessee is bankrupt); (iii) suffered the appointment of a receiver to take possession of all or substantially all of its assets; (iv) suffered the attachment or other judicial seizure of all or substantially all of its assets; (v) admitted in writing it inability to pay its debts as they come due; or (vi) made an offer of settlement, extension or composition to its creditors generally.

Section 6.6 Casualty.

(a) Lessor's Right to Restore. If the Premises are totally or partially damaged or destroyed by fire, earthquake or other casualty, Lessor will have the right but not the obligation, to restore the Premises by repair or rebuilding. Lessor will provide Lessee a written notice within thirty (30) says following the date of such damage stating whether Lessor has elected to terminate this Lease or to repair the Premises. If Lessor fails to provide such timely notice, Lessee may, upon ten (10) days' prior written notice, terminate this Lease. If Lessor provides such timely notice and elects to repair or rebuild, and thereafter is able to complete such restoration within ninety (90) days from the date of damage, this Lease shall remain in full force and effect. If Lessor is unable to restore the Leased Premises within this time, or if Lessor elects not to restore, then either party may terminate this Lease by giving the other written notice. Upon such election to terminate, the rent under this Lease will be due and payable only through the date of damage. If this Lease is not terminated, the rent due and payable under this Lease will be abated or reduced to the extent that the damage interferes with Lessee's reasonable use of the Premises until such portion of the Premises is restored.

(b) Lessee's Right to Terminate. Notwithstanding the provisions of Subsection (a), if the Premises are so damaged as to materially and adversely affect Lessee's ability to conduct its normal business operations, as reasonably determined by Lessee, Lessee will have the right at its option to terminate the Lease upon written notice to Lessor given within thirty (30) days following the date of such damage, and rent under this Lease will be due and payable only through the date that such notice is given.

(c) No Obligation to Restore. If Lessor elects to repair and restore, Lessor will restore the Premises to substantially its condition to that prior to the occurrence or damage, provided that Lessor will not be obligated to repair or restore any alterations, additions, fixtures, equipment or improvements which have been installed by Lessee, whether or not Lessee has the right or obligation to remove the same or is required to leave the same on the Premises as of the expiration or earlier termination of this Lease, unless Lessee, in a manner satisfactory to Lessor, assures payment in full of all costs as may be incurred by Lessor in connection therewith. If there be any such alterations, fixtures, additions equipment or improvements installed by Lessee

and Lessee does not assure or agree to assure payment of all cost of restoration or repair as aforesaid, Lessor will have the right to determine the manner in which the Premises will be restored so as to be substantially as the Premises existed prior to the damage occurring of this Lease, as if such alterations, additions, fixtures, equipment or improvements installed by Lessee had not then been made or installed.

(d) No Liability for Loss or Interruption of Business. In no event will Lessor be responsible for any loss or interruption to Lessee's business caused by damage or destruction to the Premises or during the repair or reconstruction thereof regardless of the cause of damage or destruction or the extent of insurance coverage. The parties agree that the rights and obligation of the parties in the event of damage or destruction of the Premises will be governed by this Lease.

Section 6.7 Eminent Domain.

This Lease will terminate automatically if the entire Premises are acquired by eminent domain or sale in lieu of eminent domain. All compensation for the Premises will be payable to Lessor, except that Lessee will have the right to make a claim to the public agency acquiring the property for compensation for its Tenant Improvements and Additional Improvements, relocation expenses, and business losses, as allowed by law. If only a portion of the Premises is acquired by eminent domain or sale in lieu of eminent domain, Lessee may terminate this Lease on thirty (30) days prior written notice; provided that termination will be effective only after Lessee pays any rent, taxes, assessments, property related fees, or other charges due and owing to the date of the termination. Any compensation which would otherwise be payable under this Section to Lessee may be paid directly to any encumbrancer of Lessee's leasehold interest to the extent of such encumbrance.

Section 6.8 Remedies Cumulative.

Remedies provided under this Article for any Event of Default are cumulative with any other remedy that may be available to either party at law or in equity. For greater clarity, a termination resulting from future expansion (in compliance with Section 6.3), Force Majeure, casualty, or eminent domain will be deemed a no-fault termination, and not an Event of Default, and remedies therefor will be limited as provided in this Article.

ARTICLE 7. MISCELLANEOUS PROVISIONS

Section 7.1 Notice.

Unless otherwise provided in this Lease, all notices required to be given under this Lease will be in writing and will be sent by (i) certified mail, postage prepaid, return receipt requested, (ii) express delivery or overnight courier service with a delivery receipt, (iii) personal delivery with a delivery receipt, or (iv) electronic mail with a copy delivered by one of the previous three methods, to the address of the parties shown as follows (or as either party may designate in writing):

If to Lessor: Airport Manager
Salinas Municipal Airport

30 Mortensen Avenue
Salinas, CA 93905

With a copy to:
City Attorney
City of Salinas
200 Lincoln Avenue
Salinas, CA 93901

If to Lessee: District Manager - Biologist
Northern Salinas Valley Mosquito Abatement District
342 Airport Boulevard
Salinas, CA 93905-3301

Notice will be deemed given upon delivery if personally delivered or five (5) days following deposit in the mails if so deposited. Other methods of notice, including electronic mail, may be used to give notice if consented to in writing by the parties.

Section 7.2 Venue and Applicable Law.

This Lease will be governed, construed, and interpreted according to the laws of the State of California, and in any legal proceeding necessary to interpret or enforce this Lease or any part of it, the parties agree to submit to the jurisdiction of, and venue in, the courts of the State of California in the County of Monterey.

Section 7.3 Time.

Time is of the essence with respect to all obligations of the parties under this Lease.

Section 7.4 Third Party Beneficiaries.

This Lease is not intended to create, nor will it be in any way interpreted to create, any third party beneficiary rights, except as expressly and unequivocally provided herein. For greater clarity, the Released and Indemnified Parties are intended beneficiaries of those provisions making reference to the same.

Section 7.5 Integration; Amendment.

This Lease contains the entire understanding of the parties relating to the subject matter hereof, and supersedes other prior and contemporaneous oral and written agreements, understandings, and representations between the parties. No amendment to this Lease will be binding unless agreed to in a writing executed by both parties.

Section 7.6 Waiver.

No waiver of any provision of this Lease will constitute a continuing waiver of that provision or a waiver of any other provision. No waiver will be binding unless executed in writing by the party making the waiver.

Section 7.7 Interpretation.

(a) Neutral Interpretation. This Lease includes the contributions of both parties, each of which has had the opportunity to consult competent counsel, and the rule stated in Civil Code Section 1654 that an agreement be construed against its drafter will not apply to this this Lease.

(b) Severability. If any term or provision of this Lease is held by a court of competent jurisdiction to be invalid or unenforceable, the remaining terms of the Lease will be valid and enforceable except to the extent that the original intent of the parties would be frustrated thereby.

(c) Headings. Headings contained in this Lease are for ease of reference only, and will not alter the meaning of any provision hereof.

(d) Gender and Number. In this Lease, the masculine includes the feminine and neuter, and vice versa, and the singular includes the plural, and vice versa, as the context admits or requires.

(e) Parties' Intent. Any rule of construction notwithstanding, this Lease will be construed in the manner that best effectuates its purposes, to the fullest extent permitted under applicable law.

Section 7.8 Attorneys' Fees and Costs.

Attorneys' fees and costs will be available pursuant to Civil Code Section 1717 in any action between the parties arising out of this Lease. Attorney’s fees for in-house City Attorney staff, if awarded, shall be calculated at the market rate.

Section 7.9 Heirs, Successors, and Assigns.

This Lease, subject to the provisions as to assignment, transfer, and subleases, applies to bind the permitted representatives, heirs, executors, administrators, executors, and assigns of both parties.

Section 7.10 Conflicts of Interest.

To Lessee’s knowledge, no one affiliated with it having a prohibited conflict of interest pursuant to Government Code Section 1090 or the Political Reform Act (Government Code Section 87100, et seq.), has participated in the making of this Lease, and Lessee will advise Lessor should it obtain knowledge in the future of facts giving rise to such a conflict.

Section 7.11 Relationship Between the Parties.

The parties to this Lease are independent contractors, and no agency, joint venture, partnership, employee, co-employer, or similar relationship exists between them, so that neither party has authority to bind the other.

Section 7.12 Brokers.

Each party represents that it has not dealt with any broker, agent, or other intermediary who is or may be entitled to be paid a commission or finder's fee in connection with this Lease [*insert any exceptions here*]. Each party agrees to indemnify, hold harmless, and defend the other party from any and all liabilities arising from any breach of the representations in this Section.

Section 7.13 Multiple Originals.

This Lease may be executed in counterparts, each of which will be deemed an original.

Section 7.14 Signatures.

Each person executing this Lease represents and warrants that he or she is fully authorized to bind his or her respective party hereto.

[***Signatures on Following Page***]

IN WITNESS WHEREOF, the parties have executed this Lease effective as of the Effective Date.

CITY OF SALINAS,
a California charter city and municipal corporation

By: _____

Name: Joe Gunter
Title: Mayor

RECOMMENDED FOR APPROVAL

By: _____

Name: Brett J. Godown
Title: Airport Manager

APPROVED AS TO FORM

By: _____

Name: Christopher A. Callihan
Title: City Attorney

ATTEST

By: _____

Name: Patricia M. Barajas
Title: City Clerk

NORTHERN SALINAS VALLEY MOSQUITO ABATEMENT DISTRICT,
a California Special District

By: _____

Name: Kenneth Klemme
Title: District Manager - Biologist

EXHIBIT A

Legal Description of the Premises

All that real property situated in the City of Salinas, County of Monterey, State of California, located and described as follows:

Being a portion of the Salinas Municipal Airport deeded to the City of Salinas, by the United States by deed dated April 9, 1948, and recorded in Volume 1116 of Official Records, at page 77 therein, records of Monterey County, California, being more particularly described as follows:

Beginning at a point at the northerly edge of Bardin Road, from which the most northerly corner of Mayfair Park, as shown on a map titled "Mayfair Park" and filed in Volume 5 of Cities and Towns, at page 5 therein, records of Monterey County, California, bears the following 6 courses and distances:

(1)	S. 36° 43' 45" E.	25.0 feet
(2)	S. 57° 46' 00" W.	420 feet
(3)	N. 39° 36' 00" W.	880.50 feet
(4)	N. 60° 23' 00" W.	1307.06 feet
(5)	N. 38° 02' 00" W.	507.21 feet
(6)	S. 53° 55' 00" W.	5.0 feet

Said point being the most easterly corner of a parcel of land leased by the City of Salinas to the California National Guard; thence along the northeastern boundary of said land leased to the California National Guard N. 36° 43' 45" W. for a distance of 200.0 feet to the most northerly corner of said land leased to the California National Guard; thence, leaving said land leased to the California National Guard N. 57° 46' 00" E. for a distance of 200.0 feet to a point; thence S. 36° 43' 45" E. for a distance of 200.00 feet to a point; thence S. 57° 46' 00" W. for a distance of 200.0 feet to the point of beginning.

All courses true.

Contains .915 acres more or less.

EXHIBIT B

Depiction of the Premises

EXHIBIT C

Permitted Uses of the Premises

Operation of District administration offices (a non-aeronautical activity). District administrative operations shall include the following allowed uses: laboratory uses, fish rearing, vehicle/equipment/fabrication/maintenance/storage and training facilities to carry out the charge of protecting the public health and well-being.

EXHIBIT D

Description of the Tenant Improvements

EXHIBIT E

Insurance Requirements

A. Coverage shall be at least as broad as:

1. Commercial General Liability ("CGL"): Insurance Services Office ("ISO") Form CG 00 01 covering CGL on an occurrence basis, including products and completed operations, property damage, bodily injury, and personal & advertising injury with limits no less than $1,000,000 per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.

2. Workers' Compensation insurance as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limits of no less than $1,000,000 per accident for bodily injury or disease.

3. Property insurance against all risks of loss to any Lessee owned or controlled property, including without limitation Improvements, Additional Improvements, or betterments, at full replacement cost with no coinsurance penalty provision. Such property insurance shall include fire insurance with extended coverage and debris-cleanup provisions in an amount equal to ninety percent (90%) of the actual cash value of all Improvements and Additional Improvements in or on the Premises.

B. Other Insurance Provisions:

The insurance policies are to contain, or be endorsed to contain, the following provisions:

(1) Additional Insured Endorsement - The liability policies shall include the City of Salinas, its elected and appointed officials, officers, employees, representatives, volunteers, and agents (hereinafter collectively the "City") as Additionally Insured via endorsement.

(2) Waiver of Subrogation Endorsement - Owner/Operator hereby grants to Entity a waiver of subrogation which any insurer may acquire against Entity, its officers, officials, employees, and volunteers, from Owner/Operator by virtue of the payment of any loss. Owner/Operator agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation but this provision applies regardless of whether or not the Entity has received a waiver of subrogation endorsement from the insurer. The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the Entity for all work performed by the Owner/Operator, its employees, agents, and subcontractors.

(3) Primary and Non-contributing Coverage - All required insurance policies and all renewals thereof shall be primary and non-contributing; the required insurance policy shall

be primary over any other insurance, deductible, or self-insurance maintained by the City and non-contributory with respect to the City.

(4) Cancellation - Required insurance policies shall not be cancelled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City except ten (10) days shall be allowed for non-payment of premium.

(5) Broader Coverage/Higher Limits - If the Permit Holder maintains broader coverage and/or higher limits than the minimums shown above, the Permit Holder requires and shall be entitled to the broader coverage and/or higher limits maintained by the Permit Holder. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

(6) Acceptability of Insurers - Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best rating of no less than A: VII, unless otherwise acceptable to the City.

(7) Verification of Coverage - Permit Holder shall furnish the City with original Certificates of Insurance including an additional insured endorsement and all required amendatory endorsements (or copies of the applicable policy language effecting coverage required by this clause) and a copy of the Declarations and Endorsement Pages of the liability policies listing all policy endorsements to City before work begins. However, failure to obtain the required documents prior to the work beginning shall not waive the Permit Holder's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements, required by these specifications, at any time.

(8) Special Risk or Circumstances - City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

(9) Self-Insured Retentions - Self-insured retentions must be declared to and approved by the City of Salinas. At the option of the City, the Owner/Operator shall provide coverage to reduce or eliminate such self-insured retentions as respects the City, its officers, officials, employees, and volunteers; or the Owner/Operator shall provide evidence satisfactory to the City guaranteeing payment of losses and related investigations, claim administration, and defense expenses. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City of Salinas.

(10) Contractors and Subcontractors - Lessee shall require all contractors and subcontractors who perform work on the Premises to maintain general liability insurance in an amount of no less than $1 million combined single limit per occurrence which complies with all of the provisions in this Insurance section above, including providing an

additional insured endorsement in favor of the City, and Lessee shall provide City with copies of such insurance certificates and endorsements upon request.

Furthermore, before commencing or allowing commencement of any work of improvement, Lessee shall ensure that all of its employees and/or all employees of any contractors and subcontractors retained by Lessee, are covered by workers' compensation insurance.

342 Airport Boulevard
Salinas, CA 93905

Industrial Property Appraisal Report
Date of Value: July 1, 2019 (prospective)

Prepared for:

Mr. Brett Godown
Salinas Municipal Airport
30 Mortensen Avenue
Salinas, CA 93905

Prepared by:

Stephen Brown Associates, Inc.
P.O. Box 887
Salinas, CA 93902

STEPHEN BROWN ASSOCIATES, INC.

REAL ESTATE ECONOMICS

P.O. Box 887
Salinas, CA 93902

831.455.1991
Fax: 831.417.4595
sba@sba-realestate.com

May 2, 2019

Mr. Brett Godown
Salinas Municipal Airport
30 Mortensen Avenue
Salinas, CA 93905

RE: Industrial property appraisal of the real estate located at 342 Airport Boulevard, Salinas, CA 93905. Assessor's Parcel No.: 003-861-016.

Dear Mr. Godown:

In fulfillment of our agreement, Stephen Brown Associates, Inc. is pleased to transmit our appraisal report developing a prospective opinion of the market value of the above referenced real property as of July 1, 2019 based on the extraordinary assumption that as of the effective date the 40,000 sq. ft. subject parcel is a legal lot of record zoned IBP and capable of being sold on the open market to a private sector buyer. Because the subject is city-owned and the facility is leased to another government entity (Mosquito Abatement), which is due to expire on June 30,2019, the Fee Simple property interest is being valued. The appraisers have also been asked to provide an opinion of the fair market rent for the subject's 40,000 sq. ft. site as if it were a vacant undeveloped site, which is a hypothetical condition. The opinion of value reported is qualified by certain assumptions, limiting conditions, certifications, and definitions, which are set forth in the report.

In order to carry out this assignment, a market study of real estate activity in the vicinity of the subject property has been conducted. This investigation included the collection and analysis of sales, offerings, and other developments which have occurred in the subject and competitive areas in the recent past. The sources of this data included Monterey County records, our own data bank, other information provided by real estate brokers and appraisers, and knowledgeable individuals active in the area. Please reference page 12 of this report for important information regarding the scope of work and analysis for this appraisal, including property identification, inspection, highest and best use analysis, and valuation methodology.

This appraisal has been completed in accordance with (a) the Uniform Standards of Professional Appraisal Practices (“USPAP”) as promulgated by the Appraisal Standards Board of the Appraisal Foundation, and (b) the requirements of the Code of Professional Ethics and the Standards of Professional Appraisal Practice of the Appraisal Institute.

Market value, as used in this appraisal report, is defined as:

> The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:
>
> 1. Buyer and seller are typically motivated;
> 2. Both parties are well informed or well advised, and acting in what they consider their own best interests;

3. A reasonable time is allowed for exposure in the open market;
4. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
5. The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Source: "(12 C.F.R. Part 34.42(g); 55 Federal Register 34696, August 24, 1990, as amended at 57 Federal Register 12202, April 9, 1992; 59 Federal Register 29499, June 7, 1994); Appraisal Institute, The Dictionary of Real Estate Appraisal, Sixth Edition (Chicago, 2015) Page 142."

Based upon the investigation, the following Fee Simple market value has been concluded, along with the opinion of fair market rent for the 40,000 sq. ft. site as if vacant and undeveloped as of the date of value:

APPRAISAL CONCLUSION

Appraisal Premise	Interest Appraised	Effective Date	Value Conclusion
As Is	Fee Simple	Prospective July 1, 2019	Property Value of $1,300,000
Hypothetical – Vacant Site	Fee Simple	July 1, 2019	Ground Rent of $35,040 annually as if vacant

Exposure Time[1]:

- The exposure time preceding July 1, 2019 would have been 6 months for the "As is" condition and up to12 months for renting the site as though vacant.

Hypothetical Conditions[2]:

- The subject's land rent value estimate in this appraisal is based on the hypothetical condition that the site is vacant and ready for development, as of the date of value.

Extraordinary Assumptions[3]:

- The value estimate is based on the extraordinary assumption that as of the prospective date of value the 40,000 sq. ft. subject parcel is a legal lot of record zoned IBP and capable of being sold on the open market to a private sector buyer. The subject's site size of 40,000 sq. ft. is based on the legal description contained in the original land lease, which is assumed to be correct for purposes of this appraisal and it is expected that any use will need to meet FAA regulations.
- The appraisers have not received a title report for the subject property and an extraordinary assumption has been made that there are no easements or encumbrances that negatively affect value. It is also an extraordinary assumption that the soil and improvements (above or below ground) on the parcel do not contain hazardous materials or toxic chemicals that would require remediation, thus altering the value of the property to a potential buyer as they would consider remediation costs against the price.
- The subject property has been improved by the land lease tenant and those improvements remain owned as a leasehold interest until the termination of the land lease reverting ownership to the City of Salinas on July 1, 2019, which is the prospective date of value. It is assumed that the market conditions will remain stable between the inspection date and the effective date.

[1] Exposure Time: see definition on page 54
[2] Hypothetical Conditions: see definition on page 54
[3] Extraordinary Assumption: see definition on page 54

The opinions of value stated above, as well as every other element of this appraisal, are qualified in their entirety by the Contingent and Limiting Conditions as well as the Master Assumptions set forth in this report, which are an integral part of the appraisal. It should be noted that the use of hypothetical conditions or extraordinary assumptions might have an effect on the value conclusion(s).

This letter is invalid as an opinion of value if detached from the report, which contains the text, exhibits, and addenda.

Respectfully submitted,

Kyle C. Brown, MAI
Certified General Appraiser
California License number: AG044626

Bonnie Brown, MAI
Certified General Appraiser
California License number: AG044647

Appraisal File No. C2019-1447

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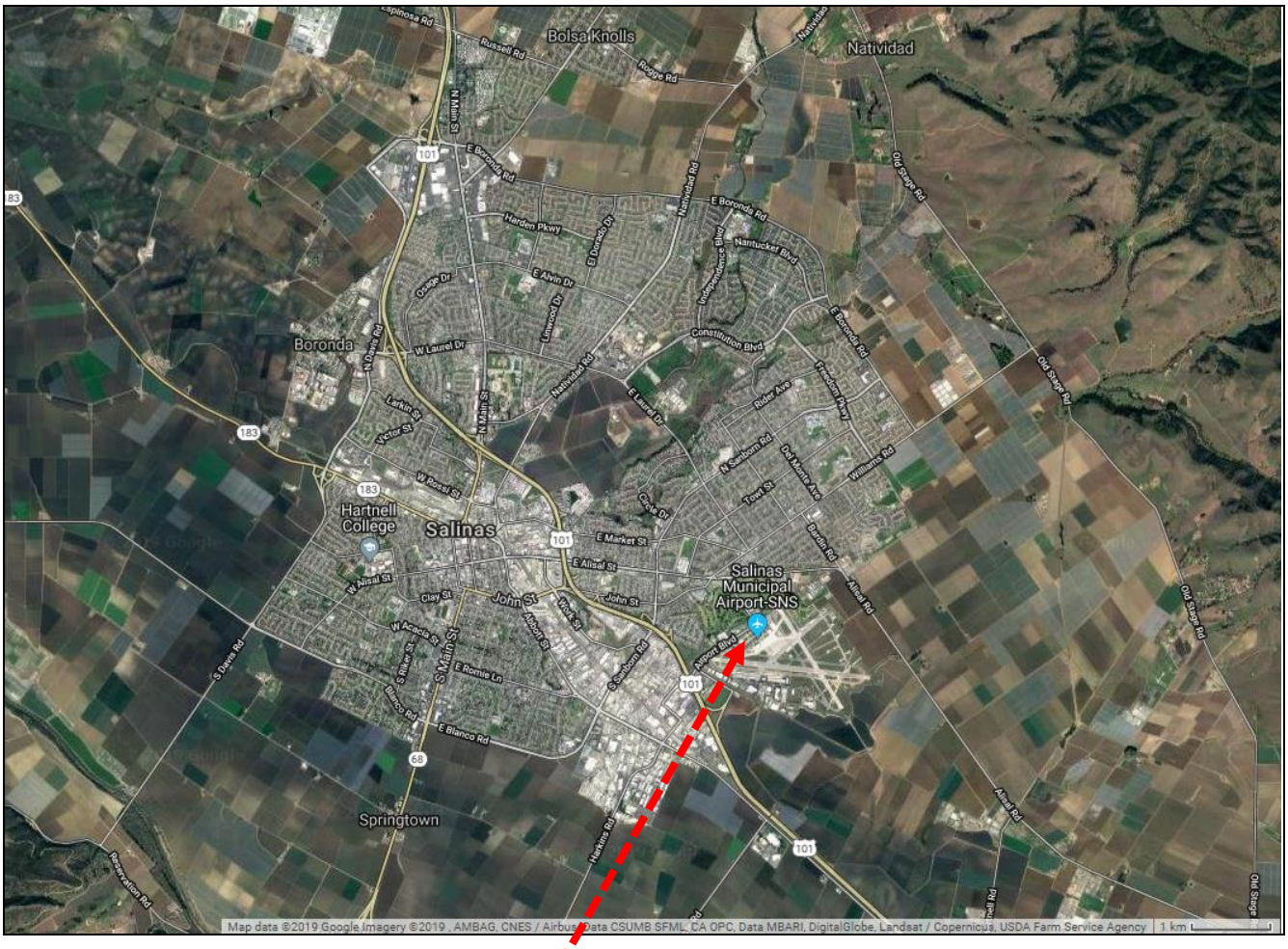
AERIAL AND SITE VIEWS



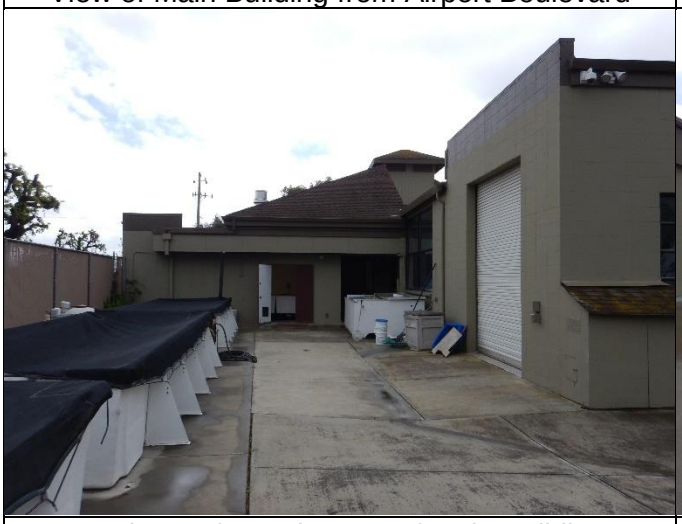
The general location of the subject property is indicated above by an arrow on the Google Earth map. The smaller image to the left shows the subject property outlined with a red line intended to approximate its site size and location. These maps are used for illustration purposes only.

The subject is part of a larger 70± acre parcel; however, the appraisal focuses on the 40,000 sq. ft (0.92± acres) fenced area that is developed with building improvements and driveway access on Airport Boulevard in an industrial neighborhood in south Salinas across the street from the municipal airport. The area in cultivation to the west and south of the subject is the location of the approved agricultural business park, which is an area of 257 acres; however, the market is not anticipating development of the agricultural business park in the immediate future.

SUBJECT PHOTOGRAPHS – EXTERIOR

View of Main Building from Airport Boulevard

Roll-up Doors in Main Building



Yard Area for at the rear of Main Building

Rear View of the Garage/Warehouse

Street View of the Garage/Warehouse

Open Yard Area

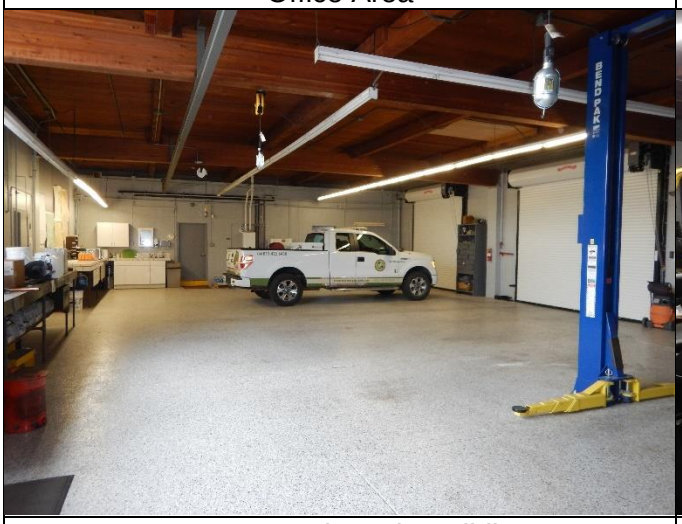
SUBJECT PHOTOGRAPHS – INTERIOR

Entry to Main Building

Private Office

Office Area

Fish Tank Room



Garage Area in Main Building

Smaller Warehouse/Garage Building

SUMMARY OF IMPORTANT FACTS AND CONCLUSIONS

This section of the report is designed to provide quick access to a condensed synopsis of the appraiser's analysis with the most essential data and the resulting conclusions based on the Scope of Work defined within the report.

Subject Property:	342 Airport Boulevard, Salinas Monterey County, CA, 93905
Client:	Mr. Brett Godown Salinas Municipal Airport
Owner:	342 Airport Boulevard
Assessor Parcel Number (APN):	003-861-016 (portion)
Date of Value:	July 1, 2019 (prospective)
Date of Inspection:	April 2, 2019
Date of Report:	May 2, 2019
Valuation Perspective	Prospective
Interest Appraised:	Fee Simple
Intended Use:	The intended use is for asset management.
Intended User(s):	The client (Salinas Municipal Airport Manager, Brett Godown), and the City of Salinas' Airport Commission and their advisors.
Appraisal Report Type:	Industrial property appraisal
Location Description:	The subject is located in an industrial neighborhood in south Salinas near the airport. There are similar office/industrial uses in the subject's immediate area, which are approximately the same quality of construction and age.
Gross Building Area (GBA):	8,872± sq. ft. total
Site Size:	40,000± sq. ft. (0.92± acres) portion of larger parcel
Zoning:	Industrial Business Park (IBP) – extraordinary assumption
Highest & Best Use-As Vacant:	Industrial
Highest & Best Use-As Improved:	As developed.

Comments: The opinion of the market value of the above referenced real property as of July 1, 2019 is based on the extraordinary assumption that as of the effective date the 40,000 sq. ft. subject parcel is a legal lot of record zoned IBP and capable of being sold on the open market to a private sector buyer. Because the subject is city-owned and the facility is leased to another government entity (Mosquito Abatement), which is due to expire on June 30,2019, the Fee Simple property interest is being valued. The appraisers have also been asked to provide an opinion of the fair market rent for the subject's 40,000 sq. ft. site as if it were vacant, which is a hypothetical condition (addressed on p.40 of the Income Approach).

MARKET VALUATION SUMMARY

Final Opinion of Value (As Is – Fee Simple)	**$1,300,000**
Final Opinion of Market Rent for Land as if Vacant:	**$35,040 annually**

The introduction section that follows will provide more details on some of the important facts and conclusions summarized above.

INTRODUCTION SECTION

The analysis contained in this appraisal is based upon assumptions and opinions that are subject to uncertainty and variation. Some of the assumptions and opinions are often based on data obtained in interviews with third parties and such data, while part of the overall market evidence, may not always be completely reliable in every detail.

As part of the appraisal process, we make assumptions as to future behavior of consumers and the general economy, which are uncertain. It is inevitable that some assumptions may not materialize and that unanticipated events could occur. As such, actual achieved operating results may differ from the estimates contained in this report, and these differences may be material. Therefore, while our analysis was conscientiously prepared on the basis of our experience and the data available, we make no warranty of any kind that the conclusions presented will, in fact, be achieved. Additionally, it should be noted that we have not been engaged to evaluate the effectiveness of management, and we are not responsible for future marketing efforts or other management actions upon which actual results may depend. We take no responsibility for any events, conditions, or circumstances affecting the market that exist subsequent to the effective date of this appraisal.

It should be noted that the valuation makes no reduction for commission on sale, unpaid taxes, or liens against the property. Further, the value estimate should not be misconstrued as a listing price.

Effective Date of Value Opinion/Date of the Report

The appraisal considers the valuation of the subject property with a prospective effective date of July 1, 2019. In determining the valuation of the property, we will consider the market value under conditions prevalent at that time. Establishing the effective date of the appraisal is standard appraisal practice, and it is important to consider because value is subject to change over time. Aside from possible physical changes to the property, the value of real estate is also subject to changing economic conditions under which value may remain static, increase, or decrease. Additionally, changing policies of governing authorities may impede or encourage development over time.

The inspection of the subject property was conducted on April 2, 2019. The date of the report is May 2, 2019.

Reasonable Exposure Time Period Opinion[4]

The exposure time used as the basis for the following analysis preceding July 1, 2019 would have been 6 months for the “as is” condition and up to12 months for renting the site as though vacant.

Intended User(s)

This appraisal is for the intended use of the client (Salinas Municipal Airport Manager, Brett Godown), and the City of Salinas' Airport Commission and their advisors only.

Intended Use

The appraisal problem to be solved is to estimate the market value of the subject property as though it were its own legal lot of record as well as the fair market rent for a ground lease as though the subject site was vacant as of the date of value to assist the client (Salinas Municipal Airport Manager, Brett Godown), and the City of Salinas' Airport Commission and their advisors in making a business decision regarding asset management.

Neither all nor any part of the contents of this report shall be conveyed to any person or entity, other than the appraiser's firm's client through advertising, solicitation materials, public relations, news, sales, or other media without the written consent and approval of the authors, particularly as to valuation conclusions, the identity of the appraiser or firm with which the appraiser is connected, or any reference to (affiliation with any professional appraisal organization) or (designation). Further, the appraiser or

[4] Reasonable Exposure Time Period: see definition on page 54

firm assumes no obligation, liability, or accountability to any third party. If this report is placed in the hands of anyone but the client, client shall make such party aware of all the assumptions and limiting conditions of the assignment.

The appraiser has not identified any purchaser, borrower or seller as an intended user of this appraisal and no such party should use or rely on this appraisal for any purpose. Such parties are advised to obtain an appraisal from an appraiser of their own choosing, if they require an appraisal for their own use. This appraisal report should not serve as the basis for any property purchase decision or any appraisal contingency in a purchase agreement relating to the property.

Interest Valued

The use of this appraisal is to provide a market value opinion of the Fee Simple estate of the subject property. Unless stated otherwise, the interest being valued in this appraisal represents 100% of the interest (minority interest may be treated differently and have a different proportional value).

Hypothetical conditions

The subject's land rent value estimate in this appraisal is based on the hypothetical condition that the site is vacant and ready for development, as of the date of value.

Extraordinary Assumptions

The value estimate is based on the extraordinary assumption that as of the prospective date of value the 40,000 sq. ft. subject parcel is a legal lot of record zoned IBP and capable of being sold on the open market to a private sector buyer. The subject's site size of 40,000 sq. ft. is based on the legal description contained in the original land lease, which is assumed to be correct for purposes of this appraisal and it is expected that any use will need to meet FAA regulations.

The appraisers have not received a title report for the subject property and an extraordinary assumption has been made that there are no easements or encumbrances that negatively affect value. It is also an extraordinary assumption that the soil and improvements (above or below ground) on the parcel do not contain hazardous materials or toxic chemicals that would require remediation, thus altering the value of the property to a potential buyer as they would consider remediation costs against the price.

The subject property has been improved by the land lease tenant and those improvements remain owned as a leasehold interest until the termination of the land lease reverting ownership to the City of Salinas on July 1, 2019, which is the prospective date of value. It is assumed that the market conditions will remain stable between the inspection date and the effective date.

Current Listing/Pending Contract(s):

The subject is not currently listed for sale, or under contract.

Sales History

The subject has not sold in the last three years, according to public records.

ASSESSMENTS AND TAXES

REAL ESTATE ASSESSMENTS AND TAXES	
Taxing Authority	Monterey County Tax Collector
Assessment Year	2018

ASSESSED VALUES	
Tax Identification Number	003-861-016
Land Assessed Value	$0
Building Assessed Value	$0
Other Property Assessed Value	$0
Total Assessed Value	$0
Real Estate Taxes	$7,689 (direct charges and special assessments only)

The subject property is exempt from property taxes due to the fact that it is owned by a public entity. If the property were to be developed by a private sector owner or user, it would be assessed at its market value at a typical tax rate. Based on a survey of the surrounding privately-owner commercial-industrial properties, a tax rate of 1.15% will be used in the Income Approach to estimate market-based taxes for the subject.

SCOPE OF WORK

Having previously identified the client, the effective date of value and definition of value, the appraiser(s) now considers the relevant characteristics of the subject assignment and assignment conditions, which include the definition of the intended users, intended use and type of opinion. Part of completing the Scope of Work is the planning of the assignment so that the client's problem can be solved with credible results. This is the process where the appraiser(s) diagnoses the problem and determines a reasonable means to find a solution.

To determine the appropriate scope of work for the assignment, we considered the intended use of the appraisal, the needs of the user, the complexity of the property, and other pertinent factors.

The subject property is an industrial property located at 342 Airport Boulevard in south Salinas. As background, the subject was originally leased as an undeveloped parcel from the City of Salinas to the North Salinas Valley Mosquito Abatement District beginning June 1, 1953 for a 25-year term and subsequently the lease was extended the lease for another 25-year term from June 1, 1978 to May 31, 2003. A new lease was written and commenced July 1, 2004 for another fifteen-year period ending June 30, 2019 (copy is in the addenda). Because the subject is city-owned and the facility is leased to another government entity (North Salinas Valley Mosquito Abatement District) and the lease expires June 30, 2019, the Fee Simple property interest is being valued as of the prospective effective date of July 1, 2019. The subject appraisal is intended for asset management purposes.

Based on our understanding of the assignment, a fair market rent for the 40,000 sq. ft. site (ground lease as though vacant – hypothetical condition) is to be developed as well as the opinion of the market value for the property as currently developed, assuming physical improvements have reverted to the City of Salinas at the end of the lease extension. Given that the property is part of a 70+/- acre larger parcel under public ownership and zoned PS (Public / Semipublic), the appraisal requires the use of an extraordinary assumption that as of the prospective date of value the leased land area is a legal lot of record with IBP (Industrial – Business Park) zoning, which is consistent with the privately-owned parcels to the east and west of the subject property.

According to the Uniform Standards of Professional Appraisal Practice, it is the appraiser's responsibility to determine the appropriate Scope of Work. USPAP defines the Scope of Work as the amount and type of information researched and the analysis applied in an assignment. Scope of Work includes, but is not limited to, the following:

- the degree to which the property is inspected or identified;
- the extent of research into physical or economic factors that could affect the property;
- the extent of data research; and
- the type and extent of analysis applied to arrive at opinions or conclusions.

The following information defines the Scope of Work:

Report Type:	Industrial Property Appraisal
Information Sources:	The following description is based on our property inspection, assessment records, and information provided by the client/owner.
Information Not Provided:	Title Report Phase I/II Studies
Inspection:	April 2, 2019
Valuation Date:	July 1, 2019
Inspected By:	Kyle C. Brown, MAI Bonnie Brown, MAI

Market Analysis and Market Conditions:	The local market has been analyzed and current market conditions will be applied to the valuation of the subject property.
Highest and Best Use:	A limited as vacant and as improved highest and best use analysis for the subject has been made. Physically possible, legally permissible and financially feasible uses were considered, and the maximally productive use was concluded.
Cost Approach Analysis:	A cost approach was considered and was developed because there is adequate data to develop a land value and the depreciation accrued to the improvements can be reasonably measured.
Sales Comparison Approach Analysis:	A sales/direct comparison approach was considered and was developed because there is adequate data to develop a value estimate and this approach reflects market behavior for this property type. However, it is noted that Sales Comparison Approach is limited by the lack of a vibrant marketplace that produces a sufficient volume of comparable sales data for this approach to stand alone. The use of sales and listings to help bracket value is judged as important as a check against the Income Approach and the overall valuation analysis.
Income Approach Analysis:	An income approach was considered and was developed because the subject is an income producing property and there is adequate data to develop a value estimate with this approach. Additionally, it is judged that with limited sales activity that a knowledgeable buyer would rely most heavily upon the Income Approach.
Prior Appraisal Analysis within 3 years:	No

In preparing the following appraisal, the appraiser(s):

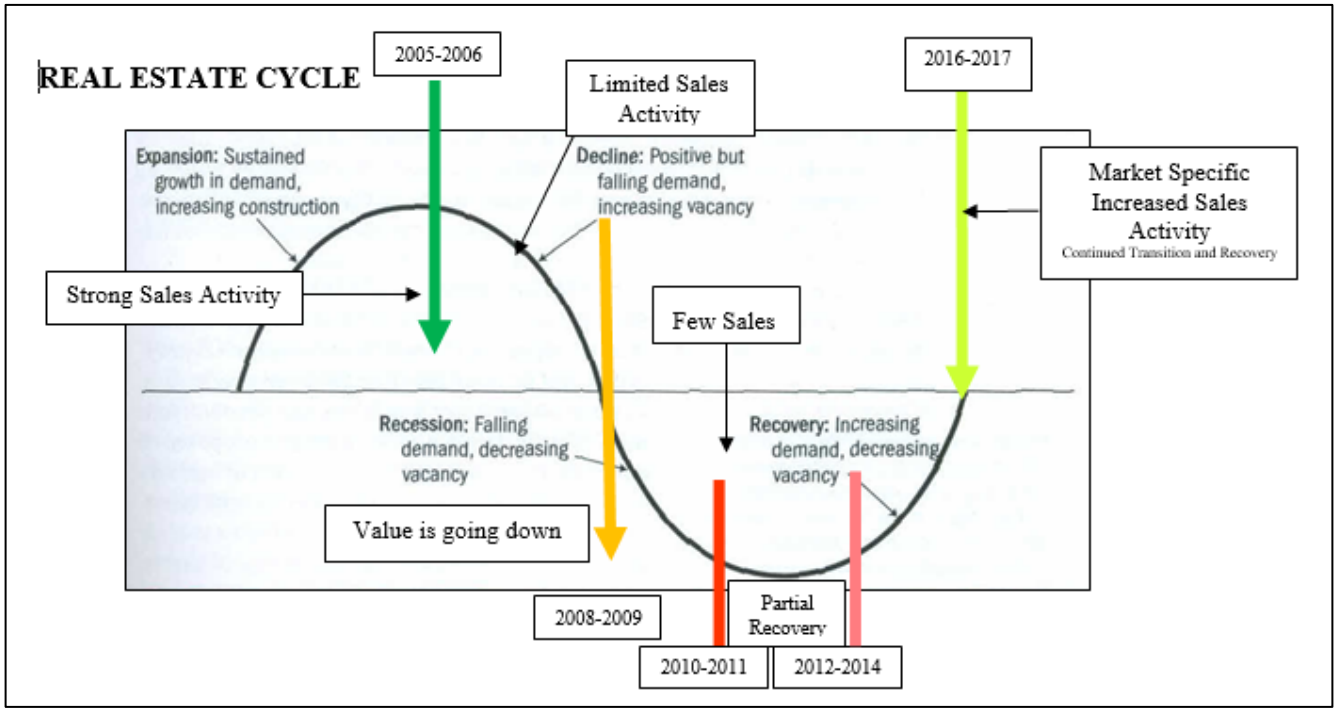
- Inspected the property to provide a familiarity with the site, the improvements and its neighborhood, but this inspection should be considered as preliminary with reliance to be made on information provided by professionals, such as licensed building inspectors, licensed contractors, environmental inspectors, architects and engineers. The appraiser(s) is not a professional in the field of inspection or the determination of exact building materials or physical sizes. Without these professional studies the appraiser(s) may be required to utilize the use of extraordinary assumptions or hypothetical conditions as part of the valuation process.
- Gathered information about the subject as well as comparable properties from a wide variety of sources, including, but not limited to, listings and sales of land, improved properties (MLS as well as the Internet), and rentals. All of the data collected was used to form the foundation for further analysis and ultimately comparison to the subject.
- Confirmed data as required and as available from sources such as City and County records, listing and selling agents/brokers, buyers, sellers, and tenants. Some or all of the data may be from secondary market data sources and not personally verified.

Stephen Brown Associates, Inc. analyzed the data gathered through the use of appropriate and accepted appraisal methodology to arrive at a probable value indication via each applicable approach to value which results in our final opinion(s) of value. The steps required to complete each approach are discussed in the methodology section. To that end, this report incorporates a summarized explanation of the data, reasoning and analysis that were used to develop the opinion of value.

This is an Appraisal Report as defined by Uniform Standards of Professional Appraisal Practice under Standards Rule 2-2(a).

MARKET CONDITIONS

The traditional market cycle is shown by the following illustration. While stylized into a "normal" curve it is judged as reasonably representing what is commonly considered as the business cycle in real estate. This shows a market moving from a "seller's" market with high demand to a "buyer's" market. The green arrow is intended to reflect the generally accepted peak of the market while the orange shows the slide to what was reported to be the "bottom" of the recession at the end of 2009. The red line shows what is judged to be the bottom of the local market and the pink line is intended to show the market transitioning toward a more normal growth between 2012 and 2014. However, as of 2019, most all segments of the local real estate market show signs of full recovery.



As indicated in the illustration above, the real estate cycle started to fail around 2008. The cycle changed from a seller's market to a buyer's market caused by the national recession. This illustration is a generalization to describe the overall market. However, the subject market which is located in the Central Coast region of California is made up of a wide variety of property types, not all of which are or were impacted equally.

The various property types tend to fall into seven general categories, which include multiple family, industrial, office, retail, land, agriculture, and special purpose properties. Agricultural properties had continued demand during the recession and values changed moderately. Local multiple family properties rebounded fairly quickly. The industrial market place in most local areas has a limited supply allowing it to rebound, especially in the Salinas Valley area which is driven by a $4 billion per year agri-business economy. Some of the office and retail market places appear to remain in recession with vacancy and rental rates continuing to be depressed which may indicate a long-term shift in demand. The vacant land segment of the market has been nearly dormant due to lack of construction financing and for the high cost of new development (exceptions being industrial and agri-business).

The subject property is part of the industrial market place which as of the date of value is judged to undersupplied which is causing increases in rental rates as well as property values. As of the date of value there are few vacant industrial lots to support new development.

AREA AND NEIGHBORHOOD ANALYSIS AND DESCRIPTION

NEIGHBORHOOD INFORMATION

The subject property is located in the southeast industrial neighborhood located on Airport Boulevard north of the Salinas Municipal Airport and Moffett Street to the west zoned Industrial Business Park (IBP). There are similar office/industrial uses in the subject's immediate area, which are approximately the same quality of construction and age.

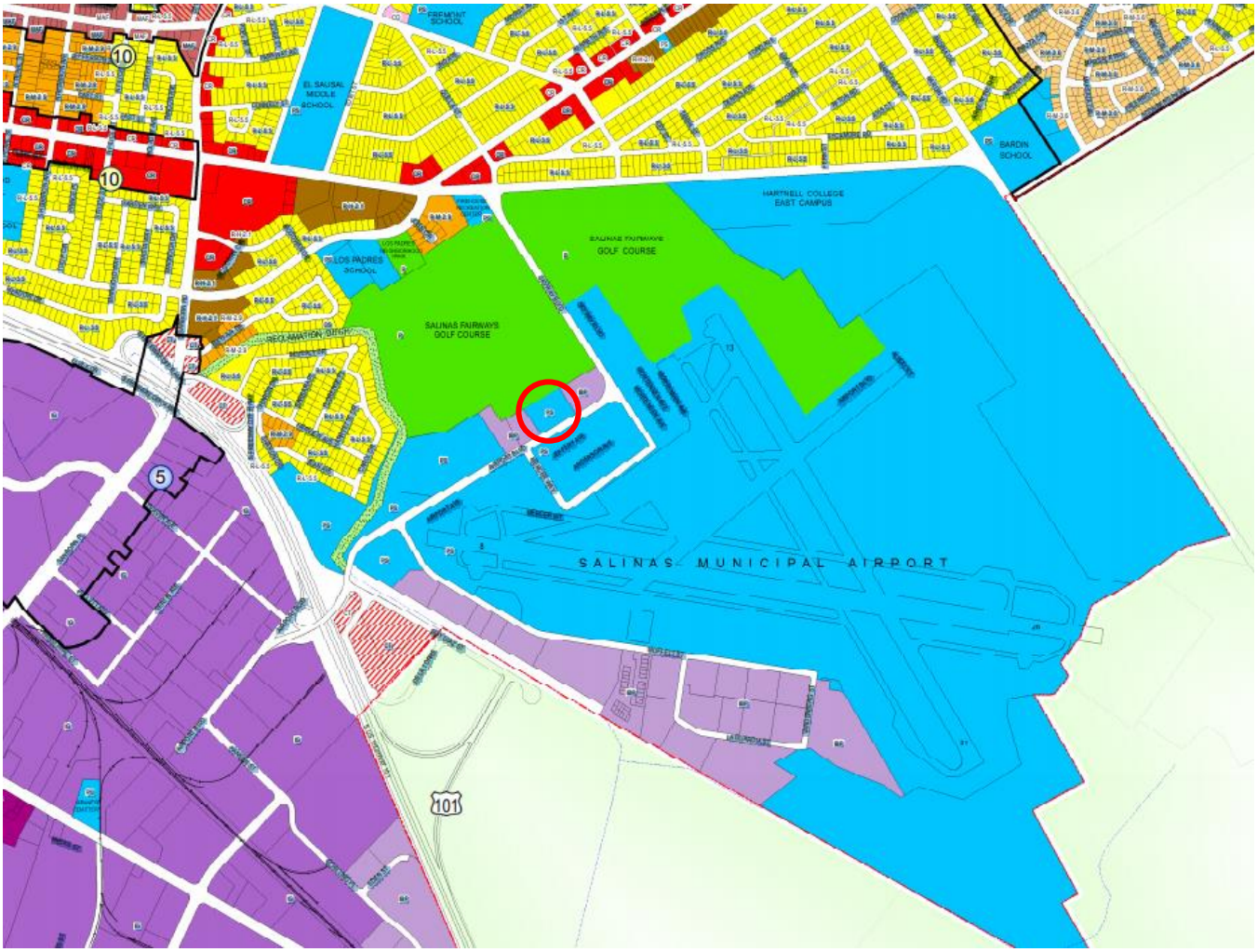
COMPETITIVE OR ALTERNATE NEIGHBORHOODS

The boundaries of the subject neighborhood consist of South Salinas office/light industrial areas and business parks. Office uses are found to be concentrated around the Monterey County and City of Salinas Governmental Centers and the Central Business District. Areas outside of the downtown core tend to be along primary and secondary traffic arteries in strip zoned commercial areas. The boundaries for competing light industrial uses generally run from John Street along the north and northwest, down Abbott Street and Highway 101 to the Airport and subject center on the east, and Harkins Road on the southwest.

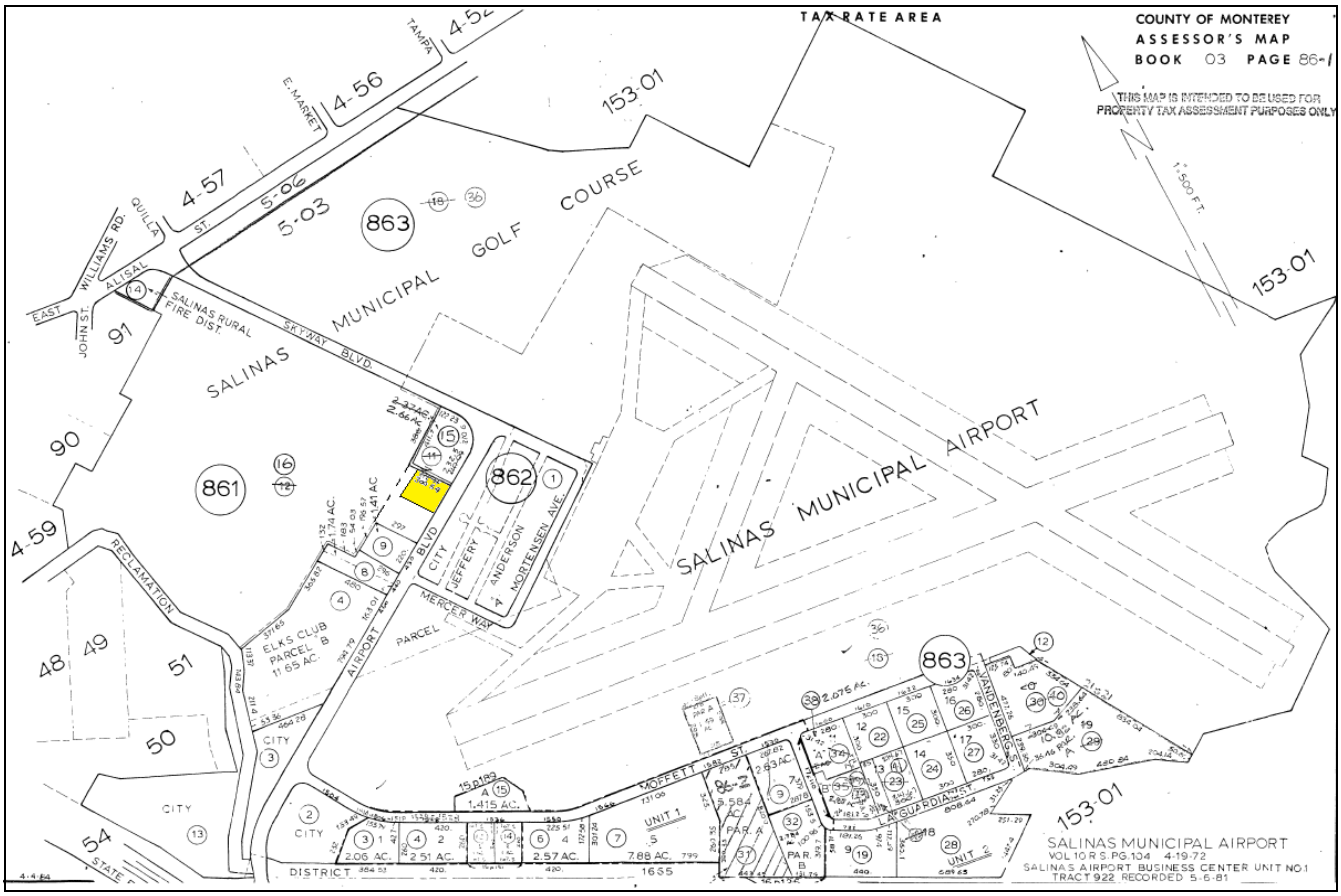
The immediate neighborhood is effectively 100% developed. However, there is the 257-acre Uni-Kool approved agricultural business park located southwest of the subject neighborhood awaiting improved economic feasibility before infrastructure will be developed. That project was proposed for larger parcels 5-20± acres in size and is intended for agricultural cooler development, which may lead to conversion of older, inefficient coolers into secondary warehouse space or redevelopment to meet existing industrial demand, but as of the effective date new cooler development demand has been met with the remaining industrial land in the Gonzales agricultural-industrial park to the south. The Gonzales industrial park is close to becoming fully developed, and development pressure will eventually return to Salinas and may potentially spur the development of the Uni-Kool project.

ZONING

Zoning Classification:	Industrial Business Park (IBP) (extraordinary assumption) with airport overlay
Zoning Description:	The industrial-business park (IBP) district regulations allow development of sites with high architectural and landscape standards for industrial office centers, limited manufacturing, warehousing and large-scale, single destination retail and other limited retail uses which may not be appropriate in retail areas.
Zoning Comments:	The subject is currently zoned Public / Semipublic (PS); however, it is an extraordinary assumption of this report that as of the prospective valuation date the subject is zoned as Industrial Business Park (IBP), which is consistent with the privately-owned parcels to the east and west of the subject property.
Zoning Map:	The subject is circled in the zoning map below and is colored blue for the PS district. The light purple parcels on either side of the subject are zoned IBP, as are all the parcels along Moffett Street to the south.



APN MAP



The subject is a 200 ft. by 200 ft. square area highlighted in yellow in the Monterey County Assessor Parcel Map shown above. The subject is a portion of the larger parcel (003-861-016). The Assessor Parcel Map is not an official survey map, but is used to identify the subject property and is deemed correct for purposes of this appraisal. This map is provided for illustration only.

SITE IDENTIFICATION

The subject is outlined in red in the aerial image to the left.

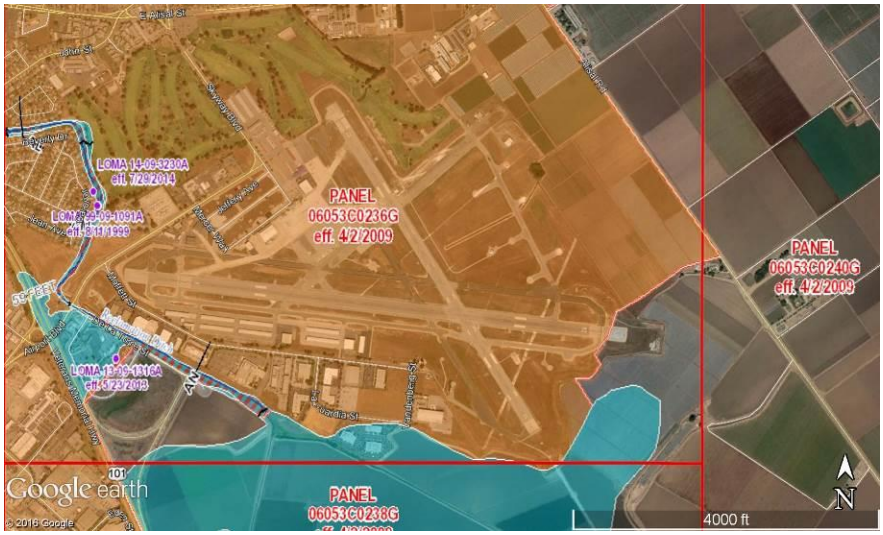
The subject property is located in an industrial neighborhood in south Salinas that backs up to a golf course and is across from the Salinas Airport. The site has average access to Highway 101.

Locational Information

Property Address:	342 Airport Boulevard, Salinas, CA 93905
Assessor's Parcel Number:	003-861-016 (portion)
Map Latitude:	36°39'58.58'N
Map Longitude:	121°36'54.51'W

Land Information

Gross Land Area:	0.92± acres (40,000± sq. ft.)
Usable Land Area:	0.92± acres (40,000± sq. ft.)
Shape:	Square
Terrain/Topography:	Level
Site Utility:	Average
Road Frontage:	200± ft. along Airport Boulevard
Access (Ingress and Egress):	Average
Visibility:	Average
Seismic:	Typical for area - All of Central California is subject to earthquakes. Monterey County and the Monterey Peninsula have known faults which at some point may be the location of an earthquake. However, to this point in time this factor has not affected real property value in the subject area.
Soil Conditions:	The soil conditions observed at the subject appear to be typical of the region and adequate to support development.
Drainage:	Assumed to be adequate, although an inspection was not made during a heavy rain period.
Title Report:	None provided.
Easements/Encumbrances:	There are no known adverse encumbrances or easements.
Environmental Hazards:	There are no known adverse environmental conditions on the subject site.
Wetlands/Watershed:	No wetlands were observed during our site inspection.
Flood Plain:	According to Flood Insurance Rate Maps, published by the Federal Emergency Management Agency for Monterey, panel number 06053C0236G, indicates that the subject property is not in the flood plain (SFHA).



Utilities at Site and Improvements

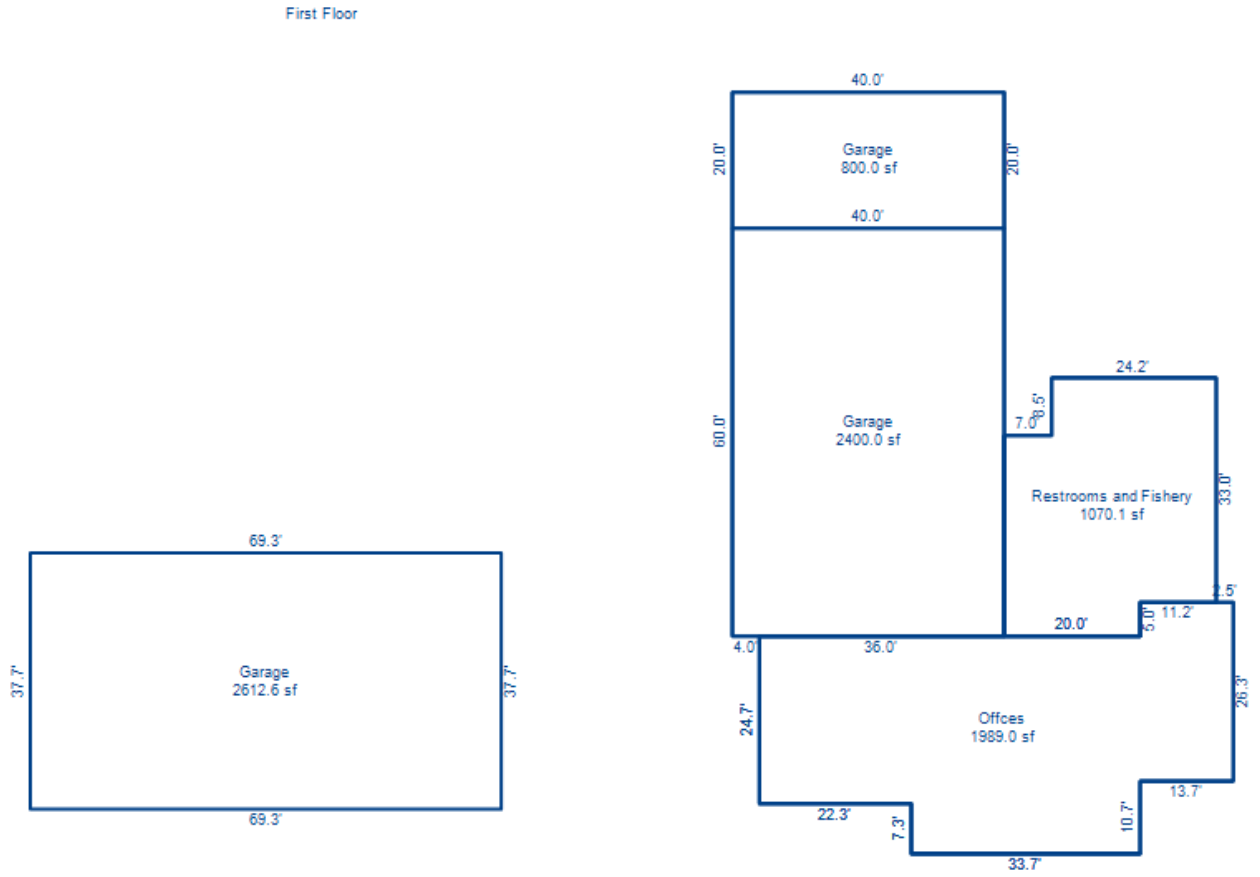
Description of Existing Utilities:	The subject's utilities are typical and adequate for the market area.
Site Improvements:	
Street Lights:	Yes
Sidewalk:	Yes
Curb/Gutter:	Yes

Site Analysis & Comments

Overall, the site is typical of the industrial neighborhood and the market. All available utilities are present, parking is judged as sufficient, and there are no known impediments to development.

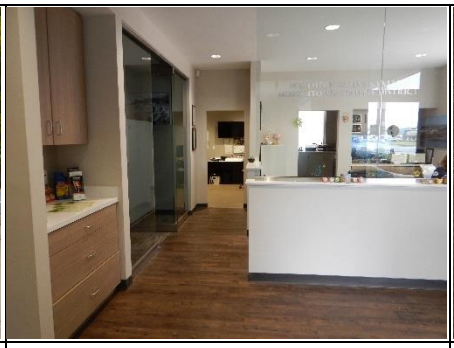
SITE AND/OR FLOOR PLANS

The following floor plan is based on the appraisers' direct measurement upon inspection and the building plans. The floor plan is for illustration purposes only.



IMPROVEMENT DESCRIPTION

Main Office/Industrial Building



Office Interior

Garage/Warehouse Building

Improvement Information

Overview:	Industrial building with office and garage area, as well as a freestanding garage/warehouse
Construction:	Class C
Number of Buildings:	2
Number of Stories:	1
Construction Quality:	Average
Appeal and Appearance:	Average/Good
Year of Construction:	1953±
Condition:	Average/Good
Areas, Ratios & Numbers:	Gross Building Area: 8,872± sq. ft. total Percent Office: 22.4% (average) Land to Building Ratio: 4.51 to 1 Floor Area Ratio (FAR): 0.22 (average)

Building	Sq. Ft.
Industrial/Office Building	6,262
Garage/Warehouse	2,610
Total	8,872

Building Description:

The subject is developed with an industrial building that has approximately 1,989 sq. ft. of finished office area (including one half-bathroom), a 3,200 sq. ft. garage with five roll-up doors, and the remainder of the building is comprised of the common men's and women's bathrooms and hallway to the fishery, which is a room currently used to house multiple fish tanks. The garage area has a tiled counter with a range and sink (see photo at the left), as well as another range/oven on a different wall. There is also a smaller freestanding concrete-block building with three roll-up doors used for storage and garaging vehicles.

The sq. ft. estimates are based on building area sizes stated on the plans by Tunstall Engineering Consultants Inc., which are supported by the appraiser's direct measurement upon inspection (see floor plan on prior page). These figures are assumed to be accurate for appraisal purposes.

Foundation, Frame & Exterior

Foundation:	Poured concrete slab
Structure (frame type):	Concrete Block
Exterior Walls:	Painted Concrete Block
Wall/Floor Height:	13-16± ft.
Windows:	Dual-Pane
Truck Doors:	5 in garage of Main Building; 3 in Warehouse/Garage Building

F. F. & E.:	Unless otherwise stated, this appraisal does not include the valuation of personal property (also known as furniture, fixtures and equipment). The propane tank in the subject's yard is considered personal property.

Interiors

Floor Plan Layout:	Average
Interior Walls and Partitioning:	Drywall in office area, painted concrete block in warehouse/garage areas
Ceiling Height:	8-9± ft. in the office; 11-15± ft. clear height in the garage area of the main building; 11± ft. clear height in the warehouse/garage building.
Floor Cover:	Vinyl, laminate and carpet in office, none in warehouse/garage areas

Mechanical Systems

Plumbing Condition: Average. In the main building, there is a men's restroom (two sinks, shower, toilet and two urinals), a women's restroom (toilet, sink, shower), and a half-bathroom (toilet and sink). The men's restroom has a separate locker room where the sinks are located (see photo). There is also additional plumbing in the rear room that houses the fish tanks. The other warehouse/garage building does not have any restrooms.

Electrical Service:	Typical
Interior Lighting:	Fluorescent and Incandescent
Heating Type:	Forced Air Unit (FAU)
Cooling Type:	Standard A/C Unit in office portion in main building only
Fire Sprinklers:	No

Design, Utility and Condition

Design & Functional Utility:	Average for property type.
Deferred Maintenance:	None noted upon inspection.
Hazardous Substances:	None known. Please reference the Limiting Conditions and Assumptions section of this report.

Site Improvements

Landscape and Hardscape: Minimal landscaping along the street frontage. Hardscape consists of the paved driveways and parking areas.

Parking: The onsite parking is adequate for the current and continued use as developed.

Americans with Disabilities Act (ADA) of 1990

ADA is a civil rights act passed by Congress guaranteeing individuals with disabilities equal opportunity in public accommodations, employment, transportation, government services, and telecommunications. Statutory deadlines became effective on various dates between 1990 and 2009. No studies were made available to the appraiser, so it is possible that a compliance survey of the subject property, together with an analysis of the current requirements of the ADA, could

reveal that the property is not in compliance with one or more of the requirements of the Act. This discovery could have a negative effect on the value of the property. Since SBA, Inc. has no specific information relating to this issue, nor is SBA, Inc. qualified to make such an assessment, the effect of non-compliance with the requirements of the ADA was not considered in estimating the value of the subject.

Building Improvement Summary

The site is developed with two structures - the primary industrial building designed with office area in the front, and the freestanding garage/warehouse. The property has sufficient access and parking area for both buildings. The subject is judged to be competitive with other industrial office developments in the marketplace.

VALUATION PROCEDURES AND METHODOLOGIES

As a part of the typical valuation process, the appraiser inspects the subject and surrounding properties, the neighborhood, and the comparables. The highest and best use is analyzed and estimated for the subject, both as vacant and as improved.

A search is made for comparable land sales as recent as possible to the date of valuation with similar potential. When the data is available the most comparable sales are then selected from those transactions to bracket the subject's opinion of value. For improved property appraisals, the land valuation becomes part of the Cost Approach.

The Cost Approach is based upon the premise that a prudent buyer will pay no more for a property than it would cost to reproduce or replace a substitute property with the same utility. The site value is based upon a vacant site being used to its highest and best use. Replacement or reproduction cost new can be derived from reliable cost manuals or from interviews with reputable local contractors. Depreciation can be from physical, functional, or economic causes. Depreciation is estimated from information developed from the market by observing comparable properties. The validity of the resulting opinion of value by the Cost Approach is impacted to varying degrees by the accuracy of the cost estimates and the depreciation estimate. This approach is most suitable where improvements are newer and represent the highest and best use of the land.

The Sales Comparison Approach relies heavily upon the "Principle of Anticipation". Recent sales of similar properties are gathered and a meaningful unit of comparison is developed. Then, a comparative analysis is conducted between the comparable data and the subject, which involves consideration for differences in location, time, terms of sale, and physical characteristics. The reliability of the Sales Comparison Approach depends, to a large extent, upon the degree of comparability between the sales (listings) and the subject.

The Income Approach is predicated upon the relationship between anticipated income and value. This appraisal technique converts anticipated annual net income into an indication of value. The net income attributable to the subject property is estimated by subtracting vacancy, collection losses, and expenses from the property's annual potential gross income. The reliability of the Income Approach depends upon the of income and expense estimates, the duration of the net annual income, the capitalization rate or factor used, and the method of capitalization.

The Final Reconciliation is the process of measuring the strengths and weaknesses of each method.

Subject Appraisal

The appraisal of properties in Monterey County commonly face factors that impact the appraisal process and the selection of the appraisal approaches. The Cost Approach is judged to be a reliable method of valuation for new or near new properties. While the subject buildings show signs of age, it is judged that due to limited sales data for direct comparison the use of the Cost Approach is appropriate. As an income producing property, the Income Approach is judged to be a reliable method of calculating the subject's current value in the local market place, and it will receive heavy reliance. Due to the limited market activity and the lack of highly similar properties, the appraisers judge that the Sales Comparison Approach is only capable of being used as a check against the other approaches.

The methodologies employed in this appraisal are summarized as follows:

Approach	Applicability to Subject	Use in Assignment
Cost Approach	Applicable	Utilized
Sales Comparison Approach	Applicable	Utilized
Income Approach	Applicable	Utilized

HIGHEST AND BEST USE ANALYSIS

"The reasonably probable use of property that results in the highest value. The four criteria that the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity."[5]

1. **Legally Permissible:** What uses are permitted by zoning and other legal restrictions?
2. **Physically Possible:** To what use is the site physically adaptable?
3. **Financially Feasible:** Which possible and permissible use will produce any net return to the owner of the site?
4. **Maximally Productive:** Among the feasible uses which use will produce the highest net return, (i.e., the highest present worth)?

Highest and Best Use as Vacant

The first question to be answered is whether the land should be developed or left vacant. If development is appropriate, the second question is then determining what kind of improvements should be built.

The highest and best use as vacant is to be developed with an industrial use consistent with the IBP zoning.

The competitive market place is almost completely built out and there is steady demand for industrial uses as indicated by stable to rising rental rates for industrial property types. Across from the subject is a 13+ acre parcel that is part of the Salinas Airport. It is under negotiation for development under a long-term land lease and will bring new rental space into production in phases. There is also 257 acres of approved, but yet to be improved land for the expansion of the agribusiness industry. While both projects may be significant to the Salinas industrial market, neither of these projects are judged to directly impact the subject.

Highest and Best Use as Improved

The third question that applies to the highest and best use study is: Should the existing improvements on the property be maintained in their current state or should they be altered in some manner to make them more valuable?

The highest and best use as improved is to remain as developed. The current improvements add substantial value to the land. The subject property is improved with a building and site improvements that are judged to be a reasonable representation of the highest and best use of the land.

Selection of Comparable Market Data

In the following sections of this report, the appraiser(s) will select sale, listing and rental comparables that help the appraiser develop their opinion of value. When possible, the best comparables will be selected from a larger market sample with the intent to bracket the unit of comparison.

[5] *The Dictionary of Real Estate Appraisal 6th edition*, Appraisal Institute

LAND VALUE

Due to the shift in rental rates and values for industrial properties, recent land sales would be necessary in determining the extent that land values have risen in conjunction with the appreciating market. This approach is based on the "Principle of Substitution" which states that a prudent and rational person would pay no more for a property than the cost to construct a similar and competitive property, assuming no undue delay in the process.

Land Comparables

To complete this analysis the appraiser has utilized a wide variety of comparables, some which may appear to be dated due to their age (date of sale) but are judged as necessary to help the reader understand land values over an extended period of time. The valuation is based on the concept known as highest and best use, which is the theoretical use judged to support the highest value of the land, but often does not consider a specific proposed use.

Comparable Sales Data

The following array of local industrial land sales includes multiple transactions over the last few years, which are not all comparable to the subject, but cumulatively help the appraiser better estimate the market. It is from this study that the appraiser can analyze the relationship of prior sales, changes in market conditions and ultimately form an opinion of the subject's land value.

Comp. #	APN / Address	Sales Date	Doc. #	Price/$PSF
#1	003-012-015 791 Work Street, Salinas	3/26/2019	2019011520	$2,100,000 $8.99± PSF Gross $12.05 PSF Net

This is a corner parcel at Work Street and Elvee Drive, which is to be developed with a traffic signal, improving accessibility to this site. The overall site is measured at 5.364± acres, but a portion of the site is unusable (retention pond) and brokerage for this site has identified its net usable area as 4.0 acres, creating a net and gross pricing for the sale. This property sold on 1/31/2017 for $1,742,500 then was subsequently placed on the market for sale, initially at the price of $2,965,000 ($17.02± PSF Net Area), which was reduced to $2,650,000 ($15.20± PSF Net Area) and sold in March 2019 at the price of $2,100,000 ($12.05± PSF Net Area).

Comp. #	APN / Address	Sales Date	Doc. #	Price/$PSF
#2	003-461-011 850 Work Street, Salinas	1/4/2019	2019000423	$1,865,000 $9.67± PSF Gross $11.38± PSF Net

This parcel on Work Street (4.43 acres gross and 3.76 acres net) has a long history having been sold at the beginning of the recession (2008), resold at a lower price during the recession (2015), brought back to the market at an increased price, reduced and sold in January 2019. The asking price for the property was $2,508,000 or $15.31± per usable sq. ft., then reduced to $2,025,000 or $12.36± per usable sq. ft., and ultimately sold for $1,865,000 or $11.38± per usable sq. ft.

Comp. #	APN / Address	Sales Date	Doc. #	Price/$PSF
#3	003-012-004 661 Work Street, Salinas	11/2/2018	2018050776	$742,000 $13.00 PSF

This is a 1.31-acre parcel located in the industrial neighborhood on Work Street in south Salinas. Zoning is IG and the site is on the fringe of the Airport Overlay District. The reported price of $742,000 reflects a price per sq. ft. of $13.00.

Comp. #	APN / Address	Sales Date	Doc. #	Price/$PSF
#4	003-012-020 641 Work Street, Salinas	8/21/2018	2018036926	$742,000 $13.07 PSF

This is a 1.36-acre parcel located in the industrial neighborhood on Work Street in south Salinas. Zoning is IG and the site is on the fringe of the Airport Overlay District. The reported price of $774,000 reflects a price per sq. ft. of $13.07.

Comp. #	APN / Address	Sales Date	Doc. #	Price/$PSF
#5	003-012-005 681 Work Street, Salinas	8/20/2018	2018036536	$1,055,000 $11.53 PSF

This is a 2.01-acre parcel located in the industrial neighborhood on Work Street in south Salinas. Zoning is IG and the site is on the fringe of the Airport Overlay District. The reported price of $1,055,000 reflects a price per sq. ft. of $11.53. The buyer reportedly intends to build a facility to operate his forklift business.

Comp. #	APN / Address	Sales Date	Doc. #	Price/$PSF
#6	003-012-015 791 Work Street, Salinas	1/31/2017	2017005654	$1,742,500 $7.46± PSF Gross $10.00 PSF Net

Additionally, there is a current listing for 4.51 acres of industrial land with frontage on both Work Street and Sanborn Road, which is a main thoroughfare in Salinas with good access to Highway 101. This property is reportedly located in the new federally designated "opportunity zone" offering significant tax incentives for the purchaser. The asking price of $2,850,000 reflects $14.51 per sq. ft.; however, the property has been available since August 2018 without selling.

Reconciliation

The previous analysis includes land sales of commercial land in the City of Salinas and surrounding competitive areas. With much of the finished sites within the City of Salinas developed, there is limited opportunity for new development until the 257± acre Salinas Ag-Industrial Center is improved.

It is obvious that there is lack of true comparables, which is the reason for the testing of value with sales over such a long period of time. However, there is a scarcity of available land for development of industrial uses, especially parcels around the subject's estimated site size of 40,000 sq. ft.

Land values over an extended period of time have been studied with the most recent sales selling in the $10-$14 per sq. ft. range for parcels in superior locations in Salinas relative to the subject. Asking prices increased to as great as $17.00± per sq. ft. only to be reduced after extended market exposure, suggesting that such prices are not economically viable due to current market rents and the increasing cost of construction caused in part by scarcity of materials as well as tariffs that have been more recently enacted.

Sales Comparison Approach - Land Value Conclusion

Analyzing the subject and comparing it to the market data, the estimated land value, under the assumptons of the report as well as the Scope of Work, is judged to be reasonably represented at $11.00 per sq. ft. when considering size and the location of the subject. As such, the subject's 40,000 sq. ft. of usable land area produces a land value estimate of $440,000.

COST APPROACH

The Cost Approach value estimation is applicable to improved property valuation and involves a summation of separate value estimates of site and improvements. This approach is based on the "Principle of Substitution," which states that a prudent and rational person would pay no more for a property than the cost to construct a similar and competitive property, assuming no undue delay in the process.

There are two steps to the Cost Approach. First is the development of an opinion of value for the site or land, which is impacted by the limited number of comparable land sales in our local marketplace, and then for the improvements (site and building), as if they are new. As improvements age or the market demands and desires change, improvements experience depreciation (physical, functional and/or external). In the case of the subject property the Cost Approach is not ideal, but given the lack of comparable market data as improved, it is judged as necessary and appropriate to develop a value by adding the depreciated value of the improvements to the estimated land value.

Land Value

A land value estimate has been developed for use with the Cost Approach. Based on a review of the local land sales and conversations with knowledgeable market participants, the land value judged as appropriate for the subject's 40,000 sq. ft. IBP-zoned parcel (extraordinary assumption) has been estimated at $11.00 per sq. ft. Based on this land value allocation, the estimated land value contribution is $440,000.

Building and Site Improvement Costs

In-lieu-of having a current cost breakdown completed for the subject property by a local contractor, design builder or cost analysts, the appraisers have relied upon Marshall Valuation Service (MVS). The MVS provides cost estimating data for all types of commercial, residential, and farm buildings throughout the United States with adjustments for location, quality, and other factors. Experience with this cost source has indicated it to be reliable. An estimation of the replacement cost utilizing the MVS was made as follows:

The Marshall Valuation Service (MVS) manual suggests that the type of construction associated with the subject's main building is Class C and good quality, while the smaller garage building is also Class C and good quality. An additional line item was added for the overhead doors in both buildings. The site improvements have been allocated a cost of $6.00 per sq. ft., which is applied to the portion of the lot that surrounds the individual buildings to cover the cost of paving, fencing, etc.

Soft Costs

The soft costs that are judged as appropriate for the subject property have been estimated at 7% of the as new construction costs.

Developer's Profit

This factor reflects the profit necessary for the developer to undertake the management, responsibility and risks of construction associated with the subject property. Current valuation theory states that the four components that create value are land, labor, capital and coordination. Developer's profit as used in the Cost Approach reflects the coordination component of value. Typically, developer's profit runs a minimum of 10% to 20% of the total construction costs; the appraisers have computed developer's profit at 15% of construction costs.

Depreciation Analysis

Depreciation may be defined as any loss of value from any cause. There are three general areas of depreciation: physical deterioration, functional obsolescence and external obsolescence. As indicated prior in the report, market conditions are strong and industrial properties for rent or acquisition are limited, placing upward pressure on price, which tends to reduce the impact of depreciation, which is difficult to estimate even under more natural market conditions.

Marshall Valuation Service			
Cost Source:	Marshall Valuation Service # 14: Garages, Industrials, Lofts, Warehouses		
No. of Stories Multiplier:	1.000	**Local Multiplier:**	1.220
Height/Story Multiplier:	1.000	**Current Cost Multiplier:**	1.060
Perimeter Multiplier:	1.040	**Combined Multipliers:**	1.345

Building Improvements					
Item	**Unit Type**	**Cost**	**Quantity**	**Multiplier**	**Total**
Main Industrial Building	Sq. Ft.	$51.50	6,262	1.345	$433,730
Interior Office Space	Sq. Ft.	$88.50	1,989	1.345	$236,743
Electric Roll-Up Overheard Doors	Per Unit	$2,000.00	4	1.345	$10,759
Mechanical Roll-Up Overhead Door	Per Unit	$1,000.00	1	1.345	$1,345
				Total Building Improvement Costs	**$682,577**
				Price per SF Gross Building Area	$76.94

Site Improvements					
Item	**Unit Type**	**Cost**	**Quantity**		**Total**
Site Preparation & Improvements	Sq. Ft.	$6.00	21,971		$131,824
				Total Site Improvement Costs	**$131,824**
				Subtotal: Building & Site Costs	**$814,401**
				Price per SF Gross Building Area	$91.79

Soft Costs				
Item			**Percent Type**	**Total**
Engineering & Architectural ……..	7.0%		% Bld. & Site Cost	$57,008
			Total Soft Costs	**$57,008**

Total Costs			
		Subtotal: Building, Site & Soft Costs	$871,409
		Developer's Profit 15.0%	$130,711
		Total Cost	**$1,002,120**
		Price per SF Gross Building Area	$112.95

Depreciation: Section 1 of 2					
Component	**Eff. Age**	**Life**	**Percent**		**Amount**
Physical Depreciation: Building	20	65	31%		$261,699
Physical Depreciation: Site	10	30	33%		$50,532
Functional Obsolescence Building ……..			0%		$0
External Obsolescence Building ……..			0%		$0
				Total Depreciation	**$312,232**
				Depreciated Value of Improvements	**$689,889**
				Cost Per Square Foot Gross Building Area	$110.17

Additional Cost Sections	
Cost Section 2 ……..	$161,089
Total Insurable Value (Excludes Site Improvements, related Costs & Dev. Profit)	**$879,783**

Land Value	
Land Value ……..	$440,000
Cost Approach Value Indication	**$1,290,978**
Rounded	**$1,290,000**
Price per SF Gross Building Area	$145.40

Cost Analysis - Section 2 of 2

Marshall Valuation Service			
Cost Source:	Marshall Valuation Service		
No. of Stories Multiplier:	1.000	**Local Multiplier:**	1.220
Height/Story Multiplier:	0.960	**Current Cost Multiplier:**	1.060
Perimeter Multiplier:	1.168	**Combined Multipliers:**	1.450

Building Improvements					
Item	**Unit Type**	**Cost**	**Quantity**	**Multiplier**	**Total**
Warehouse/Garage Building	Sq. Ft.	$35.75	2,610	1.450	$135,300
Mechanical Roll-Up Overhead Door	Per Unit	$1,000.00	3	1.450	$4,350
				Total Building Improvement Costs	**$139,650**
				Price per SF Gross Building Area	$53.51

Site Improvements					
Item	**Unit Type**	**Cost**	**Quantity**		**Total**
Site Preparation & Improvements	Sq. Ft.	$6.00	9,157		$54,944
				Total Site Improvement Costs	**$54,944**
				Subtotal: Building & Site Costs	**$194,594**
				Price per SF Gross Building Area	$74.56

Soft Costs				
Item			**Percent Type**	**Total**
Engineering & Architectural	…….……..	7.0%	% of Building Cost	$9,775
			Total Soft Costs	**$9,775**
Insurable Value (Excludes Site Improvements, related Soft Costs and Developer's Profit)				**$149,425**

Total Costs			
		Subtotal: Building, Site & Soft Costs	$204,369
		Developer's Profit 15.0%	$30,655
		Total Cost	**$235,025**
		Price per SF Gross Building Area	$90.05

Depreciation: Section 2 of 2					
Component	**Eff. Age**	**Life**	**Percent**		**Amount**
Physical Depreciation: Building	20	65	31%		$52,874
Physical Depreciation: Site	10	30	33%		$21,062
				Total Depreciation	**$73,935**
				Depreciated Value of Improvements	**$161,089**
				Price per SF Gross Building Area	$61.72

Reconciliation of Cost Approach

As seen at the bottom of the grid on the prior page, the total indicated value by the Cost Approach is rounded to $1,290,000 including the land value as estimated prior.

SALES COMPARISON APPROACH

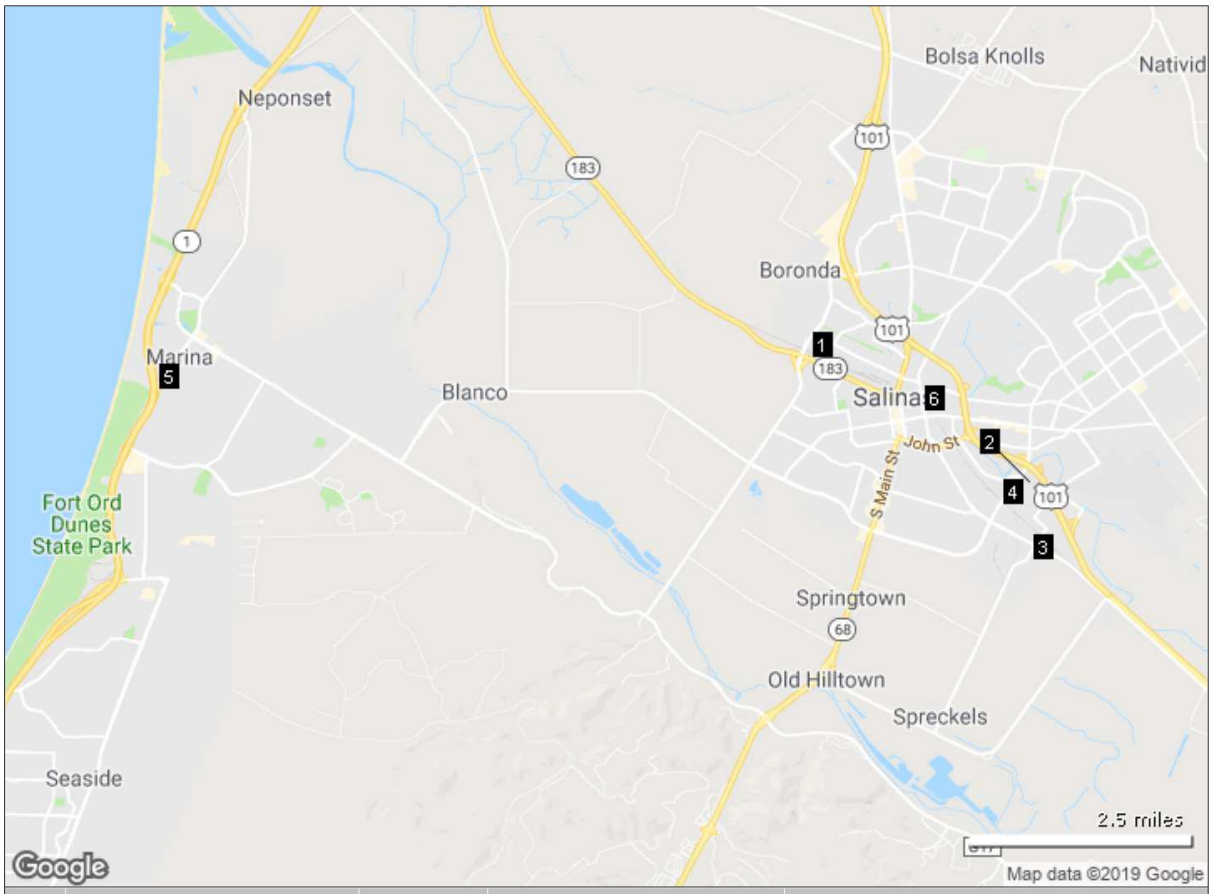
In the Sales Comparison Approach (also known as the Direct Comparison Approach), the appraiser(s) develops an opinion of value by analyzing similar properties and comparing these properties with the subject property. The approach draws heavily upon the "Principle of Substitution" based on the assumption that the buyer of the subject could have purchased the comparable if offered at the same time. The essence of this principle is that a prudent purchaser will pay no more for any particular property than it would cost to acquire an equally desirable alternate property. As such, the appraiser analyzes both sales and listings (active and expired).

The appraiser(s) have reviewed the available data and has reduced the comparables to the following most meaningful properties. When possible the appraiser(s) use the comparable data to bracket the subject property by the comparable market data which helps the appraiser(s) define the probable range. The factors considered in the comparison include date of sale, conditions of the sale (including financial terms), and physical characteristics. In Monterey County there are often limited opportunities to purchase alternate directly comparable properties. Scarcity can impact price as can limited market exposure. These are common conditions that impact the development of the Sales Comparison Approach. The subject property is the standard, and the comparison or adjustments are made to arrive at an indication of value for the subject. These adjustments may be qualitative (equal, inferior or superior) or may be based on percentage or dollar adjustments, depending upon the type and quality of the data.

Improved Sale Comparables

Of the comparables reviewed, the following six properties represent the properties judged to be most appropriate to estimate the subject's market value. The comparables have been researched through numerous sources and verified to a level consistent with the scope of work for this assignment. These sales are presented on the map on the next page followed by analysis and a reconciled opinion of value developed from the market data.

Improved Comparable Map



	Address	City	Property Info	Sale Info
1	20 Quail Run Cir	Salinas	13,955 SF Class B Office	Sold: $2,850,000 ($204.23/SF)
2	1057 Terven Ave	Salinas	11,500 SF Industrial/Warehouse	Sold: $1,700,000 ($147.83/SF)
3	1355 Abbott St	Salinas	19,600 SF Industrial/Warehouse	Sold: $1,900,000 ($96.94/SF)
4	761 S Sanborn Pl	Salinas	6,684 SF Industrial/Showroom	Sold: $813,500 ($121.71/SF)
5	206 Cypress Ave	Marina	6,850 SF Industrial/Service	Sold: $1,312,500 ($191.61/SF)
6	268 Commission St	Salinas	10,109 SF Industrial/Warehouse	Sold: $1,350,000 ($133.54/SF)

Comparable Sales

1 20 Quail Run Cir — SOLD

Salinas, CA 93907 — **Monterey County**

Sale Date:	06/15/2018 (99 days on mkt)	Bldg Type:	Class B Office
Sale Price:	$2,850,000 - Full Value	Year Built/Age:	Built 2005 Age: 13
Price/SF:	$204.23	RBA:	13,955 SF
Pro Forma Cap	7.50%	Parcel No:	261-716-008-000
Actual Cap Rate:	-		
Comp ID:	4305655	Sale Conditions:	Investment Triple Net
Research Status:	Full Value		

2 1057 Terven Ave — SOLD

Salinas, CA 93901 — **Monterey County**

Sale Date:	10/11/2017	Bldg Type:	Class C Industrial/Warehouse
Sale Price:	$1,700,000 - Confirmed	Year Built/Age:	Built 1965 Age: 52
Price/SF:	$147.83	RBA:	11,500 SF
Pro Forma Cap	-	Parcel No:	003-471-034-000
Actual Cap Rate:	-		
Comp ID:	4048502	Sale Conditions:	-
Research Status:	Confirmed		

3 1355 Abbott St — SOLD

Salinas, CA 93901 — **Monterey County**

Sale Date:	08/09/2017 (166 days on mkt)	Bldg Type:	Class C Industrial/Warehouse
Sale Price:	$1,900,000 - Confirmed	Year Built/Age:	Built 1990 Age: 27
Price/SF:	$96.94	RBA:	19,600 SF
Pro Forma Cap	-	Parcel No:	002-951-005-000
Actual Cap Rate:	-		
Comp ID:	3979478	Sale Conditions:	High Vacancy Property
Research Status:	Confirmed		

4 761 S Sanborn Pl — SOLD

Salinas, CA 93901 — **Monterey County**

Sale Date:	05/12/2017	Bldg Type:	Class C Industrial/Showroom
Sale Price:	$813,500	Year Built/Age:	Built 1949 Age: 68
Price/SF:	$121.71	RBA:	6,684 SF
Pro Forma Cap	-	Parcel No:	003-561-014-000
Actual Cap Rate:	-		
Comp ID:	3911992	Sale Conditions:	-
Research Status:	Public Record		

5 206 Cypress Ave — SOLD

Marina, CA 93933 — **Monterey County**

Sale Date:	02/26/2016 (254 days on mkt)	Bldg Type:	Class C Industrial/Service
Sale Price:	$1,312,500 - Confirmed	Year Built/Age:	Built 1985 Age: 31
Price/SF:	$191.61	RBA:	6,850 SF
Pro Forma Cap	-	Parcel No:	032-312-041-000
Actual Cap Rate:	-		
Comp ID:	3547458	Sale Conditions:	-
Research Status:	Confirmed		

6 268 Commission St — SOLD

Salinas, CA 93901 — **Monterey County**

Sale Date:	01/05/2015 (82 days on mkt)	Bldg Type:	Class C Industrial/Warehouse
Sale Price:	$1,350,000 - Confirmed	Year Built/Age:	Built 1974 Age: 41
Price/SF:	$133.54	RBA:	10,109 SF
Pro Forma Cap	-	Parcel No:	003-051-081-000
Actual Cap Rate:	-		
Comp ID:	3210062	Sale Conditions:	-
Research Status:	Confirmed		

1 20 Quail Run Cir — SOLD

Salinas, CA 93907 — **Monterey County**

Recorded Buyer: **Elan Reid Asset Management LLC**
10 Harris Ct
Monterey, CA 93940
(831) 649-0220

Recorded Seller: **MV Shopping Center LP**
100 E Sybelia Ave
Maitland, FL 32751
(407) 629-1366

Recorded Buyer: **MBO Capital Management LLC**
10 Harris Ct
Monterey, CA 93940
(831) 649-0220

Recorded Seller: -

True Buyer: **The Orosco Group**
10 Harris Ct
Monterey, CA 93940
(831) 649-0220
Patrick Orosco

True Seller: **MV Center, Inc.**
100 E Sybelia Ave
Maitland, FL 32751
(407) 629-1366
Chad Hagle

Sale Date: **06/15/2018 (99 days on mkt)**
Sale Price: **$2,850,000 - Full Value**
Price/SF: **$204.23**

Bldg Type: **Class B Office**
Year Built/Age: **Built 2005 Age: 13**
RBA: **13,955 SF**

PrFrma Cap Rate: **7.50%**
Actual Cap Rate: -

Zoning: **IBP**
Sale Conditions: **Investment Triple Net**

Parcel No: **261-716-008-000**
Financing: -
Comp ID: **4305655** — Research Status: **Full Value**

2 1057 Terven Ave — SOLD

Salinas, CA 93901 — **Monterey County**

Recorded Buyer: **Joshua Schachter**
60 E Portola Ave
Los Altos, CA 94022

Recorded Seller: **Donald & Stephanie Mergaert**
27828 Crowne Pointe Dr
Los Altos, CA 94022

True Buyer: **Joshua Schachter**

True Seller: **Donald & Stephanie Mergaert**

Sale Date: **10/11/2017**
Sale Price: **$1,700,000 - Confirmed**
Price/SF: **$147.83**

Bldg Type: **Class C Industrial/Warehouse**
Year Built/Age: **Built 1965 Age: 52**
RBA: **11,500 SF**
Land Area: **1.35 AC (58,806 SF)**

Parcel No: **003-471-034-000**
Financing: **Down payment of $1,700,000 (100.0%)**
Comp ID: **4048502** — Research Status: **Confirmed**

3 1355 Abbott St — SOLD

Salinas, CA 93901 — **Monterey County**

Recorded Buyer: **TenK Capital Assets LP**
5658 E Clinton Ave
Fresno, CA 93727
(559) 421-1214

Recorded Seller: **Miller Perry D**
305 Dela Vina Ave
Monterey, CA 93940

True Buyer: **Danny B & Katherine L Kalmbach**

True Seller: **Perry D & Barbara R Miller**

Sale Date:	**08/09/2017 (166 days on mkt)**	Bldg Type:	**Class C Industrial/Warehouse**
Sale Price:	**$1,900,000 - Confirmed**	Year Built/Age:	**Built 1990 Age: 27**
Price/SF:	**$96.94**	RBA:	**19,600 SF**
		Land Area:	**1.32 AC (57,499 SF)**
PrFrma Cap Rate:	-	Zoning:	**IGC**
Actual Cap Rate:	-	Sale Conditions:	**High Vacancy Property**

Parcel No: **002-951-005-000**
Financing: **Down payment of $380,000 (20.0%); $1,520,000 from Compass Bank**
Comp ID: **3979478** — Research Status: **Confirmed**

4 761 S Sanborn Pl — SOLD

Salinas, CA 93901 — **Monterey County**

Recorded Buyer: **Flavia Cuevas**

Recorded Seller: **Moore Trust**

Recorded Buyer: **Salvador & Flavia C Cuevas**
8993 Oak Rd
Prunedale, CA 93907

Recorded Seller: -

Sale Date:	**05/12/2017**	Bldg Type:	**Class C Industrial/Showroom**
Sale Price:	**$813,500**	Year Built/Age:	**Built 1949 Age: 68**
Price/SF:	**$121.71**	RBA:	**6,684 SF**

Parcel No: **003-561-014-000**
Financing: -
Comp ID: **3911992** — Research Status: **Public Record**

5 206 Cypress Ave — SOLD

Marina, CA 93933 — **Monterey County**

Recorded Buyer: **North Bay Rehabilitation Services, Inc.**
649 Martin Ave
Rohnert Park, CA 94928
(650) 636-1291

True Buyer: **North Bay Rehabilitation Services, Inc.**

Recorded Seller: **Samuel & Vicki J. Cabiglio**
26002 Passeo El Cajon
Monterey, CA 93940
(310) 344-1971

True Seller: **Samuel & Vicki J. Cabiglio**

Sale Date: **02/26/2016 (254 days on mkt)**
Sale Price: **$1,312,500 - Confirmed**
Price/SF: **$191.61**
PrFrma Cap Rate: -

Bldg Type: **Class C IndustrialService**
Year Built/Age: **Built 1985 Age: 31**
RBA: **6,850 SF**
Land Area: **0.34 AC (14,810 SF)**
Zoning: **C-2**

Parcel No: **032-312-041-000**
Financing: **Down payment of $1,312,000 (100.0%)**
Comp ID: **3547458** — Research Status: **Confirmed**

6 268 Commission St — SOLD

Salinas, CA 93901 — **Monterey County**

Recorded Buyer: **Kkcc Llc**
10584 S Somerton Ave
Yuma, AZ 85364

True Buyer: **Patrick Cooley**

Recorded Seller: **Commission Street Partners**

Sale Date: **01/05/2015 (82 days on mkt)**
Sale Price: **$1,350,000 - Confirmed**
Price/SF: **$133.54**

Bldg Type: **Class C Industrial/Warehouse**
Year Built/Age: **Built 1974 Age: 41**
RBA: **10,109 SF**
Land Area: **2.05 AC (89,298 SF)**

Parcel No: **003-051-081-000**
Financing: **Down payment of $450,000 (33.3%); $900,000 from Wells Fargo Bank**
Comp ID: **3210062** — Research Status: **Confirmed**

Comparable Sale Analysis

The properties presented on the prior pages are summarized in the comparable grid below. Note that the sales are presented in order of the sale date, rather than comparability.

#	APN	Location	Date	Price	GBA	Site SF	FAR	$/Sq. Ft.
1	261-716-008	20 Quail Run Cir., Salinas	6/15/2018	$2,850,000	13,955	43,996	0.32	$204.23
2	003-471-034	1057 Terven Ave., Salinas	10/11/2017	$1,700,000	11,500	58,806	0.20	$147.83
3	002-951-005	1355 Abbott St., Salinas	8/9/2017	$1,900,000	19,600	57,499	0.34	$96.94
4	003-561-014	761 Sanborn Place, Salinas	5/12/2017	$ 813,500	6,684	23,522	0.28	$121.71
5	032-312-041	206 Cypress Ave., Marina	2/26/2016	$1,312,500	8,210	14,989	0.55	$159.87
6	003-051-081	268 Commission St., Salinas	1/5/2015	$1,350,000	10,109	89,298	0.11	$133.54

The sales range from $96.94 per sq. ft. to $204.23 per sq. ft. of gross building area. The low end of the range (Comp. #3) is represented by a concrete tilt-up industrial building on a 1.32-acre corner lot that experienced extended exposure to the market, primarily due to being nearly 50% vacant at the time. The building is designed with 9,800 sq. ft. of two-story office and the rear two-thirds is warehouse with a 26 ft. clear height. The high-end of the range (Comp. #1) is an industrial flex building that had a purchase price influenced by a premium lease agreement to manufacture cannabis-based foods and use it as a corporate headquarters, occupying the entire building.

Five of the six sale comparables are located in Salinas, with Comp. #5 being a light industrial property in Marina that was totally renovated and reconstructed in 2006 with high-end materials and finishes. The building has office/showroom area and warehouse with eight roll-up doors. There are four bathrooms, one of which has a shower. This building is similar in size and has some similar utility to that of the subject, but the improvements are in “immaculate, pristine condition,” according to the listing agent, and the parcel is significantly smaller in a different marketplace.

While there are multiple market examples, none are judged to be a direct comparable. The use of this data in this segment of the analysis is to compare properties based on their depreciated price per sq. ft. to help determine the reasonable expected range of value. It is important to note that this unit of comparison can be misleading when compared to the other sales due to the differences in site size. In order to adjust for the different land-to-building ratios (FAR), the land value must be allocated to arrive at the depreciated value of the improvements. Considering market conditions and demand for industrial land, the appraisers have allocated $10.00 to $11.00 per sq. ft. to the net usable land area of the comparables in Salinas; however, the older sale of Comp. #6 was judged to have a lower land value due to its larger size and configuration with limited utility at the rear of the site. Also, a higher land value was allocated to the Marina sale (Comp. #5) primarily due to the small size of the site and location.

The following Depreciated Improvement Grid includes the calculations to arrive at the estimated depreciated value of the improvements for the comparable industrial sales, which were then adjusted for building size, condition, utility (% office), and/or market conditions. After the depreciated values are adjusted for dissimilar characteristics, the adjusted depreciated improvement values range from $86.05 to $104.85 per sq. ft.

Depreciated Improvement Grid

#	Location	Date	Price	GBA	Site SF	FAR	Land PSF	Land Value	Dep. Imp. Value	Dep. Imp. PSF	Net Adj.	Adj. $/SF
1	20 Quail Run Cir., Salinas	6/15/2018	$2,850,000	13,955	43,996	0.32	$10.00	$ 439,956	$2,410,044	$172.70	-40%	$103.62
2	1057 Terven Ave., Salinas	10/11/2017	$1,700,000	11,500	58,806	0.20	$11.00	$ 646,866	$1,053,134	$ 91.58	10%	$100.73
3	1355 Abbott St., Salinas	8/9/2017	$1,900,000	19,600	57,499	0.34	$10.00	$ 574,990	$1,325,010	$ 67.60	45%	$ 98.02
4	761 Sanborn Place, Salinas	5/12/2017	$ 813,500	6,684	23,522	0.28	$11.00	$ 258,746	$ 554,754	$ 83.00	20%	$ 99.60
5	206 Cypress Ave., Marina	2/26/2016	$1,312,500	8,210	14,989	0.55	$20.00	$ 299,780	$1,012,720	$123.35	-15%	$104.85
6	268 Commission St., Salinas	1/5/2015	$1,350,000	10,109	89,298	0.11	$ 7.00	$ 625,086	$ 724,914	$ 71.71	20%	$ 86.05

Sales Comparison Approach Conclusion

All of the value indicators have been considered, and in the final analysis, the appraisers have placed least weight on two oldest sales, both of which were the outliers when looking at the FAR range. Once removed, the range tightens to $98.02 - $103.62 per sq. ft. with most weight on Comp. #2 as it had the smallest net adjustment. As such, the subject is judged to be reasonably represented at $100.00 per sq. ft. for the depreciated improvement value as of the date of value.

The total depreciated value is estimated at $887,200 and when combined with the estimated land value at $11.00 per sq. ft. for the subject's 40,000 sq. ft. site, the final value is calculated at $1,330,000 rounded, as shown in the grid at the right.

Property Component	$/SF	SF	Value
Depreciated Improvement Value	$ 100.00	8,872	$887,200
Land Value	$ 11.00	40,000	$440,000
		Total Value	$1,327,200
		Total Value Rounded	**$1,330,000**

As stated, the sales have limited comparability due to their different characteristics, which make it difficult to adjust. The appraisers judge that this approach is secondary to the Income Approach due to the limited comparability of the available data.

INCOME APPROACH – DIRECT CAPITALIZATION ANALYSIS

The Income Approach is a method of estimating the market value of an income producing property by capitalizing the net income which a fully informed person is reasonably warranted in assuming the property will produce during its remaining economic life or the projection term of the ownership. This approach is based on the "Principle of Anticipation," which considers that value is created by anticipated benefits to be derived from future ownership. Thus, people buy real estate because they anticipate the ownership will provide them with (either or both) annual cash flow income and equity build.

The two most widely accepted forms of the Income Approach both involve the estimation of the net operating income (NOI). These methods are Direct Capitalization and Discounted Cash Flow Analysis. The Direct Capitalization Technique is given greatest credence when a property is currently operating at or near a stabilized occupancy level or when a property is projected to have a relatively level income stream. In the case of a subject property with a changing income stream and multiple tenants the discounted cash flow analysis would best represent the value of the property.

Value is defined as "the present worth of all rights to future benefits arising from ownership" and is to be measured in dollars according to the definition. As such, in the Income Approach it is necessary to estimate the future benefits in dollars and discount income stream to a present worth at an anticipated investment yield that will attract purchase capital (cash or mortgage and equity). The discounting practice is known as the capitalization process where the analysis considers the property from an investor's point of view.

DIRECT CAPITALIZATION ANALYSIS

The steps involved in capitalizing the subject's net operating income are as follows:

- Develop the subject's Potential Gross Income (PGI) through analysis of the subject's actual income compared with an analysis of competitive current market income rates.
- Estimate and deduct vacancy and collection losses to develop the Effective Gross Income (EGI).
- Develop and subtract stabilized operating expenses to derive the Net Operating Income (NOI).
- Develop the appropriate capitalization rate (R_o).
- Divide the net operating income by the capitalization rate to develop an opinion of value through the income approach.

In appraisal practice, the estimated future income can be based on either the actual contract rent(s) or the estimated market rent(s) (economic rents for the subject). In most all cases, the current market rent for the subject must be estimated and for these reasons the rental survey shown in this section of the report has been completed. The first consideration is that of the current income stream.

Current Rent Roll

As background, the subject was originally leased as an undeveloped parcel from the City of Salinas to the North Salinas Valley Mosquito Abatement District beginning June 1, 1953 for a 25-year term and subsequently the lease was extended for another 25-year term from June 1, 1978 to May 31, 2003. A new lease was written and commenced July 1, 2004 for another fifteen-year period ending June 30, 2019 (copy is in the addenda).

Address	Tenant	Start Date	End Date	Sq. Ft. (land)	April 2019 Ground Rent	$/SF of Land
342 Airport Blvd., Salinas	North Salinas Mosquito Abatement District	7/1/2004	6/30/2019	40,000	$1,015.13	$0.03

The appraisers were provided with the current rent for the subject, which is $1,015.31 per month ($0.03 per sq. ft. of land). However, the current lease term will be ending on June 30, 2019 and no longer represents the current market rate. Additionally, the initial lease for the underlying land would not include the rental rate for the overall property, as currently improved.

Based on our understanding of the assignment, the income analysis for the subject is to be developed for the 40,000 sq. ft. site (ground lease as though vacant – hypothetical condition) as well as the fair market rent for the property as currently developed, assuming physical improvements have reverted to the City of Salinas at the end of the lease extension.

Analysis of Market Rent

Market rent, as used in this report, is defined by The Appraisal of Real Estate, Fourteenth Edition, by the Appraisal Institute as:

> *The most probable rent that a property should bring in a competitive and open market reflecting all conditions and restrictions of the typical lease agreement, including the rental adjustment and revaluation, permitted uses, use restrictions, expense obligations, term, concessions, renewal and purchase options, and tenant improvements (TIs).*

Rent Comparable Comparison

The appraisers have researched alternate rentals analyzing lease terms, recent and historical leases, as well as, current offerings in the process of developing an opinion of the reasonable fair market rent for the subject property, both as if a vacant undeveloped site (hypothetical condition) and as currently improved. The following comparable rentals are part of a larger survey of local industrial properties and were used in estimating an appropriate market rent for the subject.

Ground Lease Rates

One of the purposes of this appraisal is to estimate the market rent for the subject's land area of 40,000 sq. ft. as if it were vacant (hypothetical condition) and available as a ground lease. As our market has very limited long-term leasing data to use a comparables, an alternative approach is needed to determine the rate at which a lessor would anticipate leasing a property, and it is common practice to develop the lease rate on the rate of return based on the property's land value.

As established prior, the land value for the subject property is estimated at $11.00 per sq. ft. and rates of return extracted from interviews with the various agents and property managers indicate a rate of return from 6% to 11% for land that is ready for development, with more weight in the 6% to 8% range and considering the small size of the subject site, 8% is judged as reasonable. This produces a Fair Market Rent estimate of $0.073 per sq. ft. of land or $2,920 per month ($35,040 annually) for the subject's 40,000 sq. ft.

Improved Property Rental Rates

The following rent comparables were selected from a larger survey in the process of determining a reasonable market rent for the subject as improved. Not shown, but included in the analysis, are actual current leases known to the appraiser from appraisals of adjacent properties. That information is confidential and cannot be reproduced in this report, but is known and considered in the overall market analysis. As part of developing the appraiser's opinion of market rent, the following samples were considered.

590 Work Street, Salinas

This 18,000 sq. ft. industrial building was just constructed with completion in early 2019 and is located in an industrial neighborhood near Highway 101 in south Salinas. The space is divisible to 6,000 sq. ft. and the warehouse space has roll-up doors and 24-foot heights. The property has an asking rent of $1.26 per sq. ft. on a modified gross basis and the listing agent reports that tenant improvements are negotiable.

1520-1528 Moffett Street, Salinas
Located on Moffett Street, near the subject and east of the Salinas Airport near Highway 101, this concrete industrial building was built in 1991 and currently has 24,309 sq. ft. of first floor space available to lease. The property has one well dock and multiple grade-level roll-up doors and warehouse clear heights of 17-19 ft. The space has 10% office area. Once occupied by Monterey Pasta as a manufacturing facility, this unit has been available since September 2018 at an asking rate of $1.15 per sq. ft on a modified gross basis with negotiable tenant improvements.

220 Griffin Street, Salinas
This property consists of a vacant concrete tilt-up warehouse that has limited access and shares a 5-acre yard. The warehouse was built in 1965 and it is designed with a 23 ft. ceiling height and minimal office. It was listed as available in May 2014 and after extended exposure over the years, it has not leased at the asking rent of $1.00 per sq. ft. industrial gross, which is judged to be due to its limited functional utility. A rent reduction is likely necessary to attract a tenant to lease this warehouse space. However, this is not a comparable property and was used only to test the lower end of the rental range.

881-A Vertin Avenue, Salinas
Built in 1964, this warehouse has 10,100 sq. ft. of space that was leased in 2017 at the reported rate of $0.75 per sq. ft. on an industrial gross basis. The space has 10% office area, three roll-up doors, 16-ft. eave height, with some mezzanine storage space above the office. This unit is part of a larger 38,739 sq. ft. metal warehouse in an established industrial neighborhood in south Salinas near Highway 101. The space is operated on an industrial gross basis and includes yard space. This rent comparable would only be suitable for developing a rental rate applicable to the subject's warehouse/garage space.

Harkins Road at Dayton Street
The appraisers have also considered the lease data for the industrial properties shown in the aerial photograph to the right, which are confidential, but known in detail to the appraisers. These properties are located directly across the street from the subject in the same industrial neighborhood and are judged to have comparability. There are multiple tenancies in both concrete tilt-up and metal warehouse style buildings with sizes ranging from 1,700± to 26,000± sq. ft., with rental rates that range from $0.60 to $1.00 per sq. ft. When analyzed, the typical cause for a variance in rent is size, condition and utility of the space, but also more importantly, the start date of the lease. The more recent the lease has been negotiated, the higher the rate.

In addition to the industrial lease data described above, the following chart displays local lease data for industrial units over 5,000 sq. ft. listed on CoStar.

Lease Comps Report

	Property Name - Address	Rating	Lease				Rents	
			SF Leased	Floor	Sign Date	Type	Rent	Rent Type
1	221 Prader St	★☆☆☆☆	5,700	1st	10/31/2018	New	$1.00/mg	Asking
2	527 Brunken Ave	★★☆☆☆	7,500	1st	5/23/2018	New	$0.64/mg	Effective
3	210 Griffin St	★★☆☆☆	7,500	1st	3/29/2018	New	$1.00/ig	Asking
4	881 Vertin Ave	★★☆☆☆	10,100	1st	9/7/2017	New	$0.75/ig	Asking
5	Bldg 2-Whs 1057 Pellet Ave	★★☆☆☆	5,700	1st	6/21/2017	New	$0.44/nnn	Effective
6	Firestone Business Park 340 El Camino Real South	★★★★☆	18,238	1st	4/19/2017	New	$0.45/mg	Asking
7	34 Simas St	★★☆☆☆	8,800	1st	8/1/2016	New	$0.85/mg	Effective

The lease comparables from CoStar provide a wider range of rents ($0.44 per sq. ft. NNN to $1.00 per sq. ft. industrial gross), which is due in part to the differing lease terms related to the expenses included in the rent, specifically in the case of Comp. #5 which is the most recent sale and has the highest taxes per sq. ft., or because of extended vacancy and inferior utility in the case of Comp. #6. All of the rent comparables are located in the City of Salinas, except for Comp. #6, which is located in the Firestone Business Park to the south and Comp. #9 located in the Castroville Industrial Park to the north. The CoStar comparables have limited comparability to the subject as developed, as the subject includes two concrete buildings with significantly more office area, so the subject would be expected to achieve a higher overall rental rate.

As additional market data, the appraisers are aware of the lease terms for an industrial property located in the industrial tract on Rosehart Way in south Salinas with has some similar utility to the subject. Located on a one-acre parcel, a 6,200-sq. ft. metal warehouse with 32% finished office area (0.14 FAR) is leasing to a single tenant at a rate in the range of $1.30 per sq. ft. overall. Reportedly, the lease is on a NNN basis where the tenant is responsible for all expenses; however, the appraiser has not seen the lease contract to verify the actual terms.

Market Rent Reconciliation

The rental properties presented and those known confidentially exhibit a rental rate range that primarily falls between $0.65 to $1.30 per sq. ft., depending on unit size, construction (metal v. concrete), condition, and location. The conversations with brokers about the industrial market indicated that although many industrial properties are renting in this range, few of the lease comparables have larger office areas like the subject. To address this, the appraisers have applied a separate higher rental rate of $1.50 per sq. ft. to the subject's well-appointed attractively finished office area and a lower rental rate of $1.00 per sq. ft. to the warehouse/garage areas to develop a blended rate overall.

The grid at the right shows the estimated average built-up market rent for the subject property. The total blended monthly rental amount is $9,866.50 or $1.11 per sq. ft. While there may be some variance that is applicable to the individual assigned rental rates, the significance of the analysis is that this data

Area	Sq. Ft.	$/Sq. Ft.	$/Mo.
Office	1,989	$1.50	$2,983.50
Garage	6,883	$1.00	$6,883.00
	8,872	$1.11	$9,866.50

supports a rounded rental rate of $10,000 per month for the subject, which is judged to reasonably represent the overall property and will be used to project the potential gross income.

POTENTIAL GROSS INCOME

In analyzing the potential gross income and processing it to a net operating income, the appraisers first had to establish a market rent for the subject. The following grid shows the rental rates that the appraisers judge to represent market rent as of the date of valuation, and the total annual potential gross income produced using this rental rate.

Unit/Space Type	Income	Method	Units/SF	Annual	% of PGI
Industrial Property	$10,000.00	$/Month	1	$120,000	100.0%
			Potential Gross Income:	$120,000	100%

Vacancy and Collection Loss

The next step in the Income Approach is to estimate the loss in income due to vacancy and collection losses. Based on a review of market conditions and expectations, the stabilized projected rate for vacancy and collection loss is estimated at 5.00%.

Expenses

Typically, the appraiser analyzes income and expenses from the last three to five years, from which the appraisers stabilize operating expenses for the purpose of estimating the net operating income. Some of this information from 2016-2018 was made available to the appraisers for review. After reviewing the subject's historical operating data and comparing it with typical expenses from lease comparables and discussions with local agents/brokers, the deduction for the operating expenses is judged to be reasonably estimated at $0.28 per sq. ft. per mo. for the subject (including market value real estate taxes based on the tax rate of 1.15%) as shown in the NOI grid that follows. Based on the typical modified gross terms, the tenant is responsible for utilities, so those expenses are limited to the vacancy period. As a single-tenant industrial property, a management fee of 3% of the EGI was judged as reasonable and replacements for reserves was estimated at 2% of the EGI.

NET OPERATING INCOME

The next area to be addressed is the estimation of the Net Operating Income (NOI), which is based on the estimated potential income less a vacancy allowance and the anticipated stabilized operation expenses. The following grid represents the estimate for the potential gross income less vacancy and rent loss allowance and operating expenses, which provides the stabilized estimate of the NOI.

		Potential Gross Income:	$120,000	100%
		Vacancy & Collection Loss:	$6,000	5.00%
		Effective Gross Income (EGI):	$114,000	95.0%
Expense	**Amount**	**Method**	**Annual**	**$/SF**
Taxes	$15,000	$/Year	$15,000	$1.69
Insurance	$4,000	$/Year	$4,000	$0.45
Repairs and Maintenance	$2,500	$/Year	$2,500	$0.28
Utilities	$1,000	$/Year	$1,000	$0.11
Landscaping	$1,500	$/Year	$1,500	$0.17
Management	3.0%	% of EGI	$3,420	$0.39
Reserves	2.0%	% of EGI	$2,280	$0.26
		Total Expenses:	$29,700	$3.35
		Expense Ratio (Expenses/EGI):	26.05%	
		Net Operating Income (NOI):	$84,300	$9.50

DIRECT CAPITALIZATION

Direct capitalization is the method being used to convert the estimate of the subject's stabilized net operating income based on the prior analysis to an indication of value. The next step is to develop an opinion of the appropriate capitalization rate which is also commonly known as an overall rate (OAR) or "Cap Rate."

Overall capitalization rates may be derived from many sources, which include comparable sales, effective gross income multipliers or net income ratios, band-of-investment or weighted-average techniques, debt coverage ratios and yield capitalization techniques. The preferred technique when sufficient data is available is from the analysis of sales and listings of similar and competitive properties. When sales transactions are limited, as is the case for the subject property, the appraisers review survey data for competitive properties on a local and national level and will use the mortgage equity technique to augment the market data.

Survey Data - Appraisal Institute

The projection of an appropriate capitalization rate is based in part on the following national survey published by the Appraisal Institute for its members. It provides the most recent overview of current market conditions and investor expectations based on data collected for the fourth quarter of 2018.

Economic Indicators | PwC Real Estate Investor Survey, Q4 2018

	Regional Mall		CBD Office		Warehouse		Apartment	
	Q4 2018	Q3 2018	Q4 2018	Q3 2018	Q4 2018	Q3 2018	Q4 2018	Q3 2018
Discount Rate (IRR)[a]								
Range (%)	5.00 – 11.00	5.00 – 11.50	5.25 – 9.00	5.25 – 9.00	5.25 – 9.00	5.25 – 9.00	5.25 – 10.00	5.25 – 10.00
Average (%)	7.33	7.55	6.89	6.89	6.33	6.38	7.15	7.20
Change (bps)		–22		0		–5		–5
Overall Cap Rate (OAR)[a]								
Range (%)	4.00 – 9.00	4.00 – 10.00	3.00 – 7.50	3.00 – 7.50	1.00 – 6.50	1.50 – 6.25	3.50 – 8.50	3.50 – 8.50
Average (%)	6.23	6.30	5.44	5.44	4.56	4.62	5.16	5.23
Change (bps)		–7		0		–6		–7
Residual Cap Rate								
Range (%)	4.25 – 10.00	4.25 – 10.00	4.50 – 8.50	4.50 – 8.50	4.50 – 6.75	4.50 – 7.25	4.00 – 8.50	4.00 – 8.50
Average (%)	6.58	6.80	6.02	6.11	5.51	5.64	5.53	5.57
Change (bps)		–22		–9		–13		–4

[a]Rate on unleveraged, all-cash transactions. Definitions: bps — basis points. Discount Rate (IRR) — internal rate of return in an all-cash transaction, based on annual year-end compounding. Overall Cap Rate (OAR) — initial rate of return in an all-cash transaction. Residual Cap Rate — overall capitalization rate used in calculation of residual price; typically applied to the NOI in the year following the forecast. Survey involves institutional-grade properties. Source: PwC Real Estate Investor Survey; Personal survey conducted by PwC during October 2018. For subscription information, please email us-pwcsurvey@pwc.com.

The most recent survey shows an OAR range for industrial warehouse of 1.00-6.50%, with an average rate of 4.56%, slightly lower than the prior quarter. The properties that are represented are national investment grade properties, which would be expected to have a lower rate than the subject property or even the same property if it were in Salinas due to different local market conditions. The portion of the range that is applicable is judged to be the middle to the upper end of the range (5.00% to 6.50%). While not directly applicable to the local subject market, this data contributes to the selection of a market-based capitalization rate for the subject property. What is most significant about the data presented in the prior grid is that warehouse properties have the lowest average OAR, indicating that segment of the market has the greatest demand and that is judged to also translate to the subject market place.

Mortgage Equity Technique

An additional method of analysis is known as the mortgage equity band of investment technique. For the subject appraisal, the appraiser has researched mortgage rates and terms typical for the subject within the market area. The following Band of Investment analysis is based on current market loan interest rates and projected equity return requirements. The current rate for a loan as of the date of valuation is judged to have been in the range of 5.75% using a 30-year mortgage amortization. The equity position is affected by the market conditions and risk. It is the appraisers' judgment that a return of 6.00% for the equity position would be reasonable, considering the subject is most likely to be purchased by an owner-user, which tends to compress the equity return requirements.

Capitalization Rate Calculations					
Capitalization Rate Variables					
Mortgage Interest Rate	5.75%				
Loan Term (Years)	30				
Loan To Value Ratio	65.%				
Equity Dividend Rate	6.00%				
Band of Investment Analysis					
Mortgage Constant			Loan Ratio	Contributions	
0.070028743		x	65.%	=	4.55%
Equity Dividend Rate			Equity Ratio		
6.00%		x	35.%	=	2.10%
			Band of Investment Capitalization Rate		**6.65%**

The prior model is a simplified mortgage equity calculation based on what are judged to be reasonable expectations for the components of the capitalization rate. This method was also used for sensitivity analysis using lower and higher rates. The result of the mortgage-equity analysis is a capitalization rate 6.65%. However, this represents conventional financing of a purchase. It is not uncommon for properties at this investment level to be purchased by an owner-user, where the buyer is willing to take a lower return on equity. Having studied the local market and the recent trends, it is the appraisers' judgment that there remains downward pressure on the OAR.

Capitalization Rate Conclusion

After consideration of the market data, including the most recent PwC rates survey, the appraisers have reconciled to an overall capitalization rate of 6.50%, considering the demand for this property type and the scarcity of such industrial properties in the local market. This is a reasonable rate to process the income and expenses judged to be appropriate under market conditions as of the date of valuation

Capitalization to Value

All of the foregoing analysis culminates in the following grid where the stabilized net operating income is capitalized to produce the value conclusion by the Income Approach.

PGI	$ 120,000
Vac. & CL (5%)	($6,000)
EGI	$ 114,000
Expenses	($29,700.00)
NOI	$84,300
OAR	6.50%
As Stabilized Value	$ 1,296,923
Rounded	$1,300,000

Direct Capitalization Analysis Conclusion

Based on the analysis detailed above, as of July 1, 2019, the appraisers have reconciled to a direct capitalization approach value of $1,300,000.

RECONCILIATION AND FINAL OPINION OF VALUE

In this section of the report, the appraiser(s) reviews of the data gathered during the appraisal, culminating with their opinion of the most probable value under the conditions and assumptions of the report. It is in this section where the most significant thoughts about the valuation methods are then reconciled into a final conclusion.

Value Indications

Cost Approach:	$1,290,000
Sales Comparison Approach:	$1,330,000
Income Approach:	
Direct Capitalization:	$1,300,000

Cost Approach

Due to the limited comparable sale and lease properties, the Cost Approach was completed as another method of valuation. The appraisers have estimated the land value and replacement cost new to support the value conclusions in the Sales Comparison and Income Approaches. While not as reliable as if the property was new and costs to construct the actual subject were available, this approach is judged to be helpful in estimating what it would cost to build the subject in today's market and then depreciated to an indication of value.

Sales Comparison Approach

The **Sales Comparison Approach** relies upon the development of comparable market data. Within the industrial market place there is a wide variance in size, design and other factors that results in limited comparability between the sales and the subject property. When appraising industrial properties, often the utility of the improvements has similarity, but the underlying land size, shape or even value can differ. This was the case for the data assembled to compare with the subject property. As such, the appraisers have analyzed the sales based on the contribution of the depreciated improvements, which was reconciled and added to the estimated land value to produce a total property value for the subject by this approach. Ultimately, it is being used primarily as a check of reasonableness against the Income Approach. If there were better comparable sales data, more emphasis would be placed on this approach.

Income Approach – Direct Capitalization

In the **Income Approach**, the market rent was estimated as of the date of valuation based on local comparable lease data and then used to process the Potential Gross Income. The appraisers used typical expenses a buyer would anticipate to project for the expected Net Operating Income, which was capitalized using what is judged to be a market-based capitalization rate to produce a value estimate for the subject as developed. An opinion of the fair market rent for the subject site as if vacant and undeveloped (hypothetical condition) was also provided.

The conclusion from the Income Approach falls within the value range produced from the Cost Approach and Sales Comparison Approach. In terms of the appraisal analysis, it suggests to the appraisers that the value by the Income Approach has some additional support from other market data.

Value Conclusion

Based on the data and analyses developed in this appraisal, the appraisers have reconciled to the following value conclusion(s), as of July 1, 2019, subject to the Limiting Conditions and Assumptions of this appraisal.

Reconciled Value(s):

Final Opinion of Value (As Is – Fee Simple)	**$1,300,000**
Final Opinion of Market Rent for Land as if Vacant:	**$35,040 annually**

ADDENDA

CERTIFICATION STATEMENT

The appraiser(s) certify and agree that:

1. The appraiser(s) have no present or contemplated interest in the property appraised and that neither the employment to make this appraisal nor the compensation for it is contingent upon the appraised value of the property.
2. The appraiser(s) have no present or prospective interest in the property that is the subject of this report, and no personal interest with respect to the parties involved.
3. Kyle C. Brown and Bonnie Brown have personally inspected the subject property.
4. According to the best of our knowledge and belief, all statements and information in this report are true and correct; the appraiser(s) have not knowingly withheld any information.
5. The reported analyses, opinions, and conclusions are limited only by the reported assumptions, contingent and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
6. The analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.
7. We certify that to the best of our knowledge and belief, the reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and the Standards of Professional Appraisal Practice of the Appraisal Institute. We certify that the use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
8. As of the date of this report, Kyle C. Brown and Bonnie Brown have completed the requirements of the continuing education program of the Appraisal Institute.
9. Kyle C. Brown, MAI and Bonnie Brown, MAI have prepared all conclusions and opinions concerning the real estate that are set forth in the appraisal.
10. Our compensation for completing this assignment was not contingent upon the development or reporting of a predetermined value or direction of value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or occurrence of a subsequent event directly related to the intended use of this appraisal.
11. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
12. Based on our experience, it is our opinion that we meet the qualifications to provide the following estimation of the subject property's value.
13. We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
14. The appraiser(s) have not performed any professional services related to this same property within a period of three years preceding the date of the appraisal assignment.

No changes of any item of the appraisal report shall be made by anyone other than the appraisers, and the appraisers shall have no responsibility for any such unauthorized changes. This letter of transmittal and the pages that follow constitute our report, including the data and analyses utilized in forming an opinion of value. Should you have any questions concerning this report, please do not hesitate to call our office.

Kyle C. Brown, MAI
Certified General Appraiser
California License number: AG044626

Bonnie Brown, MAI
Certified General Appraiser
California License number: AG044647

Appraisal File: C2019-1447

MASTER ASSUMPTIONS

These definitions appear in the Uniform Standards of Professional Appraisal Practice (USPAP), which are the governing standards for the appraisal industry. They are used in completing and communicating an appraisal.

Extraordinary Assumption: an assumption, directly related to a specific assignment, which, if found to be false could alter the appraiser's opinions or conclusions.

Hypothetical Condition: that which is contrary to what exists but is supposed for the purpose of analysis.

The underlying goal of the use of extraordinary assumptions and hypothetical conditions is to provide an analysis that is not misleading to the client. Historically, the use of assumptions within the appraisal report called the client's attention to the possible unreliability of information or conclusions within an appraisal. When the industry adopted USPAP, one of the goals was to provide credible appraisals to the public and to this end, new definitions have been produced. As part of the evolution of the appraisal process the use of extraordinary assumptions and hypothetical conditions has been implemented.

Extraordinary assumptions and hypothetical conditions can have a significant impact on the conclusions reached in an analysis. Extraordinary assumptions and hypothetical conditions that are known at the outset of an assignment are typically included in the engagement agreement. While the Scope of Work is a dynamic process in that it defines the research and analysis to complete an assignment correctly, it is the use of extraordinary assumptions and hypothetical conditions that allow the appraiser to communicate what is known so that the client can be fully informed about the reliability of the analysis. It is the area of unknown information that prompts the use of an extraordinary assumption. It should be noted that any "as is" valuation contained within this analysis is not based on a hypothetical condition(s).

To address these "unknown" issues this appraisal uses a "master assumption" to help define the basic or underlying assumptions of the appraisal. Put simply, the appraiser assumes that the property is capable of functioning as it is intended, without restrictions unless otherwise stated. This may mean that the land and improvements are assumed to be in average or better condition, capable of being used to its highest and best use, without limitations. Should this not be the case, then the value conclusion is likely to change upon clarification of the "unknown". It may be of help to understand that the appraiser is an expert in valuation issues but is not trained as nor is an expert in the field of law, accounting, title, soil analysis, construction analysis, engineering and architecture.

All these disciplines may be involved in the analysis of real property; however, such experts may not be engaged until after a question about the property is determined to exist. The appraiser utilizes only the information available at the time of the appraisal based on their training. This typically includes a brief inspection of the property to become familiar with the general condition but this inspection should not be considered a replacement for qualified analysis by licensed professional.

The assumption that the property is functioning properly, well-maintained, and in average or better condition for its age is the basis for measuring value. It is typically assumed that the property is legally owned, does not have issues such as soil contamination or stability, has appropriate building permits, complies to the appropriate codes, and that the improvements have structural integrity, which would also be assumed to be typical of the comparables unless noted within the appraisal. Once these issues or any other issue that would not be obvious based on the brief inspection or review of available documents are known to the appraiser, their impact would be considered in the analysis. Without this knowledge from trained professionals the appraiser is unlikely to know the extent of the effect on value and appeal, thus it would not be measured as part of the overall analysis. This is considered the "master assumption" for this appraisal.

CONTINGENT AND LIMITING CONDITIONS

Acceptance of and/or use of this report constitutes acceptance of the following limiting conditions and assumptions; these can only be modified by written documents executed by both parties.

1. This appraisal is to be used only for the purpose stated herein. While distribution of this appraisal in its entirety is at the discretion of the client, individual sections shall not be distributed; this report is intended to be used in whole and not in part. Neither all nor any part of the contents of this report or copy thereof (including conclusions as to property value, the identity of the appraiser(s), professional designations, reference to any professional appraisal organizations, or the firm with which the appraiser(s) are connected) shall be used for any purposes by anyone but the client or his advisors without the previous written consent of the appraiser(s), nor shall it be conveyed by anyone to the public through advertising, public relations, news, sales, or other media without the written consent and approval of the appraiser(s). Possession of this report or a copy thereof does not carry with it the right of publication. It may not be used for any purpose by anyone other than the addressee or the Appraisal Institute without the previous written consent of the appraisers. Disclosure of the contents of this appraisal is governed by the by-laws and regulations of the professional appraisal organizations with which the appraisers are affiliated.

2. All files, work papers and documents developed in connection with this assignment are the property of Stephen Brown Associates, Inc. Information, estimates and opinions are verified where possible, but cannot be guaranteed. Reduced copies of plans duplicated within the report are intended to assist the client in visualizing the property; no other use of these plans is intended or permitted. Maps, plats, sketches, graphs, photographs and other exhibits included in the repot are for the purpose of illustration and visualization only. The appraiser(s) have made no survey of the property. All data provided by the client, property owners, property manager or owner's representative is assumed to be correct and accurate.

3. No hidden or unapparent conditions of the property, subsoil or structure, which would make the property more or less valuable, were discovered by the appraiser(s) or made known to the appraiser(s). No responsibility is assumed for such conditions or engineering necessary to discover them.

4. Unless otherwise stated in this report, the existence of hazardous material, which may or may not exist, was not observed by the appraiser(s). The appraiser(s) has no knowledge of the existence of such materials on or in the property. The appraiser(s), however, is not qualified to detect such substances. The presence of such substances such as asbestos, ureaformaldehyde, or other potential hazardous materials may affect the value of the property. The appraiser(s) assumes that no such substances are present on or in the property. The appraiser(s) urges the client to retain an expert in this field if any assurances are desired concerning the presence of potentially hazardous materials.

5. Unless stated herein, the property is assumed to be outside of areas where flood hazard insurance is mandatory. Maps used by public and private agencies to determine these areas are limited with respect to accuracy. Due diligence has been exercised in interpreting these maps, but no responsibility is assumed for misinterpretation. The values as concluded herein are entirely contingent upon the subject property not being within or subject to a federally designated potential Endangered Species area as defined by the U.S. Fish and Wildlife Service, which as a result might otherwise limit, restrict, and/or prevent development of the subject to its highest and best use.

6. Good title, free of liens, encumbrances and special assessments is assumed, unless stated otherwise. No opinion is being expressed on matters which may require legal expertise or specialized knowledge beyond that which is customarily employed by real estate appraiser(s). The appraiser(s) assume no responsibility for matters of a legal nature affecting the property appraised or the title thereto, nor do the appraiser(s) render any opinion as to the title, which is assumed to be marketable. No private deed restrictions are considered unless otherwise noted. Furnishings, equipment and business interests, unless considered as part of the real estate, are not valued in this appraisal unless otherwise stated.

7. It is assumed that all required licenses, certificates of occupancy, consents, or other legislative or administrative authority from any local, state, or national government or private entity or organization have been or can be obtained or renewed for any use on which the value opinion contained in this report is based.

8. It is assumed that all applicable zoning and use regulations and restrictions have been complied with and there are no encroachments, easements or other restrictions which would affect the subject property, unless otherwise stated. It is assumed that there is full compliance with all applicable federal, state, and local environmental regulations and laws unless noncompliance is stated, defined, and considered in the appraisal report.

9. All engineering is assumed to be correct. The plot plans and all illustrative material in this report are included only to assist the reader in visualizing the property. Any proposed improvements are assumed to be completed in a good workmanlike manner in accordance with the submitted plans and specifications. All engineering information, if any, is assumed to be correct. The construction and condition of the improvements mentioned in the body of this report are based on observations. No engineering study has been provided which would assist in the discovery of any latent defects. No certification as to any of the physical aspects could be given unless a proper engineering study was made. On all appraisals involving proposed construction, the appraisal report and value conclusions are contingent upon completion of the proposed improvements, if any, in accordance with the plans and specifications.

10. It is assumed that the utilization of the land and improvements is within the boundaries or property lines of the property described and that there is no encroachment or trespass unless noted in the report.

11. Information, estimates, and opinions furnished to the appraiser(s) and contained in this report were obtained from sources considered reliable and believed to be true and correct. However, no responsibility for accuracy of such items furnished by the appraiser(s) can be assumed by the appraiser(s).

12. Unless otherwise stated in this report, the subject property is appraised without a specific compliance survey having been conducted to determine if the property is or is not in conformance with the requirements of the Americans with Disabilities Act. The presence of architectural and communications barriers that are structural in nature that would restrict access by disabled individuals may adversely affect the property's value, marketability, or utility.

13. Please note that our consent to allow an appraisal report prepared by Stephen Brown Associates, Inc., or portions of such report, to become part of or be referenced in any public offering, the granting of such consent will be at our sole discretion and, if given, will be on condition that we will be provided with an Indemnification Agreement and/or Non-Reliance letter, in a form and content satisfactory to us, by a party satisfactory to us. We do consent to your submission of the reports to rating agencies, loan participants or your auditors in its entirety (but not component parts) without the need to provide us with an Indemnification Agreement and/or Non-Reliance letter.

14. The distribution of the total valuation in this report between land and improvements applies only under the existing program of utilization. The separate valuations for land and building must not be used in conjunction with any other appraisal and are invalid if so used.

15. Responsible ownership and competent property management are assumed.

16. All value opinions provided in the appraisal apply to 100% of the ownership unless otherwise indicated. It may be inappropriate for the reader to apply fractional interests or pro ration of interests.

17. The appraiser is not aware of any contemplated public initiatives, governmental development controls, or rent controls that would significantly affect the value for the subject property as of the date of valuation.

18. The forecasts, projections, or operating estimates contained herein are based upon current market conditions, anticipated short-term supply and demand factors, and a continued stable economy. These forecasts are, therefore, subject to change as a result of variations in the market. Value(s) are based on U. S. Dollars as of the date of value.

19. Appraisals are based on the data available at the time the assignment is completed. Amendments/modifications to appraisals based on new information made available after the appraisal was completed will be made, as soon as reasonably possible, for an additional fee.

20. The appraiser(s) have followed traditional appraisal standards to develop a reasonable estimate of the insurable value based upon industrial practices and the industry accepted Marshal Valuation Service cost handbook. The appraiser estimate should only be used as a comparison to the analysis completed by insurance industry experts for underwriting for underwriting purpose.

21. The appraiser(s) are not required to give testimony in court in connection with this appraisal. If the appraiser(s) are subpoenaed pursuant to a court order, the client agrees to pay the appraiser(s) our regular per diem rate plus expenses. The appraiser(s) are not required to give testimony or appear in court because of having made this appraisal with reference to the property in question unless arrangements have been made therefore.

22. The employer agrees, as a condition of the appraisal, to defend and indemnify appraiser(s) at employer's sole expense in any action brought against appraiser(s) by a third party due to the appraisal or any advice given to employer by appraiser(s). The employer will also reimburse appraiser(s) for any award, court costs and or attorney's fees which appraiser(s) may be required by a court to pay as a result of such action. Appraiser(s) may, at his sole discretion, participate in the defense of any such action, but such participation shall not relieve employer of his obligations under this condition.

23. Acceptance and or use of this appraisal report by the client or any third party constitutes acceptance of the Conditions and Limiting Conditions and Special Assumptions. The liability of the appraiser(s) extends only to the stated client and not to subsequent parties or users, and the liability is limited to the amount of fee received from the employer by the appraiser(s).

24. The appraisal performed under this Agreement will be subject to all statements, assumptions, limiting conditions and other conditions (collectively, “Appraisal Conditions”) set forth in the appraisal report. Client agrees that Client will review the Appraisal Conditions upon receipt of the report and that Client’s use of the appraisal will constitute acceptance of the Appraisal Conditions. The Appraisal Conditions shall be considered as being incorporated into and forming part of this Agreement with respect to the appraisal in which they are contained and to the services relating to that appraisal. The Appraiser’s anticipated Appraisal Conditions at this time are attached and incorporated into and form part of this Agreement. It should be understood that additional Appraisal Conditions may be developed during performance of the appraisal and will be set forth in the report.

25. Any use of or reliance on the appraisal by any party, regardless of whether the use or reliance is authorized or known by Appraiser, constitutes acceptance of, and is subject to, all appraisal statements, limiting conditions and assumptions stated in the appraisal report.

26. Unless the time frame is shorter under applicable law, any legal action or claim relating to the appraisal or Appraiser’s services shall be filed in court (or in the applicable arbitration tribunal, if the parties to the dispute have executed an arbitration agreement) within two (2) years from the date of delivery to Client of the appraisal report to which the claims or causes of action relate or, in the case of acts or conduct after delivery of the report, two (2) years from the date of the alleged acts or conduct. The time frame stated in this section shall not be extended by any delay in the discovery or accrual of the underlying claims, causes of action or damages. The time frame stated in this section shall apply to all non- criminal claims or causes of action of any type.

27. Legal claims or causes of action relating to the appraisal are not transferable or assignable to a third party, except: (i) as the result of a merger, consolidation, sale or purchase of a legal entity, (ii) with regard to the collection of a bona fide existing debt for services but then only to the extent of the total compensation for the appraisal plus reasonable interest, or (iii) in the case of an appraisal performed in connection with the origination of a mortgage loan, as part of the transfer or sale of the mortgage before an event of default on the mortgage or note or its legal equivalent.

DEFINITIONS

Some definitions in this section are footnoted within the body of the report. The following definitions help define our opinion of value. Their source(s) are from the 6th Edition of The Dictionary of Real Estate Appraisal, The 14th Edition of The Appraisal of Real Estate or from other referenced materials identified within the report.

Exposure Time: 1. The time a property remains on the market. 2. [The] estimated length of time that the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal. Comment: Exposure time is a retrospective opinion based on an analysis of past events assuming a competitive and open market. (USPAP, 2016-2017 ed.)
Hypothetical Condition: 1. A condition that is presumed to be true when it is known to be false. (SVP) 2. A condition, directly related to a specific assignment, which is contrary to what is known by the appraiser to exist on the effective date of the assignment results, but is used for the purpose of analysis. Comment: Hypothetical conditions are contrary to known facts about physical, legal, or economic characteristics of the subject property; or about conditions external to the property, such as market conditions or trends; or about the integrity of data used in an analysis. (USPAP, 2016-2017 ed.)
Extraordinary Assumptions: An assumption, directly related to a specific assignment, as of the effective date of the assignment results, which, if found to be false, could alter the appraiser's opinions or conclusions. Comment: Extraordinary assumptions presume as fact otherwise uncertain information about physical, legal, or economic characteristics of the subject property; or about conditions external to the property, such as market conditions or trends; or about the integrity of data used in an analysis. (USPAP, 20162017 ed.)
Fee Simple Estate: Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.
Leased Fee Interest: The ownership interest held by the lessor, which includes the right to receive the contract rent specified in the lease plus the reversionary right when the lease expires.
Leasehold interest: The right held by the lessee to use and occupy real estate for a stated term and under the conditions specified in the lease.
As Is Market Value: The estimate of the market value of real property in its current physical condition, use, and zoning as of the appraisal date. (Interagency Appraisal and Evaluation Guidelines) Note that the use of the "as is" phrase is specific to appraisal regulations pursuant to FIRREA applying to appraisals prepared for regulated lenders in the United States. The concept of an "as is" value is not included in the Standards of Valuation Practice of the Appraisal Institute, Uniform Standards of Professional Appraisal Practice, or International Valuation Standards.
Gross Building Area (GBA): 1. Total floor area of a building, excluding unenclosed areas, measured from the exterior of the walls of the above grade area. This includes mezzanines and basements if and when typically included in the market area of the type of property involved. 2. Gross leasable area plus all common areas. 3. For residential space, the total area of all floor levels measured from the exterior of the walls and including the superstructure and substructure basement; typically does not include garage space.
Gross Leasable Area (GLA): Total floor area designed for the occupancy and exclusive use of tenants, including basements and mezzanines; measured from the center of joint partitioning to the outside wall surfaces.
Rentable Area (RA): For office or retail buildings, the tenant's pro rata portion of the entire office floor, excluding elements of the building that penetrate through the floor to the areas below. The rentable area of a floor is computed by measuring to the inside finished surface of the dominant portion of the permanent building walls, excluding any major vertical penetrations of the floor. Alternatively, the amount of space on which the rent is based; calculated according to local practice.
Lease Terms are defined as:

- Triple Net (NNN) lease: An alternative term for a type of net lease. In some markets, a net net net lease is defined as a lease in which the tenant assumes all expenses (fixed and variable) of operating a property except that the landlord is responsible for structural maintenance, building reserves, and management; also called NNN lease, triple net lease, or fully net lease.
- Gross lease: A lease in which the landlord receives stipulated rent and is obligated to pay all of the property's operating and fixed expenses; also called full-service lease.
- Modified gross lease: A lease in which the landlord receives stipulated rent and is obligated to pay some, but not all, of the property's operating and fixed expenses. Since assignment of expenses varies among modified gross leases, expense responsibility must always be specified. In some markets, a modified gross lease may be called a double net lease, net net lease, partial net lease, or semi-gross lease.
- Industrial gross lease: A type of modified gross lease of an industrial property in which the landlord and tenant share expenses. The landlord receives stipulated rent and is obligated to pay certain operating expenses, often structural maintenance, insurance, and real property taxes, as specified in the lease. There are significant regional and local differences in the use of this term.

SUMMARY OF QUALIFICATION

KYLE CALDER BROWN, MAI
CALIFORNIA STATE CERTIFIED
GENERAL REAL ESTATE APPRAISER AG#044626
GENERAL CONTRACTOR, License #872815

Kyle C Brown graduated from Cal Poly, SLO in 2003 and subsequently earned his Contractor's License while working in construction in San Luis Obispo, California. Mr. Brown has worked as an off-site consultant for Stephen Brown Associates, Inc. since 1997. In 2007, Mr. Brown began working full-time as a real estate appraiser for Stephen Brown Associates, Inc. He has earned his MAI designation from the Appraisal Institute is currently working toward earning an ARA designation from The American Society of Farm Managers and Rural Appraisers.

PROFESSIONAL EXPERIENCE

9/2003-3/2006	Crizer Construction - Construction Worker, San Luis Obispo
7/2005-6/2007	KCB Construction - Owner/General Contractor, San Luis Obispo
2011-2017	Pettitt Lands, Inc. - Agricultural Appraiser, King City
1997-Current	Stephen Brown Associates, Inc. - Fee Appraiser, Salinas
November 2016	MAI Designation

ACADEMIC BACKGROUND

Palma High School, Salinas, CA – Class of 1998
California Polytechnic State University, San Luis Obispo, CA – Class of 2003
B.S. in Agricultural Business

APPRAISAL EDUCATION

Appraisal Institute (AI) – Basic Appraisal Practices, San Diego, CA, 6/2007
AI – Basic Appraisal Procedures, San Diego, CA, 6/2007
AI – 15-Hour Uniform Standards of Professional Appraisal Practice, Fullerton, CA, 8/2007
AI – General Income Approach Part 1, Tigard, OR, 10/2007
AI – General Income Approach Part 2, Tigard, OR, 11/2007
AI – General Market Analysis and Highest and Best Use, Fullerton, CA, 3/2008
AI – General *Sales Comparison Approach*, San Diego, CA, 6/2008
AI – General *Site Valuation & Cost Approach*, San Diego, CA, 6/2008
AI – Data Confirmation: The 'Art' of Conversation, Berkeley, CA, 8/26/2008
AI – Business Practices and Ethics, Online, 12/2008
AI – Real Estate Finance Statistics and Valuation Modeling, Oakland, CA, 4/2009
AI – 2009 Monterey Bay Market Update, Aptos, CA, 7/31/2009
AI – General Appraiser Report Writing & Case Studies, Rancho Cordova, CA, 9/2009
AI – Residential Sales Comparison & Income Approach, Online, 11/2009
AI – General Appraiser Report Writing & Case Studies, Rancho Cordova, CA, 9/2009
AI – Residential Sales Comparison & Income Approach, Online, 11/2009
AI – Everything You Were Never Taught About Litigation Appraisal, Atherton, CA, 7/22/2010
AI – Advanced Income Capitalization, San Diego, CA, 6/2011
AI – Advanced Concepts & Case Studies, Las Vegas, NV, 9/2011
AI – 4 Hour Federal and California Statutory and Regulatory Laws, Moss Landing, CA, 1/18/2013
AI – Advanced Concepts & Case Studies, Costa Mesa, CA, 2/21-27/2013
T. Whitmer Companies – Comprehensive Appraisal Workshop, Los Angeles, CA, 3/1-3/2013
AI – Market Update for Santa Cruz and Monterey County, Moss Landing, CA 10/7/2013
Allied Real Estate School – 7 Hour National USPAP Course, Online, 7/2014
AI – Technology Tools for Appraisers, Moss Landing, CA 10/17/2014
AI – Litigation Conference, Tahoe, CA 10/24-25/2014
ASFMRA – In-Depth Unmanned Aerial Systems Workshop, Paso Robles, CA, 4/16/2015
ASFMRA – Outlook 2015 Agribusiness Conference, Paso Robles, CA, 4/17/2015
AI – Vineyard Valuation 2015, American Canyon, CA 6/26/2015
ASFMRA – Technology Applications in Appraisal – Google Earth, Monterey, CA, 9/30/2015
ASFMRA – Best in Business Ethics, Monterey, CA, 10/1/2015
ASFMRA – 2015 Fall Meeting, Monterey, CA, 10/1/2015
AI – General Demonstration Report Writing, Online, 12/2015
AI – 7-Hour Equivalent USPAP Update Course, Online, 7/2016
AI – Annual Litigation Conference, Lake Tahoe 10/20-10/21/2016

ASFMRA – The Appraisal of Permanent Plantings, Fresno, CA 3/29/2017
ASFMRA – Outlook 2017 Agribusiness Conference, Fresno CA, 3/30/2017
AI – Annual Spring Litigation Conference, Woodside, CA 5/11/2017
AI – Hot Topics and Myths in Appraiser Liability, Monterey, CA, 6/23/2017
AI – The Appraiser as an Expert Witness: Preparation & Testimony, San Diego, CA 9/18-9/19/2017
ASFMRA – Market Area Industry Analysis Seminar, Pismo Beach, CA 10/11/2017
ASFMRA – Valuation of Conservations Easements and Other Partial Interests in Real Estate, Sacramento, CA 2/6/2018-2/8/2018
AI – Condemnation Appraising: Principles & Applications, San Diego, CA 6/28/2018-6/30/2018
AI – 7-Hour Equivalent USPAP Update Course, Online, 8/2018
Calypso Continuing Education – California Laws and Regulations for Appraisers, Online, 8/14/2018

PROFESSIONAL SKILLS & ACHIEVEMENTS

Achievements – General Contractor License #872815.
Languages – Currently studying Spanish.
Computer Skills – Extensive experience with Microsoft Word, Power Point, Excel, WordPerfect, Adobe Acrobat, and networking offices.

MEMBERSHIPS, AFFILIATES AND AWARDS

Appraisal Institute Associate Appraiser & Monterey County Chapter Co-Chair
Monterey County Bar Association (MCBA) – Member since 2018
California Polytechnic Alumni Association of Monterey Bay – Board Member since 2010
California Polytechnic Alumni Association of Monterey Bay – President 2016
California Rodeo Salinas – Committee Member since 2010, Director as of 2019
California Rodeo Salinas – Sub-Chair of the Bull Crossing Committee
American Society of Farm Managers and Rural Appraisers (ASFMRA) – Member
Junior Chamber of Commerce (Salinas Jaycees) – President 2012
Junior Chamber of Commerce (Salinas Jaycees) – Vice President of Management 2011
Monterey County Young Professionals Group – Director of Web Development 2010-2011
Central Coast Young Farmers and Ranchers – Member since 2009

Business, Consumer Services & Housing Agency
BUREAU OF REAL ESTATE APPRAISERS
REAL ESTATE APPRAISER LICENSE

Kyle C. Brown

has successfully met the requirements for a license as a residential and commercial real estate appraiser in the State of California and is, therefore, entitled to use the title:

"Certified General Real Estate Appraiser"

This license has been issued in accordance with the provisions of the Real Estate Appraisers' Licensing and Certification Law.

BREA APPRAISER IDENTIFICATION NUMBER: AG 044626

Effective Date: August 19, 2018
Date Expires: August 18, 2020

Jim Martin, Bureau Chief, BREA

3042478

THIS DOCUMENT CONTAINS A TRUE WATERMARK - HOLD UP TO LIGHT TO SEE "CHAIN LINK"

BONNIE GRACE BROWN, MAI
CALIFORNIA STATE CERTIFIED
GENERAL REAL ESTATE APPRAISER AG#044647

Bonnie G. Brown graduated from Cal Poly, SLO with honors in 2005 and worked as a retail manager while studying law in the paralegal field. After completing her first real estate appraisal courses in June of 2007, Mrs. Brown began working full-time as a real estate appraiser for Stephen Brown Associates, Inc. She has earned her California General Appraiser Certification as well as the MAI designation from the Appraisal Institute, which is the highest that can be achieved in the appraisal industry.

Mrs. Brown has experience completing fee appraisal work specializing in commercial, income-producing properties, including retail, multi-family residential, industrial, and both general and medical office uses throughout the Monterey County area.

PROFESSIONAL EXPERIENCE

7/2007 - Current	Stephen Brown Associates, Inc. - Fee Appraiser, Salinas
6/2006 - 1/2007	Copeland Sports - Retail Manager, San Luis Obispo
8/2005 - 5/2006	Mephisto - Sales Manager, Newport Beach
7/2005 - 1/2006	Susan Powers, M.D. - Property Manager, Costa Mesa

ACADEMIC BACKGROUND

Formal Education:

California Polytechnic State University, San Luis Obispo, CA 2001-2005
B.S. in Clinical Psychology & minored in Child Development

California Polytechnic State University, San Luis Obispo, CA 2006-2007
Paralegal Studies, Post-Graduate Program

APPRAISAL EDUCATION

Appraisal Institute (AI) – Basic Appraisal Practices, San Diego, CA, 6/2007
AI – Basic Appraisal Procedures, San Diego, CA, 6/2007
AI – 15-Hour Uniform Standards of Professional Appraisal Practice, Fullerton, CA, 8/2007
AI – General Income Approach Part 1, Tigard, OR, 10/2007
AI – General Income Approach Part 2, Tigard, OR, 11/2007
AI – General Market Analysis and Highest and Best Use, Fullerton, CA, 3/2008
AI – General Sales Comparison Approach, San Diego, CA, 6/2008
AI – General Site Valuation & Cost Approach, San Diego, CA, 6/2008
AI – Data Confirmation: The 'Art' of Conversation, Berkeley, CA 8/26/2008
AI – Business Practices and Ethics, Online, 12/2008
AI – Real Estate Finance Statistics and Valuation Modeling, Oakland, CA, 4/2009
AI – 2009 Monterey Bay Market Update, Aptos, CA 7/31/2009
AI – General Appraiser Report Writing & Case Studies, Rancho Cordova, CA 9/2009
AI – Residential Sales Comparison & Income Approach, Online, 11/2009
AI – Everything You Were Never Taught About Litigation Appraisal, Atherton, CA 7/22/2010
AI – Advanced Income Capitalization, San Diego, CA 6/2011
AI – Advanced Concepts & Case Studies, Las Vegas, NV 9/2011
AI – 7 Hour National USPAP Course, Online, 7/2012
AI – 4 Hour Federal and California Statutory and Regulatory Laws, Moss Landing, CA 1/18/2013
AI – Advanced Concepts & Case Studies, Costa Mesa, CA 2/21-27/2013
Comprehensive Appraisal Workshop, T. Whitmer Companies, Los Angeles, CA 3/1-3/2013
IRWA – Right of Way: A Different Perspective, San Jose, CA 5/2/2013
AI – Market Update for Santa Cruz and Monterey County, Moss Landing, CA 10/7/2013
IRWA – Right of Way: A Changing Landscape, San Jose, CA 4/24/2014
Allied Real Estate School - 7 Hour National USPAP Course, Online, 7/2014
AI – Technology Tools for Appraisers, Moss Landing, CA 10/17/2014
AI – Annual Litigation Conference, Tahoe, CA 10/23-24/2014
AI – General Market Analysis, Online, 2/27/2015

AI – General Demonstration Report Writing, Online, 12/2015
AI – Hot Topics and Myths in Appraiser Liability, Monterey, CA 6/23/2016
AI – 7 Hour National USPAP Update Course, Online, 7/2016
AI – Annual Spring Litigation Conference, Woodside, CA 5/11/2017
AI – The Appraiser as an Expert Witness, San Diego, CA 9/18-19/2017
AI – Condemnation Appraising, San Diego, CA 6/28-30/2018
AI - 7 Hour National USPAP Course, Online, 7/2018
Calypso Continuing Education – California Laws and Regulations for Appraisers, Online, 8/14/2018
AI – Appraisal of Medical Office Buildings, Online, 12/2018

MEMBERSHIPS, AFFILIATES AND AWARDS

Appraisal Institute Monterey Bay Branch Co-Chair 2009-2014 & Current Designated Member
International Right of Way Association (IRWA) – Marketing Committee 2013-2014, Secretary 2014-2015
Monterey County Bar Association (MCBA) – Member since 2018
California Polytechnic Alumni Association of Monterey Bay – Board Member since 2010
California Rodeo Salinas – Committee Member since 2010
Junior Chamber of Commerce (Salinas Jaycees) – Awarded Key Member of the Year 2012
Junior Chamber of Commerce (Salinas Jaycees) – Chairman of the Board 2012
Junior Chamber of Commerce (Salinas Jaycees) – Awarded Top Chapter President in CA 2011
Junior Chamber of Commerce (Salinas Jaycees) – Chapter President 2011
Junior Chamber of Commerce (Salinas Jaycees) – Vice President of Membership 2010
Monterey County Young Professionals Group – Director of Business Development 2010-2011
Central Coast Young Farmers and Ranchers – Member since 2009

Business, Consumer Services & Housing Agency
BUREAU OF REAL ESTATE APPRAISERS
REAL ESTATE APPRAISER LICENSE

Bonnie G. Brown

has successfully met the requirements for a license as a residential and commercial real estate appraiser in the State of California and is, therefore, entitled to use the title:

"Certified General Real Estate Appraiser"

This license has been issued in accordance with the provisions of the Real Estate Appraisers' Licensing and Certification Law.

BREA APPRAISER IDENTIFICATION NUMBER: AG 044647

Effective Date: September 21, 2018
Date Expires: September 20, 2020

Jim Martin, Bureau Chief, BREA

3042858

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CERTIFICATE OF ACCEPTANCE
(Pursuant to Government Code 27281)

This is to certify that the interest in real property conveyed by the Grant Deed from the Northern Salinas Valley Mosquito Abatement District, a political subdivision of the State of California, dated _____ __, 2019 to the City of Salinas, a municipal corporation of the State of California (the "City"), is hereby accepted on _____ __, 2019, by the undersigned officer or agent on behalf of the City pursuant to authority conferred by resolution of the City Council adopted on _____ __, 2019, and the City Council consents to the recordation of said document in the Office of the Recorder of Monterey, State of California.

Dated: _____, 2019 By: _____

Roy E. Corpuz, Jr.
City Manager

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
)
COUNTY OF _____)

On _____, before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify UNDER PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Name: _____
Notary Public

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City of Manager
200 Lincoln Avenue
Salinas, California 93901
Attention: City Manager

NO FEE FOR RECORDING PURSUANT TO
GOVERNMENT CODE SECTION 27383

QUITCLAIM DEED

The Northern Salinas Valley Mosquito Abatement District, a political subdivision of the State of California, hereby quitclaims to the City of Salinas, a municipal corporation of the State of California, all of its rights and interests, with respect to the real property located in the City of Salinas, County of Monterey, State of California and described on the attached Exhibit A.

Date: 11/21/19

NORTHERN SALINAS VALLEY MOSQUITO ABATEMENT DISTRICT, a political subdivision of the State of California

By: KENNETH KLEMME
Name:
Its:

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
)
COUNTY OF Monterey)

On NOV 2 1 2019, before me, H.Cho, Notary Public, Notary Public, personally appeared KENNETH KLEMME, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify UNDER PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Name: H.Cho, Notary Public
Notary Public

MGC1 H. CHO COMM. # 2275249 NOTARY PUBLIC - CALIFORNIA MONTEREY COUNTY COMM. EXPIRES FEB 13, 2023 MGC1

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EXHIBIT A

Legal Description

All that real property situated in the City of Salinas, County of Monterey, State of California, located and described as follows:

Being a portion of the Salinas Municipal Airport deeded to the City of Salinas, by the United States by deed dated April 9, 1948, and recorded in Volume 1116 of Official Records, at page 77 therein, records of Monterey County, California, being more particularly described as follows:

Beginning at a point at the northerly edge of Bardin Road, from which the most northerly corner of Mayfair Park, as shown on a map titled "Mayfair Park" and filed in Volume 5 of Cities and Towns, at page 5 therein, records of Monterey County, California, bears the following 6 courses and distances:

(1)	S. 36° 43' 45" E.	25.0 feet
(2)	S. 57° 46' 00" W.	420 feet
(3)	N. 39° 36' 00" W.	880.50 feet
(4)	N. 60° 23' 00" W.	1307.06 feet
(5)	N. 38° 02' 00" W.	507.21 feet
(6)	S. 53° 55' 00" W.	5.0 feet

Said point being the most easterly corner of a parcel of land leased by the City of Salinas to the California National Guard; thence along the northeastern boundary of said land leased to the California National Guard N. 36° 43' 45" W. for a distance of 200.0 feet to the most northerly corner of said land leased to the California National Guard; thence, leaving said land leased to the California National Guard N. 57° 46' 00" E. for a distance of 200.0 feet to a point; thence S. 36° 43' 45" E. for a distance of 200.00 feet to a point; thence S. 57° 46' 00" W. for a distance of 200.0 feet to the point of beginning.

All courses true.

Contains .915 acres more or less.

File #: ID#19-659, **Version:** 1

Purchase of one 2019 F-250 Utility Body Truck

Approve a Resolution authorizing the direct purchase of one Ford F-250 Utility Truck from Salinas Valley Ford Truck Company in Salinas at a total cost of $38,583.24.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **DECEMBER 17TH, 2019**

DEPARTMENT: **PUBLIC WORKS, STEET MAINTENANCE DIVISION**

FROM: **DAVID JACOBS, PUBLIC WORKS DIRECTOR**

BY: **RONALD PATTERSON, FLEET MAINTENANCE SUPERVISOR**

TITLE: **PURCHASE OF 2019 F-250 UTILITY BODY TRUCK**

RECOMMENDED MOTION:

It is recommended that City Council approve a resolution authorizing the direct purchase of one Ford F-250 Utility Truck from Salinas Valley Ford Truck Company in Salinas at a total cost of $38,583.24.

RECOMMENDATION:

It is recommended that City Council approve the recommended motion so that the Street Maintenance Division can proceed with purchasing this much needed utility truck.

EXECUTIVE SUMMARY:

This report explains why staff chose the Ford F-250 utility truck. This truck is needed to continue with the maintenance and repairs of the city infrastructure.

BACKGROUND:

The Department continues work to update and replace a dated and worn out vehicle fleet. Capital Improvement Project 9525 has funds available to purchase a new Ford F-250 truck.

The Public Works Fleet, in conjunction with the Street Maintenance Division, selected the Ford F-250 due to its long-standing service history as well as the ability to get service and parts locally. Additionally, Salinas Valley Ford has this truck built and sitting on the lot ready for purchase. The truck from National Auto Fleet Group will have to be built.

National Auto Fleet Group quoted a price of $41,027.42 using the Sourcewell contract #091218-NAF. Salinas Valley Ford quoted a price of $38,583.24 which is below the Sourcewell quote and is a local dealer. An additional benefit is the truck is available immediately.

This truck is used daily to perform street sign maintenance and repair as well as roadway markings. The total cost of this equipment is $38,538.24. This new asset will replace the item listed below. Staff is requesting this item be declared surplus at this time and be sold at auction after the new truck is in service.

Year	Make	Model	Unit	Vin#
1992	Cheverolet	C10	16	1GCDC14Z5NZ185060

The city can utilize cooperative purchases with other government agencies. Local businesses are given the opportunity to compete against these contracts. This purchase from Salinas Valley Ford satisfies the purpose and requirements of Article III-A, Local Purchasing Preference of the Salinas Municipal Code by being within ten percent of the State Contract.

Salinas Valley Ford has the truck available for immediate delivery.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

The requested Council action directly relates to Council's Strategic Plans or Goals of providing a "Safe, Livable Community"; "Well Planned City and Excellent Infrastructure"; and "Well Maintained City Infrastructure". The purchase of the Ford F-250 utility truck enables the Street Maintenance Division to continue to maintain and repair the city's streets and sidewalks.

DEPARTMENTAL COORDINATION:

Fleet Maintenance in coordination with the Street Maintenance Division had a meeting to discuss the needs of the new truck. We concluded that the truck in this report meets both the needs of the Street Maintenance Division as well as the requirements of the Fleet Maintenance Shop.

FISCAL AND SUSTAINABILITY IMPACT:

Funds have been budgeted in Capital Improvement Project 9525 Fleet Replacement. There will be no impact to the City's General Fund since monies for the purchase are from the Fleet Replacement Fund 9525 totaling $38,583.24.

ATTACHMENTS:

Council Resolution
Vehicle and Equipment quotes

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

A RESOLUTION AUTHORIZING DIRECT PURCHASE OF NEW 2019 FORD F-250 UTILITY TRUCK

WHEREAS, Funds are available in Capital Improvement Project 9525 to purchase a new utility truck; and

WHEREAS, Staff chose a 2019 Ford F-250 from Salinas Valley Ford at a cost of $38,583.24; and

WHEREAS, this purchase meets the requirements of the City's local purchasing preference.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council authorize the Purchasing Officer to purchase a new Ford F-250 Utility Truck from Salinas Valley for a total cost of $38,583.24.

PASSED AND APPROVED this 17th day of December, 2019 by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Joe Gunter, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

Prepared for: , CITY OF SALINAS

2019 F-250 4x2 SD Regular Cab 8' box 142" WB SRW XL (F2A)

Price Level: 950

Client Proposal

Prepared by:
STEPHEN ROTHSTEIN
Office: 831-444-4486
Quote ID: 1119193
Date: 11/22/2019

Prepared for:
CITY OF SALINAS
Prepared by: STEPHEN ROTHSTEIN
11/22/2019

Salinas Valley Ford Trucks | 795 Elvee Dr Salinas CA | 93901

2019 F-250 4x2 SD Regular Cab 8' box 142" WB SRW XL (F2A)

Price Level: 950 | Quote ID: 1119193

As Configured Vehicle

Code	Description	MSRP
Base Vehicle		
F2A	Base Vehicle Price (F2A)	$33,150.00
Packages		
600A	Order Code 600A *Includes:* *- Engine: 6.2L 2-Valve SOHC EFI NA V8 Flex-Fuel Flex-Fuel badge on fleet orders only.* *- Transmission: TorqShift-G 6-Spd Auto w/SelectShift* *- 3.73 Axle Ratio* *- GVWR: 10,000 lb Payload Package* *- HD Vinyl 40/20/40 Split Bench Seat Includes center armrest, cupholder, storage and driver's side manual lumbar.*	N/C
Powertrain		
996	Engine: 6.2L 2-Valve SOHC EFI NA V8 Flex-Fuel *Flex-Fuel badge on fleet orders only.*	Included
44S	Transmission: TorqShift-G 6-Spd Auto w/SelectShift	Included
X37	3.73 Axle Ratio	Included
STDGV	GVWR: 10,000 lb Payload Package	Included
Wheels & Tires		
TCH	Tires: LT275/65Rx18E BSW A/S	Included
648	Wheels: 18" Sparkle Silver Painted Cast Aluminum *Includes bright hub covers/center ornaments.*	Included
512	Spare Tire, Wheel, Carrier & Jack	$295.00
	Spare tire is standard equipment; becomes optional when (66D) Pickup Box Delete is ordered.	
Seats & Seat Trim		
A	HD Vinyl 40/20/40 Split Bench Seat *Includes center armrest, cupholder, storage and driver's side manual lumbar.*	Included
Other Options		

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

2019 F-250 4x2 SD Regular Cab 8' box 142" WB SRW XL (F2A)

Price Level: 950 | Quote ID: 1119193

As Configured Vehicle (cont'd)

Code	Description	MSRP
142WB	142" Wheelbase	STD
PAINT	Monotone Paint Application	STD
17S	STX Appearance Package *Includes STX fender vent badge.* *Includes:* *- Radio: AM/FM Stereo/MP3 Player* *Includes 4 speakers.* *- SYNC Communications & Entertainment System* *Includes enhanced voice recognition with 911 Assist, 4.2" LCD center stack screen, AppLink, 1 smart-charging USB port and steering wheel audio controls.* *- Bright Chrome Grille* *- Bright Chrome Hub Covers & Center Ornaments* *- Chrome Front Bumper* *- Steering Wheel-Mounted Cruise Control* *- Wheels: 18" Sparkle Silver Painted Cast Aluminum* *Includes bright hub covers/center ornaments.* *- Tires: LT275/65Rx18E BSW A/S*	$1,690.00
90L	Power Equipment Group *Deletes passenger-side lock cylinder. Includes upgraded door trim panel.* *Includes:* *- Accessory Delay* *- Manual Telescoping/Folding Trailer Tow Mirrors* *Includes power heated glass, heated convex spotter mirror and integrated clearance lights and turn signal indicators.* *- Advanced Security Pack* *Includes SecuriLock Passive Anti-Theft System (PATS) and inclination/intrusion sensors.* *- Power Locks* *- Power Tailgate Lock* *- Power Front Seat Windows* *Includes 1-touch up/down driver/passenger window.* *- Remote Keyless Entry*	$915.00
63R	Heavy-Service Package for Pickup Box Delete *Includes heavy-service front springs (200 lbs. upgrade above the spring computer selected as a consequence of options chosen. Not included if maximum springs have been computer selected as standard equipment) and rear auxiliary springs. NOTE: Salesperson's Source Book or Ford RV Trailer Towing Guide should be consulted for specific trailer towing or camper limits and corresponding required equipment, axle ratios and model availability.* *Includes:* *- Rear Stabilizer Bar*	$125.00
66D	Pickup Box Delete *Deletes tie-down hooks, tailgate, rearview camera, 7/4 pin connector and center high-mounted stop lamp (CHMSL) (only on vehicles over 10,000 lbs.GVWR). Incomplete vehicle package - requires further manufacture and certification by a final stage manufacturer. In addition, Ford urges manufacturers to follow the recommendations of the Ford Incomplete Vehicle Manual and the Ford Truck Body Builder's Layout Book (and applicable supplements).* *Includes:* *- Rear Bumper Delete*	-$625.00
52B	Trailer Brake Controller *Verified to be compatible with select electric over hydraulic brakes. Includes smart trailer tow connector.*	$270.00
872	Rear View Camera & Prep Kit	$415.00

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2019 F-250 4x2 SD Regular Cab 8' box 142" WB SRW XL (F2A)

Price Level: 950 | Quote ID: 1119193

As Configured Vehicle (cont'd)

Code	Description	MSRP
	Pre-installed content includes cab wiring, frame wiring to the rear most cross member and video display with electronic mirror and 4" display. Upfitters kit includes camera with mounting bracket, 14' jumper wire and camera mounting and aiming instructions.	
66S	Upfitter Switches (6) *Located in overhead console.* *Includes:* *- Extra Heavy-Duty 200 Amp Alternator*	$165.00
585_	Radio: AM/FM Stereo/MP3 Player *Includes 4 speakers.* *Includes:* *- SYNC Communications & Entertainment System* *Includes enhanced voice recognition with 911 Assist, 4.2" LCD center stack screen, AppLink, 1 smart-charging USB port and steering wheel audio controls.*	Included
Emissions		
425	50-State Emissions System	STD
Interior Colors		
AS_01	Medium Earth Gray	N/C
Primary Colors		
Z1_01	Oxford White	N/C
Upfit Options		
4411	8' Royal Utility Body *8' ROYAL TRADEMASTER UTILITY BODY* *4O"H ROYAL 9' UTILITY SRW OPEN TOP LI* *ALUMINUM LID COVERS, APPEARANCE PKG, LADDER RACK, CLASS 4 HITCH AND 7 PRONG RV PLUG, WEIGHT CERTIFICATE.*	$11,120.00

SUBTOTAL	$47,520.00
Destination Charge	$1,595.00
TOTAL	$49,115.00

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Prepared for:
CITY OF SALINAS
Prepared by: STEPHEN ROTHSTEIN
11/22/2019

Salinas Valley Ford Trucks | 795 Elvee Dr Salinas CA | 93901

2019 F-250 4x2 SD Regular Cab 8' box 142" WB SRW XL (F2A)

Price Level: 950 | Quote ID: 1119193

Pricing Summary - Single Vehicle

		MSRP
Vehicle Pricing		
Base Vehicle Price		$33,150.00
Options & Colors		$3,250.00
Upfitting		$11,120.00
Destination Charge		$1,595.00
Subtotal		$49,115.00
Pre-Tax Adjustments		
Code	**Description**	
1514	SALINAS VALLEY FORD DISCOUNT	-$5,429.00
090519	Government Price Conception	-$8,490.00
Subtotal		$35,196.00
Sales Taxes		
Code	**Description**	
2015	Sales Tax	$3,263.49
Subtotal		$38,459.49
Post-Tax Adjustments		
Code	**Description**	
5454	DOC FEE	$85.00
DOC	Electronic Filing Fee	$30.00
TIRE FEE	TIRE FEE	$8.75
Total		$38,583.24

Customer Signature

Acceptance Date

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Prepared for:
CITY OF SALINAS
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11/22/2019

Salinas Valley Ford Trucks | 795 Elvee Dr Salinas CA | 93901

2019 F-250 4x2 SD Regular Cab 8' box 142" WB SRW XL (F2A)

Price Level: 950 | Quote ID: 1119193

Major Equipment

(Based on selected options, shown at right)

6.2L V-8 SOHC w/SMPI 385hp
TorqShift-G 6 speed automatic w/OD

Exterior: Oxford White
Interior: Medium Earth Gray

* 4-wheel ABS
* Traction control
* Battery with run down protection
* Advance Trac w/Roll Stability Control
* Tinted glass
* Bluetooth streaming audio
* Dual power remote heated mirrors
* 18 x 8 aluminum wheels
* Driver and front passenger seat mounted side airbags
* Tachometer
* Reclining front split-bench seats
* Class V hitch
* Rear axle capacity: 6200 lbs.
* Rear spring rating: 6340 lbs.
* Frame Yield Strength 50000 psi
* Axle to end of frame: 47.6"
* Brake assistance
* LT 275/65R18 E BSW AS S-rated tires
* Firm suspension
* Air conditioning
* AM/FM stereo with seek-scan, external memory control
* Daytime running
* Variable intermittent wipers
* Dual front airbags w/passenger cancel
* SecuriLock immobilizer
* Message Center
* Audio control on steering wheel
* Front axle capacity: 5250 lbs.
* Front spring rating: 4100 lbs.
* Frame section modulus: 10.7 cu.in.
* Cab to axle: 56.1"

Fuel Economy

As Configured Vehicle

	MSRP
STANDARD VEHICLE PRICE	$33,150.00
Order Code 600A	N/C
142" Wheelbase	STD
Monotone Paint Application	STD
50-State Emissions System	STD
Rear View Camera & Prep Kit	$415.00
Pickup Box Delete	-$625.00
Upfitter Switches (6)	$165.00
Heavy-Service Package for Pickup Box Delete	$125.00
Trailer Brake Controller	$270.00
Spare Tire, Wheel, Carrier & Jack	$295.00
STX Appearance Package	$1,690.00
Power Equipment Group	$915.00
Oxford White	N/C
Medium Earth Gray	N/C
Engine: 6.2L 2-Valve SOHC EFI NA V8 Flex-Fuel	Included
Transmission: TorqShift-G 6-Spd Auto w/SelectShift	Included
3.73 Axle Ratio	Included
GVWR: 10,000 lb Payload Package	Included

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

Prepared for:
CITY OF SALINAS
Prepared by: STEPHEN ROTHSTEIN
11/22/2019

Salinas Valley Ford Trucks | 795 Elvee Dr Salinas CA | 93901

2019 F-250 4x2 SD Regular Cab 8' box 142" WB SRW XL (F2A)

Price Level: 950 | Quote ID: 1119193

City
N/A

Hwy
N/A

As Configured Vehicle	MSRP
HD Vinyl 40/20/40 Split Bench Seat	Included
Rear Bumper Delete	Included
Extra Heavy-Duty 200 Amp Alternator	Included
Rear Stabilizer Bar	Included
Radio: AM/FM Stereo/MP3 Player	Included
SYNC Communications & Entertainment System	Included
Bright Chrome Grille	Included
Bright Chrome Hub Covers & Center Ornaments	Included
Chrome Front Bumper	Included
Steering Wheel-Mounted Cruise Control	Included
Wheels: 18" Sparkle Silver Painted Cast Aluminum	Included
Tires: LT275/65Rx18E BSW A/S	Included
Accessory Delay	Included
Manual Telescoping/Folding Trailer Tow Mirrors	Included
Advanced Security Pack	Included
Power Locks	Included
Power Tailgate Lock	Included
Power Front Seat Windows	Included
Remote Keyless Entry	Included

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

Prepared for:
CITY OF SALINAS
Prepared by: STEPHEN ROTHSTEIN
11/22/2019

Salinas Valley Ford Trucks | 795 Elvee Dr Salinas CA | 93901

2019 F-250 4x2 SD Regular Cab 8' box 142" WB SRW XL (F2A)

Price Level: 950 | Quote ID: 1119193

As Configured Vehicle	MSRP
SUBTOTAL	$36,400.00
Destination Charge	$1,595.00
TOTAL	**$37,995.00**

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

National Auto Fleet Group

A Division of Chevrolet of Watsonville

490 Auto Center Drive, Watsonville, CA 95076

(855) 289-6572 • (855) BUY-NJPA • (831) 480-8497 Fax

Fleet@NationalAutoFleetGroup.com

ENTERED

11/18/19 **Quote ID: 21499 R1**

Mr. Ronald Patterson
City of Salinas
426 Work St.
Salinas, California, 93901

Dear Mr. Patterson,

National Auto Fleet Group is pleased to quote the following vehicle(s) for your consideration. **One (1) New/Unused (2020 Ford Super Duty F-250 SRW (F2A) XL 2WD XL 2WD Reg Cab 8' Box 142" WB with Knapheide Model EC696F2-M Flip Top & Equipment)** delivered to your department yard, each for

	(1) Unit One
Contract Price	$ 29,304.48
Knapheide	$ 8,241.22
Sales Tax (9.25%)	$ 3,472.97
Tire Fee	$ 8.75
Total	**$ 41,027.42**

-per the attached specifications, price includes 2 additional keys

This vehicles(s) is available under the **Sourcewell (Formerly known as NJPA) 091218-NAF.** Please reference this Contract Number on all Purchase Orders to National Auto Fleet Group. Payment terms are Net 20 days after receipt of vehicle. Thank you in advance for your consideration. Should you have any questions, please do not hesitate to call.

Sincerely,

Jesse Cooper
National Fleet Manager
Office (855) 289-6572
Fax (831) 480-8497

CHEVROLET Ford NISSAN TOYOTA

In order to Finalize your Quote, please submit this purchase packet to your governing body for Purchase Order Approval. Once you issue a Purchase Order please send by:

Fax: (831) 480-8497

Mail: National Auto Fleet Group
490 Auto Center Drive
Watsonville, CA 95076

Email: Fleet@nationalautofleetgroup.com

We will then send a W-9 if you need one

Please contact our main office with any questions: 1-855-289-6572

KNAPHEIDE
SINCE 1848

Knapheide Truck Eq Co - CA
405 Gandy Dancer Rd
Tracy CA 95377
Phone: 209-855-8400
Fax: 209-835-2128
www.tracy.knapheide.com

QUOTATION

Quote ID: mja0000055

Customer: NATIONAL AUTO FLEET GROUP
490 AUTO CENTER DRIVE
WATSONVILLE CA 95076

Contact: BEN RODRIGUEZ
Phone: 855-289-6572
Fax: 1-831-480-8497

Quote Number: mja0000055
Quote Date: 5/20/2019
Quote valid until: 12/13/2019

Prepared By: mjackson
Salesperson: MELVIN JACKSON
PO#:

Enduser:

Make: CHEVROLET	***Model:*** SILVERADO 1500	***Year:*** 2020	***Single/Dual:*** SRW
Cab Type: REGULAR	***Wheelbase:*** 133.0	***Cab-to-Axle:*** 56.0	***VIN:*** DEALER PROVIDED TRUCK

QTY	PART NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT
1		MODEL EC696F2-M FLIP TOP SERVICE BODY PAINTED SINGLE STAGE WHITE ALUMINUM TRIM KIT WITH ROCK GUARDS MASTER LOCKING SYSTEM WITH CODEABLE PADLOCKS KNAP-LINED GALVA-GRIP STRAIGHT BUMPER LED CLEARANCE LIGHTS SURFACE MOUNT LED LIGHTS EC696F2-M FLIP TOP SERVICE BODY	$5,605.00	$5,604.97
1		LADDER RACK CHEVY 1500 STD CAB EC BODY	$1,326.00	$1,326.00
1		CLASS IV RECEIVER HITCH W/7-WAY TRAILER PLUG	$503.00	$503.00
1		OE EQUIVALENT BULLET STYLE CAMERA	$280.00	$280.00
1		PDI UNIT	$244.00	$244.00
1		DELIVERY TO SALINAS	$283.30	$283.25
			Quote Total:	$8,241.22
			Discount:	$0.00
			Total Due(Sales tax not included):	$8,241.22

The following options may be added:

QUANTITY	DESCRIPTION	PRICE EACH	AMOUNT	ADD TO QUOTE
				Yes / No

Notes:

This Quote is subject to the following terms and conditions:

Credit Card Policy

We do not accept credit cards for payment of anyorder in excess of $3,000.00. For other orders, we do accept MasterCard, American Express, Visa and Discover cards for payment.

Pricing Policy

- Price Quotation is good on orders received through the expiration date.
- Pricing quoted applies to chassis make/model originally provided and quantity quoted. Any change may result in price change.
- Orders are subject to all applicable state, local and federal excise taxes. Applicable taxes will be applied on final billing to customer upon completion of order.

KNAPHEIDE
SINCE 1848

Knapheide Truck Eq Co - CA
405 Gandy Dancer Rd
Tracy CA 95377
Phone: 209-855-8400
Fax: 209-835-2128
www.tracy.knapheide.com

QUOTATION

Quote ID: mja0000055

Payment Policy

- Payment Terms are due upon receipt of signed quote unless prior credit agreement has been established at the time of order.
- Payment terms for customers with an established credit account will be Net 30 from date of invoice.
- Knapheide has right to assess late charges at 1.5% per month on all invoices that are 60 days or more past due.

Return Policy

- All sales are final. Purchased parts or products are non returnable.

Cancellation Policy

- Payment is due in full upon cancellation of any orders for non-stocked parts or products (provided part/product has been ordered by Knapheide) and upon cancellation of installation orders, once product installation has begun.

Customer agrees and understands this Quote is an offer to sell subject to the terms and conditions above and any additional terms or modifications are hereby objected to, unless mutually agreed upon in writing by Customer and Knapheide. The undersigned represents and warrants that he/she is duly authorized to sign below on behalf of Customer and thereby accepts offer and Knapheide will begin processing the order.

Customer must fill out the information below before the order can be processed...

Signature & Print Accepted by:	
Date:	
P.O. number:	

Vehicle Configuration Options

ENGINE	
Code	**Description**
996	ENGINE: 6.2L 2-VALVE SOHC EFI NA V8 FLEX-FUEL, -inc: Flex-Fuel badge on fleet orders only (STD)
TRANSMISSION	
Code	**Description**
44S	TRANSMISSION: TORQSHIFT-G 6-SPD AUTO W/SELECTSHIFT, (STD)
WHEELS	
Code	**Description**
64A	WHEELS: 17" ARGENT PAINTED STEEL, -inc: painted hub covers/center ornaments (STD)
TIRES	
Code	**Description**
TD8	TIRES: LT245/75RX17E BSW A/S (4), (STD)
PRIMARY PAINT	
Code	**Description**
Z1	OXFORD WHITE
PAINT SCHEME	
Code	**Description**
___	STANDARD PAINT
SEAT TYPE	
Code	**Description**
AS	MEDIUM EARTH GRAY, HD VINYL 40/20/40 SPLIT BENCH SEAT, -inc: center armrest, cupholder, storage and driver's side manual lumbar
AXLE RATIO	
Code	**Description**
X37	3.73 AXLE RATIO, (STD)
ADDITIONAL EQUIPMENT	
Code	**Description**
90L	POWER EQUIPMENT GROUP, -inc: Deletes passenger-side lock cylinder, upgraded door trim panel, Accessory Delay, Advanced Security Pack, SecuriLock Passive Anti-Theft System (PATS) and inclination/intrusion sensors, Power Locks, Remote Keyless Entry, Manual Telescoping/Folding Trailer Tow Mirrors, power heated glass, heated convex spotter mirror

	and integrated clearance lights and turn signal indicators, Power Front Seat Windows, 1-touch up/down driver/passenger window, Power Tailgate Lock
52B	TRAILER BRAKE CONTROLLER, -inc: Verified to be compatible w/select electric over hydraulic brakes, smart trailer tow connector
66D	PICKUP BOX DELETE, -inc: Deletes tie-down hooks, tailgate, rearview camera, 7/4 pin connector and center high-mounted stop lamp (CHMSL) (only on vehicles over 10,000 lbs, GVWR), Incomplete vehicle package - requires further manufacture and certification by a final stage manufacturer, In addition, Ford urges manufacturers to follow the recommendations of the Ford Incomplete Vehicle Manual and the Ford Truck Body Builder's Layout Book (and applicable supplements), Rear Bumper Delete, Spare Wheel, Tire, Carrier & Jack Delete
942	DAYTIME RUNNING LAMPS (DRL), -inc: The non-controllable 942 Daytime Running Lamps (DRL) replace the standard Daytime Running Lamps (DRL) on/off cluster controllable
91S	AMBER LED WARNING STROBES (PRE-INSTALLED), -inc: center high-mounted stop light bar and 2 hood mounted lights
94P	PRE-COLLISION ASSIST, -inc: Automatic Emergency Braking (AEB) and forward collision warning
66S	UPFITTER SWITCHES (6), -inc: Located in overhead console
872	REAR VIEW CAMERA & PREP KIT, -inc: Pre-installed content includes cab wiring, frame wiring to the rear most cross member and video display w/4" display, Upfitters kit includes camera w/mounting bracket, 14' jumper wire and camera mounting and aiming instructions
43C	110V/400W OUTLET, -inc: 1 in-dash mounted outlet

OPTION PACKAGE

Code	Description
600A	ORDER CODE 600A

2020 Fleet/Non-Retail Ford Super Duty F-250 SRW XL 2WD Reg Cab 8' Box 142" WB

WINDOW STICKER

2020 Ford Super Duty F-250 SRW XL 2WD Reg Cab 8' Box 142" WB

CODE	MODEL	MSRP
F2A	2020 Ford Super Duty F-250 SRW XL 2WD Reg Cab 8' Box 142" WB	$33,705.00
	OPTIONS	
996	ENGINE: 6.2L 2-VALVE SOHC EFI NA V8 FLEX-FUEL, -inc: Flex-Fuel badge on fleet orders only (STD)	$0.00
44S	TRANSMISSION: TORQSHIFT-G 6-SPD AUTO W/SELECTSHIFT, (STD)	$0.00
64A	WHEELS: 17" ARGENT PAINTED STEEL, -inc: painted hub covers/center ornaments (STD)	$0.00
TD8	TIRES: LT245/75RX17E BSW A/S (4), (STD)	$0.00
Z1	OXFORD WHITE	$0.00
___	STANDARD PAINT	$0.00
AS	MEDIUM EARTH GRAY, HD VINYL 40/20/40 SPLIT BENCH SEAT, -inc: center armrest, cupholder, storage and driver's side manual lumbar	$0.00
X37	3.73 AXLE RATIO, (STD)	$0.00
90L	POWER EQUIPMENT GROUP, -inc: Deletes passenger-side lock cylinder, upgraded door trim panel, Accessory Delay, Advanced Security Pack, SecuriLock Passive Anti-Theft System (PATS) and inclination/intrusion sensors, Power Locks, Remote Keyless Entry, Manual Telescoping/Folding Trailer Tow Mirrors, power heated glass, heated convex spotter mirror and integrated clearance lights and turn signal indicators, Power Front Seat Windows, 1-touch up/down driver/passenger window, Power Tailgate Lock	$915.00
52B	TRAILER BRAKE CONTROLLER, -inc: Verified to be compatible w/select electric over hydraulic brakes, smart trailer tow connector	$270.00
66D	PICKUP BOX DELETE, -inc: Deletes tie-down hooks, tailgate, rearview camera, 7/4 pin connector and center high-mounted stop lamp (CHMSL) (only on vehicles over 10,000 lbs, GVWR), Incomplete vehicle package - requires further manufacture and certification by a final stage manufacturer, In addition, Ford urges manufacturers to follow the recommendations of the Ford Incomplete Vehicle Manual and the Ford Truck Body Builder's Layout Book (and applicable supplements), Rear Bumper Delete, Spare Wheel, Tire, Carrier & Jack Delete	($625.00)
942	DAYTIME RUNNING LAMPS (DRL), -inc: The non-controllable 942 Daytime Running Lamps (DRL) replace the standard Daytime Running Lamps (DRL) on/off cluster controllable	$45.00
91S	AMBER LED WARNING STROBES (PRE-INSTALLED), -inc: center high-mounted stop light bar and 2 hood mounted lights	$675.00
94P	PRE-COLLISION ASSIST, -inc: Automatic Emergency Braking (AEB) and forward collision warning	$115.00
66S	UPFITTER SWITCHES (6), -inc: Located in overhead console	$165.00
872	REAR VIEW CAMERA & PREP KIT, -inc: Pre-installed content includes cab wiring, frame wiring to the rear most cross member and video display w/4" display, Upfitters kit includes camera w/mounting bracket, 14' jumper wire and camera mounting and aiming instructions	$415.00
43C	110V/400W OUTLET, -inc: 1 in-dash mounted outlet	$175.00
600A	ORDER CODE 600A	$0.00

Please note selected options override standard equipment

SUBTOTAL	**$35,855.00**
Advert/ Adjustments	$0.00
Manufacturer Destination Charge	$1,595.00
TOTAL PRICE	**$37,450.00**

Est City: N/A MPG
Est Highway: N/A MPG
Est Highway Cruising Range: N/A mi

Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

Standard Equipment

MECHANICAL

Engine: 6.2L 2-Valve SOHC EFI NA V8 Flex-Fuel -inc: Flex-Fuel badge on fleet orders only
Transmission: TorqShift-G 6-Spd Auto w/SelectShift
3.73 Axle Ratio
GVWR: 10,000 lb Payload Package
50-State Emissions System
Transmission w/Oil Cooler
Rear-Wheel Drive
72-Amp/Hr 650CCA Maintenance-Free Battery w/Run Down Protection
157 Amp Alternator
Class V Towing Equipment -inc: Hitch and Trailer Sway Control
Trailer Wiring Harness
4270lbs. Maximum Payload
HD Shock Absorbers
Front Anti-Roll Bar
Firm Suspension
Hydraulic Power-Assist Steering
34 Gal. Fuel Tank
Single Stainless Steel Exhaust
Front Suspension w/Coil Springs
Leaf Rear Suspension w/Leaf Springs
4-Wheel Disc Brakes w/4-Wheel ABS, Front And Rear Vented Discs, Brake Assist and Hill Hold Control

EXTERIOR

Wheels: 17" Argent Painted Steel -inc: painted hub covers/center ornaments
Tires: LT245/75Rx17E BSW A/S (4)
Regular Box Style
Steel Spare Wheel
Full-Size Spare Tire Stored Underbody w/Crankdown
Clearcoat Paint
Black Front Bumper w/Black Rub Strip/Fascia Accent and 2 Tow Hooks
Black Rear Step Bumper
Black Side Windows Trim and Black Front Windshield Trim
Black Door Handles
Black Manual Side Mirrors w/Manual Folding
Manual Extendable Trailer Style Mirrors
Fixed Rear Window
Light Tinted Glass

Variable Intermittent Wipers
Aluminum Panels
Black Grille
Front License Plate Bracket
Tailgate Rear Cargo Access
Manual Tailgate/Rear Door Lock
Fully Automatic Aero-Composite Halogen Auto High-Beam Daytime Running Lights Preference Setting Headlamps w/Delay-Off
Cargo Lamp w/High Mount Stop Light

ENTERTAINMENT

Radio: AM/FM Stereo w/MP3 Player -inc: 4 speakers
Radio w/Seek-Scan
Fixed Antenna
SYNC Communications & Entertainment System -inc: enhanced voice recognition w/911 Assist, 4.2" LCD center stack screen, AppLink and 1 smart-charging USB-C port

INTERIOR

4-Way Driver Seat -inc: Manual Recline and Fore/Aft Movement
4-Way Passenger Seat -inc: Manual Recline and Fore/Aft Movement
Manual Tilt/Telescoping Steering Column
Gauges -inc: Speedometer, Odometer, Oil Pressure, Engine Coolant Temp, Tachometer, Transmission Fluid Temp, Engine Hour Meter, Trip Odometer and Trip Computer
Mobile Hotspot Internet Access
Manual Air Conditioning
Illuminated Locking Glove Box
Interior Trim -inc: Chrome Interior Accents
Full Cloth Headliner
Urethane Gear Shift Knob
HD Vinyl 40/20/40 Split Bench Seat -inc: center armrest, cupholder, storage and driver's side manual lumbar
Day-Night Rearview Mirror
Passenger Visor Vanity Mirror
2 12V DC Power Outlets
Front Map Lights
Fade-To-Off Interior Lighting
Full Vinyl/Rubber Floor Covering
Underhood And Pickup Cargo Box Lights
Smart Device Remote Engine Start
Instrument Panel Covered Bin and Dashboard Storage
Manual 1st Row Windows

Systems Monitor
Trip Computer
Outside Temp Gauge
Analog Display
Seats w/Vinyl Back Material
Manual Adjustable Front Head Restraints
Securilock Anti-Theft Ignition (pats) Engine Immobilizer
Air Filtration

SAFETY

Electronic Stability Control (ESC) And Roll Stability Control (RSC)
ABS And Driveline Traction Control
Side Impact Beams
Dual Stage Driver And Passenger Seat-Mounted Side Airbags
Tire Specific Low Tire Pressure Warning
Dual Stage Driver And Passenger Front Airbags w/Passenger Off Switch
Safety Canopy System Curtain 1st Row Airbags
Mykey System -inc: Top Speed Limiter, Audio Volume Limiter, Early Low Fuel Warning, Programmable Sound Chimes and Beltminder w/Audio Mute
Outboard Front Lap And Shoulder Safety Belts -inc: Height Adjusters
Back-Up Camera

SALINAS
16
CALIFORNIA
101515

File #: ID#19-681, **Version:** 1

Audited Basic Financial Statements and Single Audit Report - June 30, 2019

Accept the audited Basic Financial Statements and Single Audit Report on federal funded programs for fiscal year ended June 30, 2019.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **DECEMBER 17, 2019**

DEPARTMENT: **FINANCE DEPARTMENT**

FROM: **MATT N. PRESSEY, CPA, FINANCE DIRECTOR**

TITLE: **AUDITED BASIC FINANCIAL STATEMENTS AND SINGLE AUDIT REPORT ON FEDERAL FUNDED PROGRAMS FOR THE YEAR ENDED JUNE 30, 2019**

RECOMMENDED MOTION:

A motion to accept the audited Basic Financial Statements and Single Audit Report on federal funded programs for fiscal year ended June 30, 2019.

RECOMMENDATION:

Staff recommends that City Council accept the audited Basic Financial Statements and Single Audit Report on federal funded programs for fiscal year ended June 30, 2019.

DISCUSSION:

Audited Basic Financial Statements

The Finance Department is pleased to present the audited financial statements for the fiscal year ended June 30, 2019. The transmittal letter in the Basic Financial Statements beginning on page "i" and the Management Discussion and Analysis beginning on page F-5 provide an overview of the City's financial activities for the fiscal year.

McGilloway, Ray, Brown & Kaufman, the City Council's independent auditor, has completed their annual audit of City affairs. Their Independent Auditors Opinion Report is included in the Basic Financial Statements on page F-1 and is a "clean audit" opinion stating, "In our opinion, the financial statements... present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City, as of June 30, 2019."

Single Audit Report on Federal Funded Programs

The Finance Department is also pleased to present the Single Audit Report of federal funded programs for the fiscal year ended June 30, 2019. The report includes a summary of the federal financial awards, internal control, compliance and schedule of findings and questioned costs for the fiscal year ending June 30, 2019.

McGilloway, Ray, Brown & Kaufman has completed their annual audit of City of Salinas compliance requirements. During the audit, they noted no instance of non-compliance.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

The audited financial statements and single audit are part of upholding the Council Goal of Effective Sustainable Government.

DEPARTMENTAL COORDINATION:

The audited financial statements and single audit represent the great work of all departments of the City.

FISCAL AND SUSTAINABILITY IMPACT:

Costs associated with the audit are included in the City's FY 2019-20 budget.

ATTACHMENTS:
Basic Financial Statements
Single Audit Report on Federal Funded Programs

CITY OF SALINAS

SINGLE AUDIT
of
FEDERALLY ASSISTED GRANT PROGRAMS

JUNE 30, 2019

McGILLOWAY, RAY, BROWN & KAUFMAN
ACCOUNTANTS & CONSULTANTS

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McGilloway | Ray Brown | Kaufman
ACCOUNTANTS AND CONSULTANTS

2511 Garden Road
Suite A180
Monterey, CA 93940
831-373-3337
Fax 831-373-3437

379 West Market Street
Salinas, CA 93901
831-424-2737
Fax 831-424-7936

3478 Buskirk Avenue
Suite A1000
Pleasant Hill, CA 94523
831-373-3337
Fax 831-373-3437

INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

The Honorable Mayor and
Members of City Council
of the City of Salinas
Salinas, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund and the aggregate remaining fund information of the City of Salinas, California (the City), as of and for the fiscal year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise the City's basic financial statements and have issued our report thereon dated December 12, 2019.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards.*

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

McGilloway, Ray, Brown & Kaufman

McGilloway, Ray, Brown & Kaufman
Salinas, California
December 12, 2019

McGilloway | Ray Brown | Kaufman
ACCOUNTANTS AND CONSULTANTS

2511 Garden Road
Suite A180
Monterey, CA 93940
831-373-3337
Fax 831-373-3437

379 West Market Street
Salinas, CA 93901
831-424-2737
Fax 831-424-7936

3478 Buskirk Avenue
Suite A1000
Pleasant Hill, CA 94523
831-373-3337
Fax 831-373-3437

INDEPENDENT AUDITORS' REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM; AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE; AND ON THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

The Honorable Mayor and
Members of City Council
of the City of Salinas
Salinas, California

Report on Compliance for Each Major Federal Program

We have audited the City of Salinas, California's (the City) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have direct and material effect on each of the City's major federal programs for the fiscal year ended June 30, 2019. The City's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for the compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditors' Responsibility

Our responsibility is to express an opinion on compliance for each of the City's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirement, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the City's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of the City's compliance.

Opinion on Each Major Federal Program

In our opinion, the City complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2019.

Report on Internal Control over Compliance

Management of the City is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the City's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the City's internal control over compliance.

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the governmental activities, business-type activities, each major fund, and the aggregate remaining fund information of the City as of and for the year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise the City's basic financial statements. We issued our report thereon dated December 12, 2019, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively

comprise the City's basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the financial statements as a whole.

McGilloway, Ray, Brown & Kaufman

McGilloway, Ray, Brown & Kaufman
Salinas, California
December 12, 2019

CITY OF SALINAS
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year Ended June 30, 2019

Federal Grantor, Pass Through Grantor, Cluster, Program Title	Catalog of Federal Domestic Assistance (CFDA) Number	Grant or Pass-Through Number	Federal Expenditures	Amount Provided to Subrecipients
Direct Federal Awards				
U.S. Department of Housing and Urban Development				
Office of Community Planning and Development				
CDBG - Entitlement Grant Cluster				
Community Development Block Grants/				
Entitlement Grants Cluster	14.218	B-14-MC-06-0005	$ 126,814	
		B-15-MC-06-0005	62,573	
		B-16-MC-06-0005	52,361	
		B-17-MC-06-0005	50,181	
		B-18-MC-06-0005	735,727	
		Program Income	263,670	
Total CDBG - Entitlement Grant Cluster -				
CFDA No. 14.218			1,291,326	$ 530,351
Emergency Solutions Grant Program	14.231	E-17-MC-06-0005	151,403	
		E-18-MC-06-0005	160,711	
		16-ESG-11118	679,452	
Total Emergency Solutions Grant Program -				
CFDA No. 14.231			991,566	947,413
Home Investment Partnerships Program	14.239	M14-MC-06-0212	199,429	
		M16-MC-06-0212	47,845	
		M17-MC-06-0212	33,645	
		M18-MC-06-0212	72,329	
		Program Income	49,292	
Total Home Investment Partnerships Program -				
CFDA No. 14.239			402,540	246,274
U.S. Department of Justice				
Office of Community Oriented Policing Services				
Public Safety Partnership and Community Policing Grant				
Cops Hiring Program - Eight School Resource Officers*	16.710	014-UL-WX-0022	234,252	-
Bureau of Justice, Office of Justice Programs -				
JAG Program				
Edward Byrne Memorial Justice Assistance				
Grant Program	16.738	2015-DJ-BX-0655	9,357	
		2016-DJ-BX-0614	6,239	
Total Edward Byrne Memorial Justice Assistance				
Grant Program - CFDA No. 16.738			15,596	-
Second Chance Act Reentry Initiative				
FY15 Smart Supervision: Reducing Prison Population,				
Saving Money and Creating Safer Communties	16.812	2015-SM-BX-0005	42,039	10,760
Federal Reimbursements	16.UNKNOWN	UNKNOWN	172,239	-

* Denotes major program

See accompanying notes to schedule of expenditures of federal awards.

CITY OF SALINAS
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year Ended June 30, 2019

Federal Grantor, Pass Through Grantor, Cluster, Program Title	Catalog of Federal Domestic Assistance (CFDA) Number	Grant or Pass-Through Number	Federal Expenditures	Amount Provided to Subrecipients
Direct Federal Awards, continued				
U.S. Department of Transportation				
Federal Aviation Administration				
Airport Improvement Program*	20.106	AIP 3-06-0206-27	957,624	-
U.S. Department of Homeland Security				
Federal Emergency Management Agency				
Assistance to Firefighters Grant (AFG)	97.044	EMW-2017-FR-40462	3,185	-
Federal Emergency Management Agency				
Staffing for Adequate Fire and Emergency Response	97.083	EMW-2013-FH-0524	462,674	-
Total Direct Federal Awards			4,573,041	1,734,798
Indirect Federal Awards				
U.S. Department of Transportation				
Highway Planning and Construction Cluster				
Passed through Federal Highway Administration	20.205	HSIPL 5045 (027)	1,375,563	
		74A0907	96,582	
		HSIPL 5045 (033)	13,712	
Passed through Federal Highway Administration - Caltrans				
Active Transportation Program, Bardin Road Safe Routes	20.205	ATPL-5045 (031)	506,275	
Active Transportation Program, Alvin-Linwood, Chaparral, Maryal		ATPL-5045 (030)	178,197	
Active Transportation Program, Downtown Complete Street		ATPL-5045 (032)	130,549	
Total Highway Planning and Construction Cluster - CFDA No. 20.205*			2,300,878	-
Passed through State and Community Highway Safety				
Highway Safety Cluster				
Selective Traffic Enforcement Program	20.600	PT19104	16,039	
		PT18126	10,275	
Total Highway Safety Cluster - CFDA No. 20.600			26,314	-
Selective Traffic Enforcement Program	20.608	PT19104	75,305	
		PT18126	15,827	
Total Selective Traffic Enforcement Program CFDA No. 20.608			91,132	-
Total Indirect Federal Awards			2,418,324	-
Total Direct and Indirect Federal Awards			$ 6,991,365	$ 1,734,798

* Denotes major program

See accompanying notes to schedule of expenditures of federal awards.

1. Summary of Significant Accounting Policies Applicable to the Schedule of Expenditures of Federal Awards

A. Scope of Presentation

The accompanying Schedule of Expenditures of Federal Awards (Schedule) presents the expenditures incurred by the City of Salinas, California (the City) that are reimbursable under programs of federal agencies providing federal awards. For the purposes of this schedule, federal awards include both federal financial assistance received directly from a federal agency, as well as federal funds received indirectly by the City from a nonfederal agency or other organization. Only the portion of program expenditures reimbursable with such federal funds is reported in the accompanying schedule. Program expenditures in excess of the maximum federal reimbursement authorized or the portion of the program expenditures that was funded with other state, local or other nonfederal funds are excluded.

B. Basis of Accounting

The accompanying schedule of expenditures of federal awards is presented using the modified accrual basis of accounting for governmental funds, which is described in Note 1 of the City's basic financial statements. Such expenditures, as the federal awards were both awarded prior to and after December 24, 2014, are recognized following the cost principles contained in the Uniform Guidance and OMB A-87, Cost Principles for State, Local, and Indian Tribal Governments, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

C. Direct and Indirect (Pass-Through) Federal Awards

Federal awards may be granted directly to the City by a federal granting agency or may be granted to other government agencies which pass-through federal awards to the City. The Schedule includes both of these types of Federal awards programs when they occur.

D. Indirect Cost Rate

The City has elected not to use the 10% de minimis indirect cost rate as allowed under the Uniform Guidance.

E. Relationship to Federal Financial Reports

Grant expenditure reports for the year ended June 30, 2019, which have been submitted to grantor agencies, will, in some cases, differ from amounts disclosed herein. The reports prepared for grantor agencies are typically prepared at a later date and often reflect refined estimates of the year-end accruals. The reports will agree at termination of the grant as the discrepancies, if any, are for timing differences.

2. Sub-recipients

The City provided federal awards to sub-recipients as follows:

Program Title	Federal CFDA Number	Amount Provided
U.S. Department of Housing and Urban Development		
Office of Community Planning and Development		
Community Development Entitlement Grant Program	14.218	
Special Programs		
Legal Services for Seniors		$ 25,000
Alliance on Aging		25,000
Boys and Girls Clubs		30,000
Girls Inc of the Central Coast		25,000
Food Bank		103,850
Girl Scouts of Monterey Bay		35,000
Grid Alternatives		50,000
Multi Family Housing		162,079
Eden Council Hope & Opportunity		43,637
Partners for Peace		30,785
Total CFDA No. 14.218		530,351
U.S. Department of Housing and Urban Development		
Emergency Shelter Grants Program	14.231	
Special Programs		
Central Coast Center Independent		241,996
Interim-Mental Health Wellness		181,020
Housing Resource Center of Monterey County		114,660
Community Homeless Solutions		218,936
San Benito County		190,801
Total for CFDA No. 14.231		947,413
Home Investments Partnership Program	14.239	
Special Programs		
Vista De La Terraza		246,274
Total for CFDA No. 14.239		246,274
Total sub-recipients for U.S. Department of Housing and Urban Development		1,724,038
U.S. Department of Justice		
FY15 Smart Supervision: Reducing Prison Population, Saving Mon and Creating Safer Communities	16.812	
Monterey County Probation Department		10,760
Total for CFDA No. 16.812		10,760
Total all sub-recipient awards		$ 1,734,798

3. Contingencies

Under the terms of federal and state grants, additional audits may be requested by the grantor agencies, and certain costs may be questioned as not being appropriate expenditures under the terms of the grants. Such audits could lead to a request for reimbursement to the grantor agencies.

CITY OF SALINAS
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year Ended June 30, 2019

Section I - Summary of Auditor's Results

Financial Statements

Type of auditor's report issued:	Unmodified	
Internal control over financial reporting:		
Material weakness(es) identified?	☐ Yes	☒ No
Significant deficiency(ies) identified that are not considered to be material weaknesses?	☐ Yes	☒ None reported
Noncompliance material to financial statements noted?	☐ Yes	☒ No

Federal Awards

Internal control over major programs:		
Material weakness(es) identified?	☐ Yes	☒ No
Significant deficiency(ies) identified that are not considered to be material weaknesses?	☐ Yes	☒ None reported
Type of auditor's report issued on compliance form major programs:	Unmodified	
Any audit finding disclosed that are required to be reported in accordance with 2 CFR Section 500.516(a) of the Uniform Guidance?	☐ Yes	☒ No

Identification of Major Programs

CFDA Number	
16.710	U.S. Department of Justice, Office of Community Oriented Policing Services
20.106	U.S. Department of Transportation, Federal Aviation Administration
20.205	U.S. Department of Transportation, Federal Highway Administration

Dollar threshold used to distinguish between Type A and Type B programs: $750,000

Auditee qualified as low-risk auditee? ☒ Yes ☐ No

City of Salinas
California

Basic Financial Statements
Fiscal Year Ended June 30, 2019

Basic Financial Statements
Fiscal Year Ended June 30, 2019

SALINAS
RICH IN LAND | RICH IN VALUES

PREPARED BY
THE FINANCE DEPARTMENT

Matt N. Pressey, CPA
Finance Director

Elizabeth Mariano, Assistant Finance Director
Mary Lagasca, Accounting Manager

AUDITORS

McGilloway, Ray, Brown & Kaufman
Accountants and Consultants
379 West Market Street
Salinas, CA 93901

CITY OF SALINAS
Basic Financial Statements
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CITY OF SALINAS
Basic Financial Statements
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Basic Financial Statements
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City of Salinas
FINANCE DEPARTMENT • 200 Lincoln Ave • Salinas, California 93901
(831) 758-7420 • (831) 758-7937 (Fax) • www.ci.salinas.ca.us

December 17, 2019

Honorable Mayor and Members of the City Council
City of Salinas, California

We are pleased to submit the City of Salinas (City) Basic Financial Statements for the fiscal year ended June 30, 2019. The financial statements are presented in conformity with generally accepted accounting principles (GAAP) and are audited in accordance with generally accepted auditing standards.

Responsibility for the accuracy of the data and the fairness of presentation, including all notes and disclosures, rests with the City. We believe the data presented in this report is accurate in all material respects and all statements and disclosures necessary for the reader to obtain a thorough understanding of the City's financial activities have been included. Management of the City has established a comprehensive internal control framework that is designed both to protect the City's assets from loss, theft, or misuse and to compile sufficient reliable information for the preparation of the City's financial statements in conformity with GAAP. Because the cost of internal controls should not outweigh their benefits, the City's comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements will be free from material misstatements.

While traditionally addressed to the governing body of the City, this report is intended to provide relevant financial information to the residents of the City of Salinas, City staff, creditors, investors and other concerned readers. We encourage all readers to contact the Finance Department with any questions or comments concerning this report.

McGilloway, Ray, Brown & Kaufman, a firm of certified public accountants, have audited the City's financial statements. The goal of the independent audit was to provide reasonable assurance that the financial statements of the City for the fiscal year ended June 30, 2019, are free of material misstatements. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and significant estimates made by management, and evaluating the overall financial statement presentation. Based upon the audit, the independent auditors concluded that there was reasonable basis for rendering an unmodified opinion that the City's financial statements for the fiscal year ended June 30, 2019, are fairly presented in conformity with GAAP. The independent auditor's report is presented as the first component of the financial section of this report.

The independent audit of the financial statements of the City was part of a broader, federally mandated "Single Audit" designed to meet the special needs of federal grantor agencies. The standards governing Single Audit engagements require the independent auditor to report not only on fair presentation of the financial statements, but also on the government's internal controls and compliance with legal requirements, with special emphasis on internal controls and legal requirements involving the administration of federal awards. These reports are available in the City's separately issued Single Audit Report.

GAAP requires that management provide a narrative introduction, overview, and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The City's MD&A can be found immediately following the report of the independent auditors.

This report is divided into two sections:

- The **Introductory Section** includes this letter of transmittal and an organizational overview of the City government.
- The **Financial Section** consists of the independent auditors' report, Management's Discussion and Analysis, Basic Financial Statements; which include the Government-Wide Financial Statements, Fund Financial Statements, Notes to Financial Statements and Required Supplementary Information and other Supplementary Information.

The Reporting Entity and Its Services

In defining the reporting entity, there are no other governmental units over which the City Council has financial accountability. Under new state law, the Salinas Redevelopment Agency, which was a component unit of the City, ceased to exist as of February 1, 2012, and therefore the assets and activities of the dissolved redevelopment agency are reported in a Fiduciary Fund (private purpose trust fund) in the financial statements of the City.

The City of Salinas acts as fiscal agent for the Sunrise House. Therefore, the financial information of this agency is included in the Fiduciary Funds in the accompanying financial statements. The City's service as fiscal agent has ended during the year.

The City of Salinas was incorporated as a charter City on March 4, 1874, and operates under the Council-Manager form of government. The City is governed by a six-member Council elected by districts for four-year alternating terms and a Mayor elected at large for a two-year term. The Council appoints the City Attorney and the City Manager who is responsible for day-to-day administration of the City under the policy direction of the Council.

The City of Salinas is the "county seat" of Monterey County, and is located in the Central Coast region of California, 17 miles inland from the Monterey Bay, 325 miles north of Los Angeles and 106 miles south of San Francisco. Salinas is a charter City providing all typical City services: Public safety - police and fire, Public Works - maintenance services (streets, lighting, signals, facilities, parks and trees), development and permit services, current and advanced planning and

traffic and facilities engineering, Library, Recreation and General administrative services. Business-type City services include: a Municipal Airport, Industrial Waste system, Golf (two municipal golf courses), Sanitary Sewer and Storm Drain systems, Water Utility and a Parking District. The State Department of Finance reports the City's population at 162,797 as of January 1, 2019. The City FY 2019-20 budget includes 611.50 positions authorized on a full time equivalent basis.

Three elementary school districts, a unified high school district and several private schools at both the primary and secondary level operate in the City of Salinas. Hartnell College, a State Community College, offers two-year degrees and occupational certificate programs. California State University Monterey Bay is located less than 15 miles away on the former Fort Ord site. Graduate studies through Golden Gate University, Monterey Institute of International Studies and Chapman College are available nearby. Also in the area are Moss Landing Marine Laboratory, Monterey College of Law, Stanford University's Hopkins Marine Station and San Jose State University.

Salinas has extensive health and medical services with two of Monterey County's four hospitals located within the City. Salinas also offers skilled nursing and convalescent homes and residential retirement facilities for seniors, as well as over 220 practicing physicians.

Fire protection and basic and advanced life support are provided by the City's full service Fire Department. Advanced life support services are provided by the Fire Department's paramedic program. The City of Salinas has a Police Department and receives additional support, as required, from the Monterey County Sheriff's Office and other regional, state and federal agencies.

The City's moderate climate encourages year-round use of its 550 plus acres of municipal parks, which include golf courses, tennis courts and swimming pools. The Salinas Community Center regularly hosts symphonies, ballets, concerts and conventions. Salinas is host to the annual Steinbeck Festival, the California Rodeo, and the California International Airshow. Salinas has a modern California Sports Complex and the National Steinbeck Center. Surrounding Salinas are diverse recreational opportunities including beautiful beaches and the world famed golf courses of the Monterey Bay Peninsula.

As the retail hub of the Central Coast, Salinas enjoys a wide selection and diversity in its stores. Northridge Shopping Center contains over 120 specialty shops and four major department stores – Macy's, Sears, Best Buy and J.C. Penney. Harden Ranch Plaza includes Wal-Mart, Target, Safeway, specialty stores, restaurants, and banking institutions. The Westridge Shopping Center is home to Costco, Wal-Mart, Office Max, Dick's Sporting Goods and a variety of national chain restaurants. The Salinas Auto Center houses nine local dealers and its retail area hosts Home Depot, Beverages and More (BevMo), Kohl's, and other specialty stores. Additionally, Salinas' location allows quick access to the Monterey Peninsula, as well as the San Jose area.

The City utilizes various Boards and Commissions in the conduct of its affairs. Commissions and Committees established by City Ordinance are:

- Airport Commission
- Library and Community Services Commission
- Traffic and Transportation Commission
- Planning Commission
- Measure G Oversight Committee
- Measure E Oversight Committee

Boards and Committees established by Resolution of the City Council are:

- Police Community Advisory Committee
- Animal Services Committee
- Design Review Board
- Board of Appeals
- Grievance Advisory Board
- Finance Committee
- Historical Resources Board

FINANCIAL INFORMATION

The City's management staff is responsible for establishing and maintaining internal controls that safeguard the assets of the government from loss, theft, or misuse and allow the compilation of adequate accounting data for the preparation of financial statements in conformity with Generally Accepted Accounting Principles (GAAP). Internal controls are designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that the cost of a control should not exceed its likely benefits and that the evaluation of costs and benefits is subject to management estimates and judgments.

Single Audit

As a recipient of Federal, State and County financial assistance, the City is responsible for providing assurance that adequate internal controls are in place to ensure compliance with applicable laws and regulations relating to these award programs. Internal controls are subject to periodic evaluation by management, the Finance Department staff, and the City's outside independent auditors.

As part of the City's single audit procedures, tests are performed to determine the effectiveness of the internal controls over major Federal award programs and the City's compliance with applicable laws and regulations related to these award programs.

Accounting System and Budgetary Control

The City's accounting and budgeting records for general governmental operations are maintained on a modified accrual basis, with the revenues being recorded when available and measurable. Expenditures are recorded when the services or goods are received or the liabilities incurred. Accounting and budgeting for the City's proprietary funds are maintained on the accrual basis.

The City also uses encumbrance accounting as another technique for accomplishing budgetary control. An encumbrance is a commitment of a future expenditure earmarked for a particular purpose that reduces the amount of budgetary authority available for general spending. At the end of the fiscal year, encumbered appropriations are carried forward and become part of the following year's budget while appropriations that have not been encumbered lapse and are available to be appropriated through the following fiscal year's budget process.

The City Council approves operating appropriations at the department and fund level prior to July 1, each year and may amend the budget during the fiscal year. Please refer to Required Supplementary Information to the financial statements for a more detailed discussion of budget policy and control. The City continues to meet its responsibility for sound financial management as demonstrated by the statements and schedules included in the financial section of this report.

Annual Financial Report

The purpose of the City's Annual Financial Report is to summarize the administrative and operational performance of the City during the previous fiscal year. The report is intended to highlight significant accomplishments that were achieved during the fiscal year ended June 30, 2019 and to provide a financial analysis of City performance.

Capital Assets and Depreciation

As of June 30, 2019, capital assets, including infrastructure assets, of the City of Salinas totaled $806.5 million; accumulated depreciation totaled $407.0 million, with the difference providing net capital assets of $399.5 million. Net capital assets of the City's governmental activities (general government) are $281.3 million and net capital assets for the City's business-type activities (enterprise funds) are $118.2 million.

Capital assets include buildings, infrastructure (streets, curbs, gutters, sidewalks, bridges, streetlights, traffic signals, etc.), improvements other than buildings (park improvements, etc.), and machinery and equipment.

During FY 2018-19, depreciation expense on capital assets of the City's governmental activities (general government) was $10.8 million and depreciation expense on capital assets of the City's business-type activities (enterprise funds) was $6.3 million. Depreciation expense represents the amount at which assets are being used-up annually. Due to budget constraints over the years, the City has been unable to invest in the maintenance of capital assets at anywhere near the annual depreciation amount.

Please refer to the Notes to Basic Financial Statements for a complete discussion of the City's Capital Assets.

Long-term Debt Payable

At June 30, 2019, the City had $413.1 million in long-term debt. Long-term debt includes liabilities for annual leave, long-term portion of Worker's Compensation claims payable, capital leases and notes and bonds payable, and net pension liability. While the General Fund guarantees most of the City's long- term debt, other funds, agencies or property owners make the majority of principal and interest payments. Examples of other funds, agencies or property owners include, the Industrial Waste Fund, Golf Courses Fund, the Sanitary Sewer Fund, Successor Agency to the former Salinas Redevelopment Agency property tax increments, and payments from property owners who are included in the City's various assessment districts.

Please refer to the Notes to Basic Financial Statements, Note 18, for a complete discussion of the City's Long-term Debt.

Fund Financial Statements-General Governmental Revenues

The current governmental operations of the City are accounted for in the General, Special Revenue, Debt Service, and Capital Project Funds. For the fiscal year ended June 30, 2019, total revenues for general governmental functions totaled $171.6 million, an increase of 6.0% over the previous fiscal year.

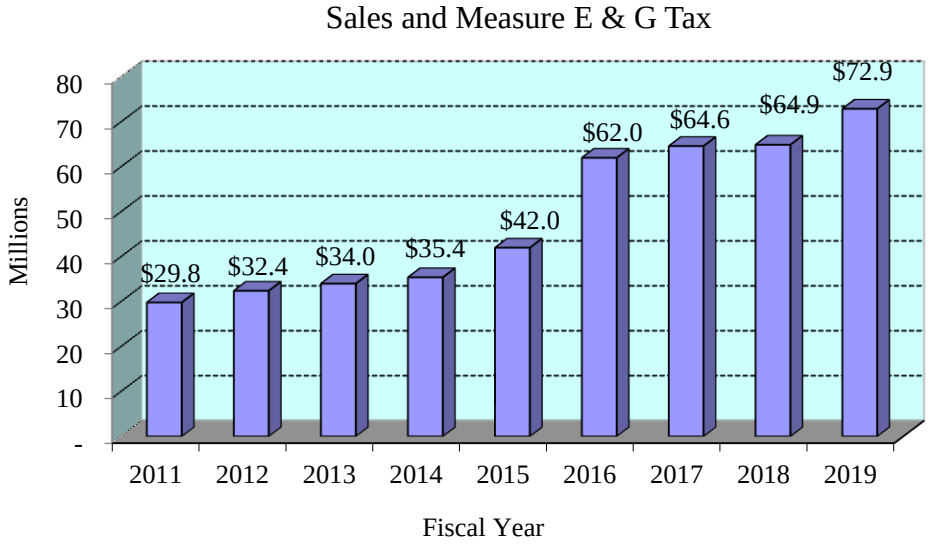
Sales Tax

The City has a well-diversified economy and sales tax base. Sales tax receipts increased for the eighth year after the three consecutive years of significant declines. The sales and transaction and use tax increased $7.9 million, or 12.2% from FY 2017-18. This increase is a one-time increase as a result of the State implementing a new reporting system, which resulted in the City not receiving all of the amounts due for the first and second quarter of 2018. Eventually the City received it, which was in current FY 2018-19 year. The exact amount cannot be determined, but average increase over the last two years is 6.4%. Sales tax was still the largest single category of revenue this fiscal year producing 18.5% of the combined governmental fund type revenues. Transactions and Use Tax (Measure E and G) represents 24.0% of the combined governmental fund type revenues. Measure E and G transactions and use tax is a general tax and is reported as part of the General Fund. Combined, sales tax and transactions and use tax revenue total $72.9 million or 42.5% of the combined governmental fund type revenues.

On November 8, 2005, the voters of Salinas approved Measure V, a 0.50% transactions and use tax. On November 6, 2012, the voters of Salinas approved to extend the 0.50% transaction and use tax with no sunset (Measure E). Measure E is a general tax and is reported as part of the General Fund, although the tax is accounted for in a separate sub-fund of the General Fund.

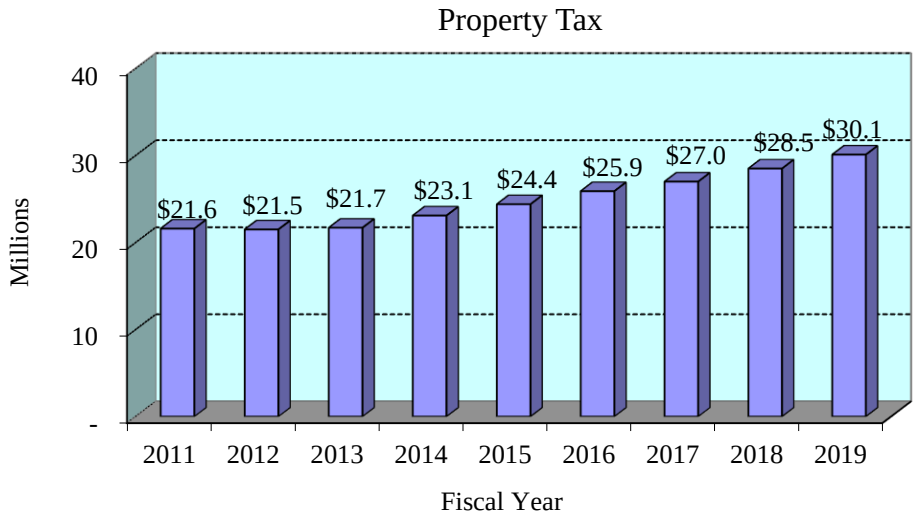
On November 4, 2014, the voters of Salinas approved Measure G, an ordinance imposing a one-cent general transactions and use tax. Measure G has a fifteen-year term and requires the City

Council to establish an Oversight Committee. Measure G is a general tax and is reported as part of the General Fund, although the tax is accounted for in a separate sub-fund of the General Fund.



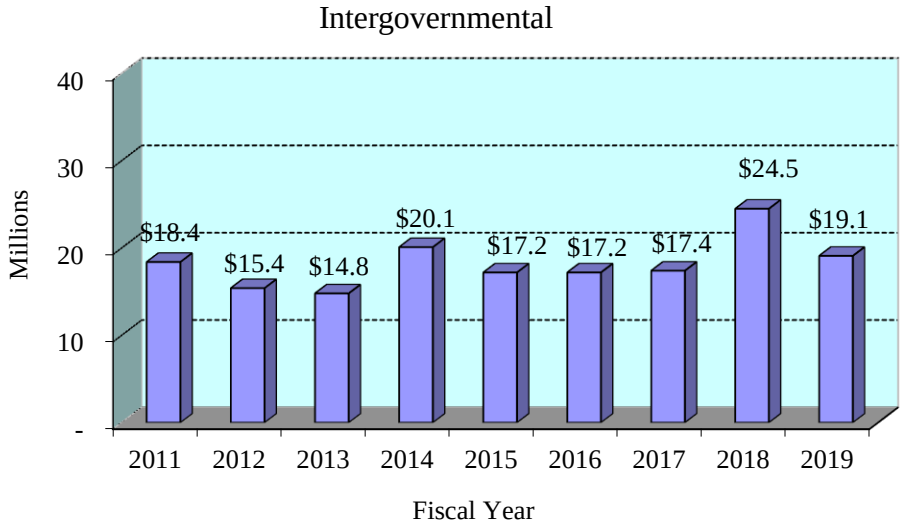
Property Tax

Property tax revenue was the second largest source of revenue during this fiscal year, producing 17.5% of the combined governmental fund type revenues. Property tax revenue includes Property tax-in-lieu of vehicle license fees (2/3 of VLF) of $13.0 million that is now determined by the City's growth in assessed property values. Property tax experienced a low in 2012 of $21.5 million and is now $30.1 million, which is more than a full recovery to the high of $27.5 million in 2009.



Intergovernmental

Intergovernmental revenue was the third largest single category of revenue during the fiscal year producing 11.1% of the combined governmental fund revenues. Intergovernmental revenues consist of vehicle licenses fees (1/3 of VLF), Federal and State Public Safety Funds, Federal Block Grants, State Gas Taxes and Federal and State Construction Grants. Intergovernmental revenue recovered from a 10-year low six years ago. Intergovernmental revenue had a decrease from the prior year by $5.5 million, or 22.3%, mainly from Measure X funds, a regional revenue measure focused on streets improvements, received in 2018.



Utility User's Tax and Other Taxes

Utility user's tax and other taxes produced 14.6% of the combined governmental fund type revenues. Other taxes include business license tax and franchise fees, among others. Utility user's tax decreased by $0.9 million, or 7.2%. Other taxes increased by $1.0 million, or 8.4% from the prior year.

Taxes receivable total $15.3 million for the year ended June 30, 2019 and are further explained in Note 6 to the financial statements.

Assessment District Taxes

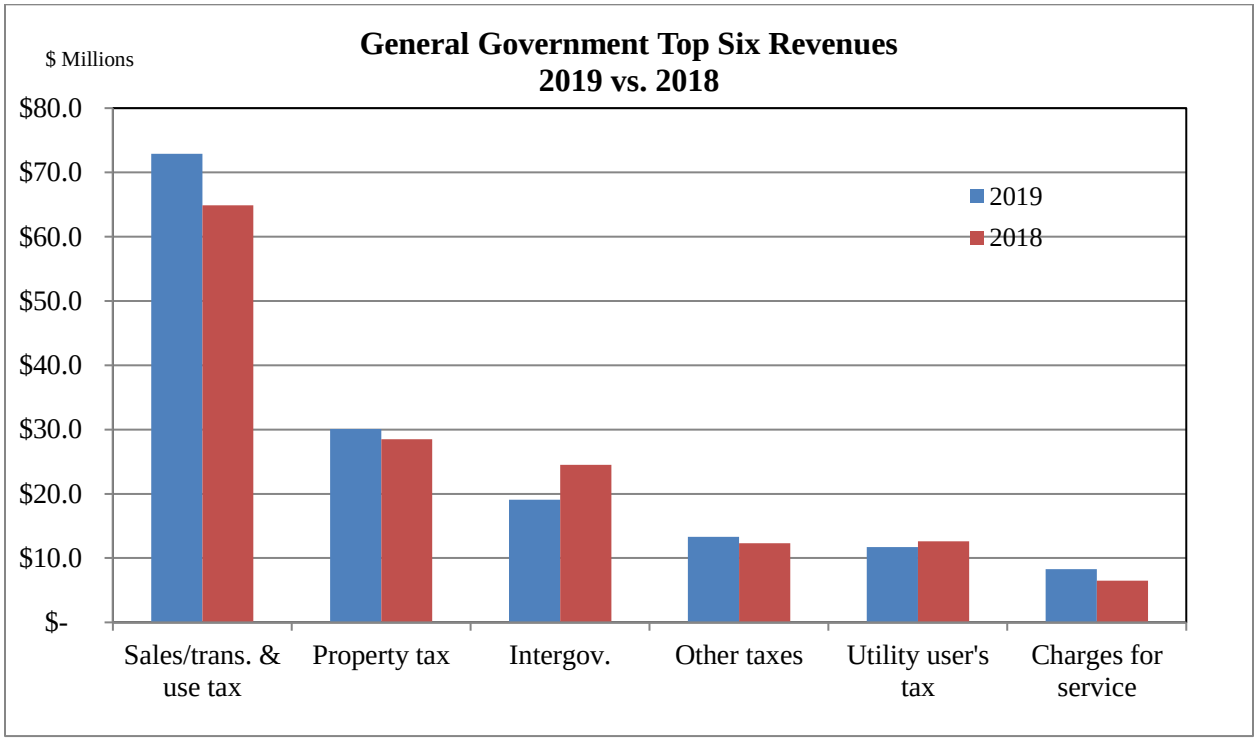
The Assessment District Debt Service Fund taxes remained unchanged from the prior year at $2.5 million.

Charges for Services

The Charges for Services revenue increased by $1.8 million, or 27.6% as a result of increased development.

Revenues from various sources and the resulting changes over the last year are shown below.

Source of Revenues	2019 Amounts	Percent of Total	2018 Amounts	2019 vs. 2018 Increase/(decrease) Dollars	Percent
Assessment districts:					
Taxes	$ 2,479,777	1.4%	$ 2,514,982	$ (35,205)	-1.4%
Property tax	30,099,616	17.5%	28,499,277	1,600,339	5.6%
Sales/transaction & use tax	72,866,480	42.5%	64,924,869	7,941,611	12.2%
Utility user's tax	11,663,551	6.8%	12,562,782	(899,231)	-7.2%
Other taxes	13,309,896	7.8%	12,274,654	1,035,242	8.4%
License & permits	7,490,908	4.4%	6,357,723	1,133,185	17.8%
Intergovernmental	19,052,616	11.1%	24,531,643	(5,479,027)	-22.3%
Charges for service	8,304,237	4.8%	6,507,589	1,796,648	27.6%
Interest	3,416,428	2.0%	1,044,105	2,372,323	227.2%
Rental income	635,882	0.4%	608,312	27,570	4.5%
Fines/forfeitures	549,831	0.3%	847,826	(297,995)	-35.1%
Contributions	282,004	0.2%	110,014	171,990	156.3%
Miscellaneous	1,423,363	0.8%	1,014,416	408,947	40.3%
TOTAL	$ 171,574,589	100.0%	$ 161,798,192	$ 9,776,397	6.0%

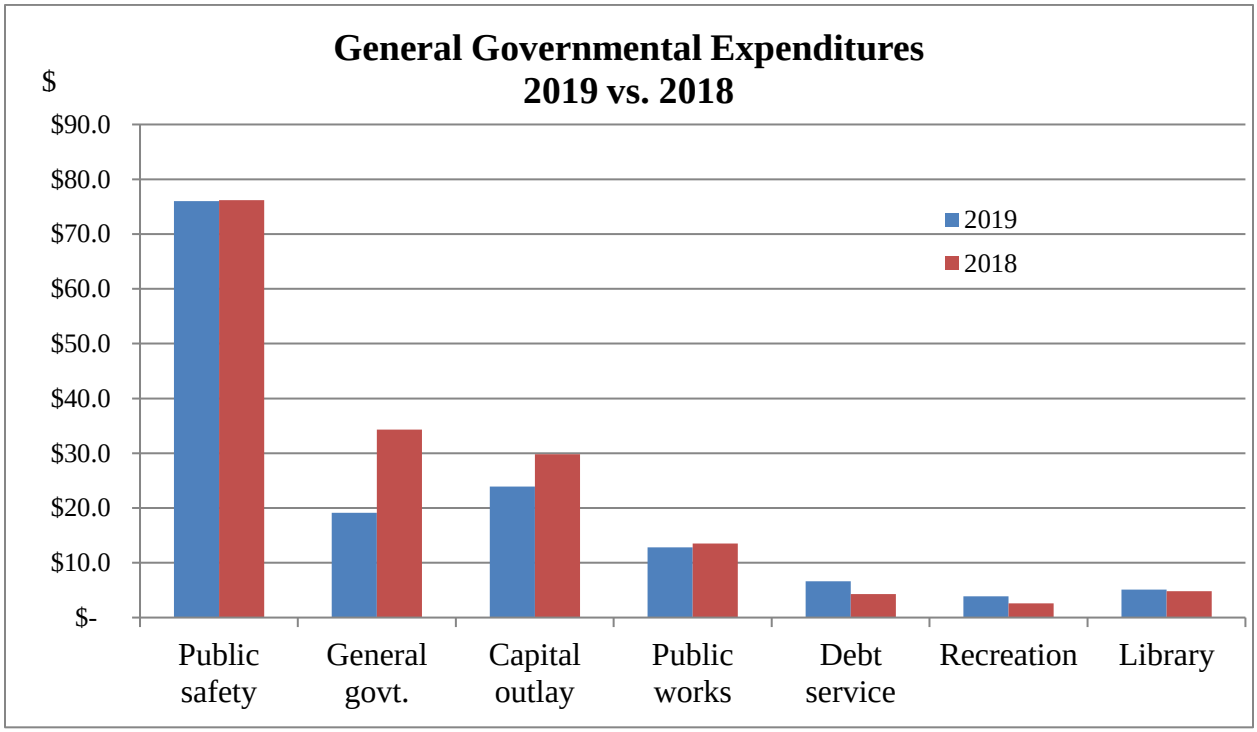


Fund Financial Statements-General Governmental Expenditures

Expenditures for governmental operations during the fiscal year ended June 30, 2019 were $147.4 million, a net decrease of 11.0% in total expenditures over the previous year.

Changes in expenditures by major function are as follows:

Function	2019	Percent of Total	2018	2019 vs. 2018 Increase/(decrease) Dollars	Percent
General government	$ 19,092,506	13.0%	$ 34,303,909	$ (15,211,403)	-44.3%
Public safety	75,960,561	51.5%	76,243,153	(282,592)	-0.4%
Public works	12,789,997	8.7%	13,512,685	(722,688)	-5.3%
Recreation	3,941,411	2.7%	2,566,808	1,374,603	53.6%
Library	5,113,905	3.5%	4,805,647	308,258	6.4%
Subtotal operations	116,898,380	79.3%	131,432,202	(14,533,822)	-11.1%
Capital outlay	23,944,191	16.2%	29,816,713	(5,872,522)	-19.7%
Debt service:					
Principal	3,159,338	2.1%	3,232,023	(72,685)	-2.2%
Interest	3,397,650	2.3%	1,094,547	2,303,103	210.4%
Total	$ 147,399,559	100.0%	$ 165,575,485	$ (18,175,926)	-11.0%



Operating expenditures decreased by $14.5 million or 11.1% from $131.4 million in FY 2017-18 to $116.9 million in FY 2018-19.

General Government decreased by $15.2 million, or 44.3%. This decrease was due to the City making a one-time $11.3 million payment to PERS in the prior year to pay down the UAL, an expense that was not done in the current year. Recreation increased by $1.4 million, or 53.6%, due to the Community Safety division moving out of General Government to Recreation, further contributing to the decrease in General Government as previously noted. Public Safety decreased by $0.3 million, or 0.4%, Public Works decreased during the year by $0.7 million, or 5.3%, and Library expenditures increased slightly by $0.3 million, or 6.4%.

Principal payments decreased slightly by $0.1 million while interest payments increased by $2.3 million due to new debt, notably the COP 2018B TRIP, which only required debt service payments on the interest portion in FY 18-19.

Capital Outlay (Project) expenditures decreased $5.9 million or 19.7% from $29.8 million in FY 2017-18 to $23.9 million in FY 2018-19. During the year, there were 239 capital projects worked on. The largest project was the Police Services Headquarters project that continued from the prior year with $1.9 million spent in 2019. The second largest project was $1.7 million spent on the N. Sanborn Road Improvements. The third and fourth largest projects were $1.5 and $1.1 million on the Sanborn/US 101 improvements and the city-wide Slurry Seal Improvement projects, respectively.

Business-type Activities-Enterprise Funds

Enterprise Funds are the City's business-type activities (activities supported, at least in part, by fees or charges) and include the Salinas Municipal Airport, the Industrial Waste Facility, the Municipal Golf Courses (Fairways and Twin Creeks), the Storm Sewer System, the Sanitary Sewer System, the Hitchcock Road Water Utility, the Parking District, Permit Services and the Landfill Garbage Surcharge Fund (which is used to account for the proceeds of the installment sale of the Crazy Horse Landfill to the Salinas Valley Solid Waste Authority).

The Enterprise Fund's net position totaled $88.8 million at June 30, 2019.

Internal Service Funds

Internal Service Funds are used to account for the City's fleet maintenance program and risk management program which administers employee benefits and the City's insurance programs including; 1) General Insurances-employee assistance program, unemployment claims, biennial physical exams and property insurance; 2) Workers' Compensation self-insurance program; and 3) General Liability self-insurance program.

At June 30, 2019, the Internal Service Funds liabilities for estimated claims payable totaled $30.6 million, with $20.6 million representing Workers' Compensation and $10.0 million representing General Liability.

Total Workers' Compensation insurance claims liabilities are $22.9 million at June 30, 2019. A portion of the liability is reported in the Internal Service Fund ($20.6 million) and a portion is

treated as long-term debt ($2.3 million). The long-term debt portion represents future obligations of the Workers' Compensation Plan.

Fiduciary Funds

Fiduciary Funds are used to account for assets held in trust for others and cannot be used for general government purposes. The City maintains the following Fiduciary Funds: Private Purpose Trust Funds, Pension Trust Funds and Agency Funds.

Private Purpose Trust Funds include a deficit net position of $0.0 million ($24.8 thousand) held by the City, which decreased by $1.3 million from the prior year. Of the net position, a net deficit of $0.7 million is held by the City for the dissolved Redevelopment Agency, which is accounted for in the Successor Agency Trust, and a net position of $0.6 million held by the City for Community Center and Sherwood Hall activities, MRWPCA Fees, Sales Tax, Payroll Taxes, Deposits, Construction Bonds and other trust arrangements not properly reported in a pension trust.

Pension Trust Funds held by the City of $17.1 million are employee deferred compensation funds.

Agency Funds are assets held by the City for Business Improvement District, Economic Development, Salinas Valley Enterprise Zone, Employee Cafeteria Plan and Retired Employees Health Insurance Program. Agency assets held by the City total $0.1 million.

Cash Management

In accordance with the provisions of California Government Code Section 53600 et. seq., the City is restricted to certain types of legal investments. These investments are included in the City's investment policy and are approved by City Council annually. In addition, the City's investment activity is reported to the City Council monthly pursuant to the California Government Code.

The City invests all idle funds daily. The cash management system of the City is designed to monitor revenues and expenditures to ensure the investment of monies to the fullest extent possible. The criteria, in order of priority, for selecting investments are safety, liquidity, and yield.

The majority of City funds (61.9% of investment at FMV) are invested in the State's Local Agency Investment Fund (LAIF). LAIF yielded average returns of 2.42% for fiscal year ended June 30, 2019 and grew from 1.900% to 2.57% during the fiscal year.

The City's investment in certificates of deposit and investment contracts are reported at cost, which is fair value. While recorded at fair market value in the financial statements, the City's investments are redeemable at 100% of cost.

The City's investment in the State Local Agency Investment Fund at June 30, 2019 is as follows:

Balance at cost - June 30, 2019	$ 116,720,994
Unrealized gain	203,684
Balance at fair value - June 30, 2019	$ 116,924,678

Please refer to Note 4 for a complete discussion of the City's Cash and Investments.

Property Assessment

Assessed valuation of citywide taxable properties increased $620.1 million to $12,081 million representing an increase of 5.4% over FY 2018-19. Last year, the Assessed value exceeds the assessed value high of $10,912 million in FY 2017-18.

The following table summarizes the growth and declines in assessed valuation.

Fiscal year	Before Redevelopment Increment	After Redevelopment Increment	Percent Change
2019-20	$ 12,080,694,193	$ 11,149,838,970	5.41%
2018-19	11,460,172,316	10,577,591,282	5.02%
2017-18	10,912,115,449	10,071,741,861	4.70%
2016-17	10,422,521,577	9,614,776,155	4.60%
2015-16	9,963,782,622	9,195,146,472	6.49%
2014-15	9,356,177,997	8,629,207,052	8.82%
2013-14	8,597,836,189	7,904,316,402	2.72%
2012-13	8,370,116,351	7,693,329,440	0.72%
2011-12	8,310,478,479	7,628,550,860	-0.61%
2010-11	8,361,701,633	7,473,844,928	-6.75%
2009-10	8,966,761,801	7,981,760,147	-11.25%
2008-09	10,102,973,741	9,158,540,984	-5.10%
2007-08	10,645,974,648	9,750,295,032	7.25%
2006-07	9,926,023,729	9,107,918,547	12.72%
2005-06	8,806,009,783	8,305,434,488	12.90%
2004-05	7,799,653,100	7,373,407,370	10.70%
2003-04	7,045,521,979	6,643,698,145	6.90%
2002-03	6,590,542,785	6,284,551,441	10.04%

Significant Events and Accomplishments

Through the leadership of the City Council and the City Manager, the city continues to produce amazing accomplishments. The City Council is committed to five strategic goals, which guide the initiatives and activities of each City department. The following is a list of accomplishments during the year for each of the five strategic goals:

❖ **Economic Diversity and Prosperity**

Community Development Department

- Plan & Project Implementation Division
  - ✓ Continued implementation of the Economic Development Element.
    - Completed East Alisal Corridor Plan that outlines improvements to improve mobility, safety and access for all users.
    - Developed Alisal Vibrancy Plan (AVP) content and draft plan chapters with anticipated adoption by end of fiscal year.
    - Engaged over 700 community stakeholders in AVP development process.
    - Secured three VISTA volunteers to support EDE and AVP implementation by building volunteer capacity and supporting plan and project implementation.
  - ✓ Provided Small Business Support.
    - Provided 193 hours individual technical support to 30 small businesses and 78 hours of business education and training to 84 entrepreneurs through master agreement with El Pájaro Community Development Corporation.
    - Assisted 10 clients with pre loan and loan applications. Three clients received funding ($350,000, $10,000, and $10,000).
    - Sponsored El Dia Del Empresario Latino, a one-day business education workshop that connected businesses and entrepreneurs with education and resources.
  - ✓ Continued implementation of Salinas Downtown Vibrancy Plan.
    - Adopted Adaptive Reuse Ordinance to remove regulatory barriers and incentivize the conversion of underutilized commercial space to residential uses.
- Advanced Planning Division
  - ✓ Continued Vision Salinas (General Plan Update Visioning and Coordination of Major Planning Efforts):
    - Conducted 15 bilingual outreach events and 4 stakeholder meetings as well as a survey to receive public input (with 1,000+ persons engaged) to inform the General Plan Update and preparation of other major planning documents.
    - Refined the Draft Guiding Principles and presented them to the Planning Commission and City Council for acceptance.

- Maintained the Vision Salinas website and increased the number of followers (currently 1,200+ and growing) on the City's Instagram account to actively engage the public.
- Coordinated over 20 interdepartmental meetings to ensure an integrated public outreach.

✓ Continued to process the Draft West Area Specific Plan (and DEIR) with approximately 4,300 residential dwelling units, 571,000 sq. ft. of mixed-use commercial, schools, parks and open space land uses:

- Completed the public review draft of the West Area Specific Plan and the related DEIR and released the documents for the required 45-day public review period.
- Conducted two public study sessions (before the Planning Commission and the City Council) and presented the proposed project to the City Council Housing Subcommittee.
- Presented to the Libraries and Community Services Commission and the Traffic and Transportation Commission, which recommended approval to the City Council.

✓ Continued to process the Central Area Specific Plan and (DEIR) with approximately 3,800 units, 200,000 sq. ft. mixed-use commercial, schools, parks and open space.

➢ Current Planning & Permit Services Divisions

✓ Issued 1,588 permits with a valuation over $81.6 million in 2018.

✓ Offered counter service from 8:00 am – 5:00 pm, Monday – Friday serving 13,633 customers.

✓ Achieved full cost recovery for the Permit Services Division.

✓ Completed plan and permit reviews and inspections within allotted timeframe, 457 "over-the- counter" reviews, 2,510 total reviews at an average time of 5 calendar days.

✓ Conducted all inspections via electronic devices.

✓ Amended the Zoning Code to facilitate economic development and market rate housing.

✓ Facilitated the construction of Phases 5A (89 single-family houses) and 5B (71 single-family houses) of Monte Bella through seamless plan review and permitting.

✓ Completed the Salinas Travel Center annexation, EIR and Specific Plan process.

➢ Code Enforcement Division

✓ Addressed 1,611 code complaints with approximately 280 of those cases relating to life and safety and collected over $170,000 in fines.

✓ Worked with outside counsel to complete three receivership cases involving the demolition of one dilapidated duplex and the full remediation of two houses, enabling the City to obtain full cost recovery for staff time of nearly $12,000.

- ✓ Initiated work with the National Resource Network to explore the development of a rental housing registration and inspection program.
- ✓ Hired two part-time Code Enforcement Officers to expand capacity for proactive blight and after-hours on weekends and evening weekdays.
- ✓ Assisted with drafting of a blighted property ordinance to increase the Division's ability to enforce and address nuisance properties.

➢ Housing & Community Development Division

- ✓ Completed the City's Annual Action Plan, Consolidated Annual Performance and Evaluation Report (CAPER) for the City's federal HUD programs (CDBG, HOME, & ESG), and Regional Analysis of Impediments to Fair Housing Choice (AI).
- ✓ Funded 14 public services agencies (CDBG, ESG, and HCD ESG) to provide critical programming to youth, seniors, and homeless.
- ✓ Completed the Hikari (Haciendas Phase III) 50-unit housing project, construction started for the Moon Gate Plaza mixed-use development, which will include a total of 90-units in Chinatown, and completion of nine (9) inclusionary ownership units in Monte Bella Phase 5A.
- ✓ Continued to work with the County of Monterey on operational support for the temporary Warming Shelter at 111 W. Alisal St. and assisted with a HEAP grant application for the construction of a year-round Permanent Shelter at 855 E. Laurel Drive.
- ✓ Continued to work with Public Works and Library and Community Services Departments on the final phase of Sherwood Recreation Center CDBG capital improvement project.

City Attorney's Department

➢ **Love's Travel Stops**. Supported the completion and the entitlement of the project including annexation of additional land into the City and certification of the environmental impact report.

➢ **Continued Support for the Future Growth Area**. Continued working with other City department on continued review of the Specific Plans and related documents, including Environmental Impact Reports, as needed. West Area Specific Plan and associated Environmental Impact Report completed and circulated for public review. Set for consideration and approval/certification this calendar year.

Police Department

➢ Used creative staffing allocations to attempt to reduce overtime costs.

➢ Provided overtime patrols to the Old Town and Chinatown area to enforce quality of life issues, provide for an inviting entertainment district and to manage homeless related issues.

Public Works Department

- Downtown Vibrancy Plan Implementation:
  - ✓ Coordination with stake holders while preparing construction documents for the Main Street Streetscape Project.
  - ✓ Completion of Downtown Complete Streets Design and Bidding Project for construction in Fall 2019.
- Support development of Salinas Travel Center project.
- Advancing Design of the Boronda Road Congestion Relief Project (future growth area).
- Technical Support for the Economic Development Element and West Area Specific Plan approval process.
- Provide engineering and street maintenance support for various City special events
- Complete Design and Construction for Freight Building remodel at Train Station to lease to Welcome Center.
- Complete Design for Sanitary and Storm line installation for Lincoln Ave Extension into the Train Station (ITS).
- Complete Vibrancy plan and conceptual Design for the Williams Road Improvements.
- Continuing work to develop sustainable parking enterprises which help support the city's economic sectors.

Assessments and Maintenance Districts

- Met with various district groups throughout the year to address common concerns.
- Responded to citizen inquires and attended property owner meetings.
- Kept expenses within budget and below the anticipated revenues to insure adequate reserves.

Library and Community Services

- Provided community service opportunities for youth and adults to strengthen skill development and workforce readiness. Residents performed nearly 31,000 volunteer service hours.
- Provided adult learner instruction to 499 students (including computer literacy, basic literacy or high school equivalency). More than 130 adults passed part or all of their GED because of the Library.
- The Youth Leadership Academy launched its 6th year in March 2019. The job readiness and life skills preparedness program is serving 22 high school aged students and will result in 22 internship placements for the Summer of 2019.
- More than 700 children recorded reading for 15 days or more over the summer and attendance for the Summer Reading preprogram was 3,400. The goal was to encourage reading and reduce and/or reverse the summer slide (a well-documented phenomenon that affects many students during the summer months and reduces grade level readiness).

- Celebrated second year anniversary of successful partnership and teen programming with the Digital NEST. Digital Nest programming supports classes at the John Steinbeck and Cesar Chavez Libraries.
- The Library connected over 3,000 kindergarteners to library books with its Kindermobile (dedicated Bookmobile for kindergartners), reaching nearly every public-school kindergartner once a month for the entire school year.

Enterprise Operations

- Provided economic role and benefit of the airport for the Salinas Economic Development Element.
- Provide parking services in support of the Downtown Vibrancy Plan.
- Provide parking support for other commercial areas in Salinas.
- Develop parking strategies in support of encouraging housing development in downtown.

❖ **Safe, Livable Community**

Police Department

- Established effective communications strategy with the homeless in Chinatown.
- Created the Homeless Outreach Team and assigned a full-time officer to the team.
- Continued to refine shooting review process to more effectively use limited resources and involve other allied agencies.
- Supported City yard personnel in ongoing cleanups of homeless encampments.
- Collaborated with Federal Law Enforcement partners targeting violent criminals and fugitives in Salinas and surrounding areas.

Fire Department

- Grants

  SAFER - The City received a SAFER Grant with a total value of $2,269,314. This will fund six firefighter positions for three years starting February 2018. Personnel savings to the city after matching funds are contributed is $1,399,409. The six firefighters funded by the grant are currently in the recruit training academy and are expected to graduate and be on the line July 2019.

  Assistance to Firefighters Grant (AFG) - The fire department was awarded this Assistance to Firefighters grant in the amount of $500,000. It is a regional grant with the Monterey Fire Department and provides funding to send 3 firefighters from the Salinas Fire Department through paramedic training. The grant provides funding for all tuition and personnel backfill costs.

  Western Fire Chiefs Association Data Lab Grant – The fire department was selected to receive this grant to implement a real-time data analytics platform to be used to

constantly evaluate the effectiveness and efficient deployment of resources. This will allow for planning and decision making based upon up-to-the-minute response data. The grant provides $27,500 for the costs associated with the implementation of the platform.

- **Firefighter Academies** - The Fire Department recruit fire academy started in March 2019 with 8 recruits, three of which are paramedics. These new recruits will graduate and receive their station assignments effective July 16, 2019. The fire department is actively recruiting additional firefighters and paramedics with a focus on a more diversified hiring model. We are entering the 2019-2020 FY with several firefighter openings that we are working to fill as rapidly as possible. We are also seeking collaborative training opportunities with other agencies to reduce fiscal impacts as highlighted in the Salinas Plan.
- **Haz/Mat Response Program** - the Salinas Fire Department HazMat Team has been certified as a Type I hazardous materials team by the State of California. This enables the team to respond and mitigate both accidental and intentional releases of hazardous materials. The team is available as a statewide asset if needed for these types of emergencies. The Fire Department also completed an agreement with San Benito County to be their contracted HazMat Response Team. Establishing this agreement positions us as a regional asset to open more grant opportunities for sustaining this critical program. We continue in our agreement with Monterey County for HazMat Response. This agreement brings in approximately $150,000 annually to fund the personnel costs associated with the team.

- **Promotional Exams** –The Fire Department promoted the following personnel in the 18/19 Budget: (2) fire captains, and two (2) fire engineers. FY 19/20 will see additional promotional processes for the positions of Deputy Fire Chief, Battalion Chief, Captain, and Engineer.
- **Apparatus Purchases** –The replacement engine for Fire Station 4 on Williams Rd. was placed into service as well as (3) utility pickup trucks have well exceeded their useful life and reliability for the department's mission.
- **Fire Prevention Division** – This Division was able to roll-out an updated fee ordinance and automated billing and collection program to help improve compliance with over 600 annual false alarm responses, and greatly improve the consistency in false alarm cost recovery. In addition, the Division has actively participated in joint inspection efforts by the Office of the City Attorney and Code Enforcement to reduce hazards posed by abandoned structures throughout the City.

The Fire Prevention Division was able staff all vacant full-time positions as well as 2 of 3 part-time inspector aide positions and purchase three additional vehicles. The Prevention Division managed to complete over 2000 inspections and over 600 plan reviews and has established a business inspection program with new part-time staff positions classified as Fire Prevention Aides.

City Attorney's Department

- **Continue support of development of new Public Safety Headquarters and El Gabilan Library**. Supported primarily the Public Works and Library and Community Services Departments on agreements and related documents to begin construction of these two projects.
- **Continued expansion of Code Enforcement Litigation**. Continued support of Code Enforcement staff and assistance with outside counsel on commencement and resolution of Receivership litigation and other code enforcement efforts.
- **Ordinance Adoption**. Completed blighted properties ordinance and unruly gathering ordinances for Council adoption. Presented a revised noise ordinance for Council adoption. Ordinance regulating parking of over-sized vehicles presented to City Council and adopted by City Council.

Library and Community Services

- Implemented a weekly Saturday Night Teen Program at five locations logging over 2,016 visits and 661 unduplicated participants in order to reduce violence and provide positive alternatives for youth.
- Over 275,000 residents visited recreation centers and 3,600 youth ages 5-18 participated in various sports programs.
- Conducted 7 community clean ups and issued 98 special event permits.
- The Library's Youth Services division continues to expand programming to offer programs seven days a week.
- Implemented the Youth and Government Institute with 28 High School youth participants.
- Implemented the second year of the Building Strong Neighborhood Meeting Series connecting residents to services provided by the Salinas Police Department, Community Development and Code Enforcement and Public Works.
- Earned a $500,000 California Violence Intervention and Prevention (CAL VIP) Grant from the Board of State and Community Corrections.
- The first annual Salinas See Our Youth (SOY) Summit celebrating youth leadership across the city drew over 100 high school aged students. The Summit was youth designed and led.
- Continued implementation of the Street Outreach Intervention program providing mentorship and safe opportunities to over 50 gang impacted youth most at risk of becoming a victim or a perpetrator of violence.

Public Works Department

- Continuing work with Monterey County Health Department to develop Traffic Safety education programs.
- Continued homeless encampment cleanups, and responded to health concerns related to the spread of Hepatitis A.
- Initiated a re-forestation program following the storms of 2017.

- Completed 95%Design of East Laurel Drive Pedestrian Improvements.
- Complete design and begin construction of Old Muni Pool phase 3.
- Complete 95% design on the Bardin Road SRTS Improvements.
- Completed the E Laurel Drive/Saint Edwards Traffic Signal.
- Completed design of the Alvin Drive Safe Routes to School Project for construction in Fall 2019.
- Completed the North Sanborn Road Safety Improvement Project (Fall 2018).
- Completed the East Market Street Safe Routes to School Project.
- Working on design of 5 new traffic signals and a mini roundabout for construction in 2019.
- Constructed 2 of the 4 Priority Traffic Calming Projects and currently working with the communities on remaining two locations.

Assessments and Maintenance Districts

- Removed graffiti within 24-hours; removed homeless encampments monthly.
- Removed overgrowth from creek beds reducing impacts from potential flooding and wildfires.
- Responded to concerns related to traffic and security as soon as possible.

Enterprise Operations

- Hosted 2018 California International Airshow.
- Opened new Airport Restaurant – the Flying Artichoke.
- Provide Parking enforcement support for Code enforcement activities.
- Provide Parking enforcement support for traffic safety at school locations.

❖ **Effective, Sustainable Government**

Administration Department

- Continued dialogue with City leaders, site selectors and major business corporations in preparation and planning for the 4th annual Forbes AgTech Summit sponsored by the City.
- Continued Council and community engagement regarding City services, fiscal management, and implementation of the strategic plan goals and objectives for FY 2017-19.
- Continue to work with local service providers and County officials to mitigate homeless encampments, construction of a permanent shelter, and solidify housing and commercial development in the Chinatown area.
- Continued oversight of the Economic Development Element Plan and the integration of the Housing element, Downtown Vibrancy, Chinatown Vibrancy, and the Alisal Vibrancy to the General Plan.

- Continues to lead the efforts between the City and County animal shelter consolidated services.
- Participating in multijurisdictional efforts toward the development of clean energy electricity generation.
- Managed and implemented SalinasConnect (QAlert) service request management system city-wide.
- Ongoing management of the City Council, Measure E, and Measure G agenda process.
- Continue to inventory and destroyed City records pursuant to the Records Retention Policy; and is in the process of updating the City's record retention schedule and policy.
- Continues to process Republic Services low-income senior discounts.
- Human Resources Division successfully submitted the 2018 Affordable Care Act reporting to the Internal Revenue Services.
- Human Resources conducted over 60 recruitments to include one executive level recruitment, processed over 1,672 applications and processed approximately 34 new regular hires and 50 new temporary hires.
- Human Resources partnered with Community Hospital of the Monterey Peninsula and coordinated biometric health studies for eligible employees as part of a growing Health and Wellness Program.
- Human Resources coordinated the Employee Health & Wellness Fair attended by more than 40 vendors.
- Human Resources processed over 80 health enrollments and/or changes and respective COBRA notifications.
- Human Resources transitioned approximately 85 IAFF members to CalPERS medical pursuant to the current Memorandum of Understanding Agreement.
- Human Resources initiated the implementation of the NEOGOV applicant tracking system.

City Attorney's Department

- **Employee Relations**. Continued working with other City departments to resolve labor relations matters. Assisted with labor negotiations. Defended PERB unfair practice charges and any litigation. Responded to request for information. Directed investigations and advised re grievances and meet/confer matters.
- **Personnel Policies**. Ensured legal compliance with employment laws to prevent liability: continue work on personnel policy updates; assisted with review and revision of department policies; continued to advise on employment situations; investigated employee complaints.
- **Municipal Code Update**. Continued work on a comprehensive review and update of the Municipal Code to eliminate outdated or unnecessary provisions to improve the efficiency of the City's internal operations.

- **Insurance Joint Powers Agency**. Reviewed and improved the City's insurance coverages through the ACCEL joint powers authority; improved the City's insurance coverages with better policies.
- **Workers Compensation**. Continued management of the City's Workers Compensation program with resolution of cases through compromise and release in order to bring down the City's long-term liability.

Finance Department

- Strategically and collaboratively worked with departments and City Manager to balance the FY 2019-20 budget.
- Successfully transitioned succession planning for three levels of staffing including Assistant Finance Director, or retired, Accounting Manager, and Senior Accountant.
- Lead RFP, selection and managed Parks Impact Fee Study.
- Coordinated equipment lease financing for approximately $900,000 in urban forestry equipment and $2.5 million in Police and Fire Motorola radios.
- Coordinated Monte Bella CFD Financing.
- Coordinated upgrade of TRAKiT to version 9, begin conversion of Business Licenses into TRAKiT and coordinated implementation of GIS module of TRAKiT.
- Improved written procedures of the Revenue Division.
- Streamlined Grant management procedures.
- Implemented new CIP budgeting system.
- Conducted and completed TOT audits of all motels and hotels.
- Achieved cost reductions by consolidating actuarial services and issuing RFP.
- Lead economic incentive agreement negotiations with the Salinas Travel Center.
- Supported SPOA .and PMA labor negotiations with financial costing and fiscal updates
- Participated in finalizing and implementing the Salinas Plan including 10-year forecast model.
- Ongoing replacement of aging equipment in the Data Center and around the City.
- Working on upcoming fiber deployment to connect City Hall and the PD, along with bringing to the City additional lower-cost options for connecting City Hall to the internet. This is the first phase of the project.
- Continuing the success of using no full-time contractors for IT support and developing in-house employees to be better cross-trained for future growth.
- Adding additional Wi-Fi City-wide where needed and upgrading the existing AT&T leased fiber to a newer circuit so more City facilities will connect to the network and the internet.
- Coordinated CRISI and BUILD grant applications for the freight rail terminal project.

- Closed on the $33 million Measure X bond issue financing and coordinated deployment of proceeds on road projects with Public Works and prepared MOE and annual report.
- Continue to manage, facilitate and support the Measure E and G Committee and the Finance Committee.
- Completed the annual financial statements and audit with a clean audit opinion.

Police Department

- Re-organized the department to include:
  - ✓ Organization of all civilian staff under a civilian administrator (Police Services Administrator).
  - ✓ Re-organized the investigation bureau by reassigning cases based on areas of expertise.
- Institutionalized Body Worn Cameras in patrol personnel to enhance the Department's transparency and trust within the community.
- Continued the implementation of the Collaborative Reform Program with the Department of Justice.
- Continued to implement the community policing concept to increase communication with the community.

Public Works Department

- Developing Sustainable Citywide Parking Management Program.
  - ✓ Created Parking Enterprises to better manage parking programs.
  - ✓ Demonstrated successful implementation of Parking Enforcement Enterprise; improving services while continuing to cover costs at the same time supporting the City's economic and safety objectives.
  - ✓ Adjusted rates in the Downtown Parking District for the first time in a decade to reduce dependence of the enterprise on the City General Fund.
- Utilized Geographic Information Systems (GIS) for spatial analysis. Spatial analysis lets staff evaluate suitability and capability, estimate, predict, interpret and understand data. This capability is delivered to all City Departments to provide new perspectives to data driven decision-making.
- Implemented innovative and emerging technology solutions to increase efficiency and effectiveness of City services.
- Coordination of EV stations transformer for the ITC center.
- Embarked upon the development of a Community-Based Public/Private Partnership (P3) process to potentially fund green infrastructure projects throughout the City.
- Developing Proposition 26 fees to fund the costs of NPDES inspection and plan review activities.
- Continuing Implementation of the City Traffic Fee Ordinance.

Assessments and Maintenance Districts

- Managed district budgets with positive fund balances at year-end and built reserves.
- Implemented water conservation techniques in compliance with State water reduction mandates.

Library and Community Services

- Successful merge of the Community Safety Division into the Library and Community Services Department from the Administration Department with the goal of streamlining youth services and delivering more cost-effective services.
- Continued to explore methods where Library and Recreation services can collaborate to provide increased programming opportunities.
- Introduced self check-out and e-commerce at library branches.
- The Library introduced Brainfuse, an online tutoring service that provides students with homework help. This service was rolled out with the Student Success Initiative, a new Library pilot program aimed at providing a higher level of support to public schools. The service provides a seamless connection to the Library's digital resources and reaches over 3,000 students.
- Implemented web-based recreation software to allow residents to register for youth sports programs on-line and allow for credit card payments.

Enterprise Operations

- Continued support of the Airport Commission.
- Updated Airport Rates and Fees Schedule.
- Continued development of sustainable City Parking programs.
- Creation of the Parking Enterprise.
- Successful development of sustainable Parking enforcement program that provide city services and covers cost.
- Adjusted rates of Downtown Parking enterprise for next 2 fiscal years with the goal for enterprise to self-sustaining.

❖ **Excellent Infrastructure**

City Attorney's Department

- **Continued Support of Police Headquarters and El Gabilan Library Projects**. Supported primarily the Public Works and Library and Community Services Departments on agreements and related documents to begin construction of these two projects.

Library and Community Services

- Completed Phase II and initiated Phase III of the Old Muni Pool Retrofit Project which will allow for additional venues for recreation and meeting space.

- Demolished the El Gabilan Library and celebrated the ground breaking for the new El Gabilan Library.
- Raised nearly $400,000 from private donors and foundations in order to support new construction enhancements to the new El Gabilan Library.
- Opened the Library Connection @ Northridge Mall. This satellite location provides awareness of library services and enlists new library members. On average, the Library Connection signs up over 450 new card holders every month and circulates over 2,400 items per month.
- Continued work on a Master Plan for parks, recreation and library facilities with the intention of bringing the plan to the City Council for adoption in the spring of 2019.
- Completed the Sherwood Tennis Center tennis court refurbishment project.
- Initiated a Public Art Master Planning process.

Public Works Department

- Completed the Pavement Management System analysis.
- Bonded Measure X funds for street improvements.
- Completed construction on the St Edwards Traffic Signal.
- Designing Boronda Road Improvements which provides increase capacity to four lanes and 5 new roundabouts at key intersections.
- Begin construction of 2018 Slurry Seal project City Wide.
- Complete 80% design of San Juan Grade Road rehabilitation.
- Complete 90% design of Monte Bella Detention Basin Desiltation and Repair.
- Complete 80% design of High Priority Sanitary Sewer and manhole repairs.
- Complete the On-Call Job Order Contract for Sidewalk improvements.
- Complete Weatherproofing Women's Club Building.
- Continuing Development of City's Active Transportation Plan.
- Completed East Alisal Corridor Plan.
- Secured grant funding to stretch transportation dollars.

Assessments and Maintenance Districts

- Implemented traffic calming for Monte Bella.
- Painted curbs and replaced signs as needed.

Enterprise Operations

- Completed Airport Layout Plan and Narrative Report.
- Completed preventative maintenance inspection on all City owned Aircraft Hangars.
- Completed Airport Pavement Maintenance and Management Program.

❖ Quality of Life

Police Department

- Established the Special Operations Unit and utilized volunteers to increase Neighborhood Watch presentations.
- Worked with community stakeholders to balance the property owner's rights with the needs of the homeless community.
- Created the Salinas Violence Suppression Task Force in cooperation with federal agencies to reduce the violent crimes afflicting Salinas.

City Attorney's Department

- **Arts Ordinance/Public Art Program.** Presented for adoption by the City Council an ordinance implementing a public arts program and associated policies and procedures.

Public Works Department

- Completed the pre-development work for both the Salinas Public Safety Services Headquarters and new El Gabilan Library.
- Traffic Calming Improvements at Curtis Street, Riker Street and Ambrose Drive neighborhoods. Currently constructing traffic calming projects at Chaparral Street and working on Traffic Calming Plan for Cherokee Street neighborhood.
- Repair the Tennis courts at Sherwood Park.
- Plant trees at Beacon Hill and Constitution.

Library and Community Services

- Provided over 11,182 meals to youth and seniors at seven locations through the Summer Lunch/Snack Program and Firehouse Senior Program.
- Continued the Library's Paletero Program where Library staff walk high need areas in Salinas with an ice cream cart, but instead of ice cream, the library delivers a mobile Wi-Fi station, books and services.
- The department played a key leadership and planning role in the decentralization of National Night Out Salinas 2018 resulting in over community led 15 block parties simultaneously all over the city celebrating community and police partnerships.
- Expanded Library Adult Programming to include more health and wellness and workforce development programs.
- The library introduced Kanopy, an online library of top rated movies and documentaries.
- Expanded programming at the Firehouse Recreation Center to include recreational fee-based programming.

Labor Relations

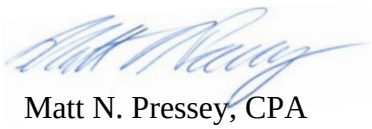
All employee groups have approved Memorandum of Understandings (MOUs) with the City. SPOA's MOU became effective September 23, 2019 after going through the imposition process. Negotiations will start again during the next year. Police Manager's Association (PMA)'s MOU expires December 31, 2021. Fire Supervisors Association (FSA) and the International Association of Firefighters (IAFF) MOU's expire December 31, 2019. All of the non-safety groups have contracts that expire December 31, 2019 or shortly thereafter.

Acknowledgements

The preparation of this Annual Financial Report could not have been accomplished without the professional, efficient, and dedicated service of the staff of the Finance Department. In particular, I would like to acknowledge and give a very special thanks to Assistant Finance Director, Elizabeth Mariano and Accounting Manager, Mary Lagasca, who both are dedicated to the sound fiscal management of the City. I also would like to express my appreciation to our professional senior accountants: Alma Gonzales-Delgado, Juan Hernandez, and Abe Pedroza. The entire Finance staff deserves a special word of thanks for another year of hard work and quality performance. We also wish to thank our auditors, McGilloway, Ray, Brown & Kaufman, Accountants & Consultants, for their diligence, cooperation and assistance.

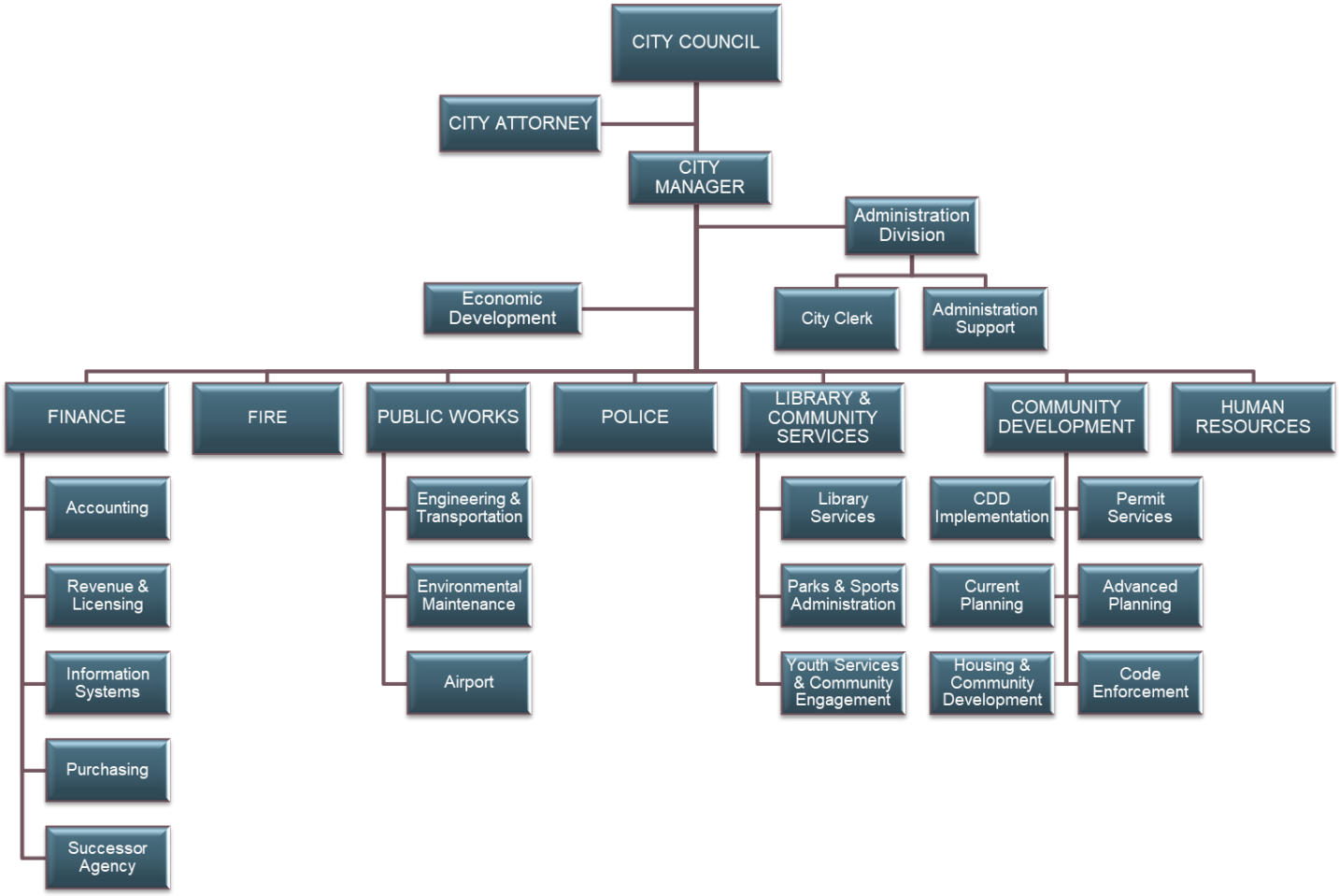
Sincere appreciation is also expressed to the City Manager and members of the City Council for their support in planning and conducting the financial operations of the City in a responsible, sustainable and progressive manner.

Respectfully submitted,



Matt N. Pressey, CPA
Finance Director

City of Salinas
Organization Chart



City of Salinas

List of Principal Officials

SALINAS

RICH IN LAND | RICH IN VALUES

Joe Gunter
Mayor

Scott Davis
Councilmember
District 1

Tony Barrera
Councilmember
District 2

Steve McShane
Councilmember
District 3

Gloria De La Rosa
Councilmember
District 4

Christie Cromeenes
Councilmember
District 5

John "Tony" Villegas
Councilmember
District 6

Ray E. Corpuz, Jr.
City Manager

Christopher A. Callihan
City Attorney

Jim Pia
Assistant City Manager

Kristan Lundquist
Library and Community
Services Director

Adele Fresé
Chief of Police

Matt N. Pressey, CPA
Finance Director

David Jacobs
Public Works Director

Megan Hunter
Community
Development Director

Pablo Barreto
Fire Chief

McGilloway | Ray Brown | Kaufman
ACCOUNTANTS AND CONSULTANTS

2511 Garden Road
Suite A180
Monterey, CA 93940-5301
831-373-3337
Fax 831-373-3437

379 West Market Street
Salinas, CA 93901
831-424-2737
Fax 831-424-7936

3478 Buskirk Avenue
Suite A1000
Pleasant Hill, CA 94523
831-373-3337
Fax 831-373-3437

INDEPENDENT AUDITOR'S REPORT

To the Honorable Mayor and
Members of the City Council
City of Salinas
Salinas, California

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of City of Salinas, California (the City), as of and for the year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City, as of June 30, 2019, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

Implementation of New Accounting Standard

The City adopted GASB Statement No. 84, *Fiduciary Activities*, during the year ended June 30, 2019. GASB Statement No.84 improves guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. The adoption of this statement increased net position in the government-wide financial statements and in fiduciary net position as of July 1, 2018 as disclosed in Note 21. Our opinion is not modified with respect to this matter.

Correction of an Error

As further discussed in Note 21 to the accompanying financial statements, the prior period net position/fund balance for the governmental activities and business-type activities was restated. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, budgetary comparison schedules, claims development for internal services funds, employee retirement pension benefits information, and other postemployment benefits information (collectively, the required supplementary information), as listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City's basic financial statements. The introductory section, combining and individual nonmajor fund financial statements and the General, Measure E & Measure G Funds combining statements, as listed in the table of content, are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The combining and individual nonmajor funds and the General, Measure E & Measure G Funds combing statements are the responsibility of management and was derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining and individual nonmajor fund and the General, Measure E & Measure G Funds combining statements financial statements are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The introductory section has not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated December 12, 2019, on our consideration of the City's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering City of Salinas, California's internal control over financial reporting and compliance.

McGilloway, Ray, Brown & Kaufman
Salinas, California
December 12, 2019

SALINAS

RICH IN LAND | RICH IN VALUES

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This analysis of the City of Salinas (City) financial performance provides an overview of the City's financial activities for the fiscal year ended June 30, 2019. Please read it in conjunction with the accompanying transmittal letter, the basic financial statements and the accompanying notes to the financial statements.

A. FINANCIAL HIGHLIGHTS

- At June 30, 2019, the City's net position (excess of assets over liabilities) was $187.6 million. Of this amount, $300.5 million are invested in capital assets and restricted assets, which is offset by a deficit of $112.9 million classified as unrestricted assets.
- During the fiscal year ended June 30, 2019, the City's total net position increased by $17.7 million excluding a prior period adjustment of $4.8 million. This change primarily results from improved investment earnings, sales tax, Measure G transactions and use tax, and property tax.
- During the fiscal year fund balances increased $59.4 million to $138.1 million for governmental funds, of which $128.6 million is either nonspendable, restricted, committed, or assigned and thus unavailable.
- During the fiscal year the General Fund, Measure E, and Measure G fund balance increased $33.9 million to $52.3 million of which $41.9 million is either nonspendable, restricted, committed, or assigned. Unassigned General Fund, Measure E & Measure G fund balance was $10.3 million, which mainly represents the City's operating reserves of $9.6 million.
- The City's total liabilities increased by $41.9 million during the current fiscal year. Governmental Activities increased by $42.2 million and Business-type Activities decreased $0.3 million. The long-term debt increased $35.9 million as a result of increases in Certificates of Participation of $37.5 million for Total Road Improvement Program (TRIP) 2018B, $2.7 million for Community Financing District Monte Bella, $4.4 million in unamortized bond premiums for the two previously mentioned items, a Capital Lease of $3.5 million for Public Safety Radios and Public Works equipment, coupled with a decrease in Net Pension Liability of $7.0 million, and a decrease of $5.2 million from regularly scheduled debt service repayments in both Governmental and Business-type Activities.
- The City's capital assets, net of depreciation, increased $8.1 million to $399.5 million.

B. OVERVIEW OF FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to the City's basic financial statements, which are comprised of three components: 1) Government-Wide Financial Statements, 2) Fund Financial Statements and 3) Notes to the Basic Financial Statements.

The basic financial statements include the City (primary government) and all legally separate entities (component units) for which the government is financially accountable.

This report also contains other supplementary information in addition to the basic financial statements for further information and analysis.

Government-Wide Financial Statements

The Government-Wide Financial Statements present the financial picture of the City and provide readers with a broad view of the City's finances. These statements present governmental activities and business-type activities separately and include all assets of the City (including infrastructure) as well as all liabilities (including long-term debt). Additionally, certain interfund receivables, payables and other interfund activity have been eliminated as prescribed by GASB Statement No. 34.

The *Statement of Net Position* and the *Statement of Activities and Changes in Net Position* report information about the City as a whole and about its activities. These statements include all assets and liabilities of the City using the accrual basis of accounting, which is similar to the accounting used by most private-sector companies. All of the current year's revenues and expenses are taken into account, regardless of when cash is received or paid.

The *Statement of Net Position* presents information on all of the City's assets and liabilities, with the difference between the two reported as net position. Over time, changes in net position may serve as a useful indicator of whether the financial position of the City is improving or deteriorating.

The *Statement of Activities and Changes in Net Position* presents information showing how the City's net position changed during the year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of timing of related cash flows.

In the Statement of Net Position and the Statement of Activities and Changes in Net Position, we separate the City activities as follows:

> *Governmental Activities*—All of the City's basic services are reported in this category, including general government, public safety, community development, public works, recreation, and library. Property taxes, sales taxes, user fees, interest income, franchise fees, state grants and federal grants finance these activities. The City's insurance programs (health, worker's compensation, liability and property damage) are accounted for in internal service funds, but are reported as part of governmental activities since these programs are used primarily for governmental activities.
>
> *Business-Type Activities*—The City charges a fee to customers to cover all or most of the costs of certain services it provides. The City's Industrial Wastewater System, Airport, Golf Courses, Sanitary Sewer, Hitchcock Water Utility, Storm Sewer, Permit Service, Landfill and Parking District activities are reported as business-type activities.

Fund Financial Statements

The Fund Financial Statements provide detailed information about the City's major funds — not the City as a whole. Some funds are required to be established by State law and by bond covenants. However, management establishes many other funds to help it control and manage money for particular purposes or to show that it is meeting legal responsibilities for using certain taxes, grants and other money.

The Fund Financial Statements include statements for each of the three categories of activities – governmental, proprietary and fiduciary. The governmental funds are prepared using the current financial resources measurement focus and modified accrual basis of accounting. The proprietary funds are prepared using the economic resources measurement focus and the accrual basis of accounting. The fiduciary funds are agency funds, pension trust fund and private purpose trust funds, which only report assets and liabilities and do not have a measurement focus.

Governmental Funds - The Governmental Funds are used to account for essentially the same functions reported as governmental activities in the Government-Wide Financial Statements. However, unlike the Government-Wide Financial Statements, Governmental Funds Financial Statements focus on current financial resources, which emphasize near-term inflows and outflows of expendable resources as well as balances of expendable resources at the end of the fiscal year. This information is essential in evaluating the City's near-term financial requirements.

In order to better understand the City's long-term and short-term requirements, it is useful to compare the City's Governmental Funds Statements with the governmental activities in the Government-Wide Financial Statements. A reconciliation is provided for the Governmental Fund Balance Sheet and the Statement of Revenues, Expenditures and Changes in Fund Balances to facilitate this comparison. The major governmental funds include the General, Measure E and Measure G Funds, Development Fees Special Revenue Fund, and the Special Construction Assistance Special Revenue Fund, which are reported in detail in the Governmental Fund Financial Statements. All other funds are shown in the aggregate as other non-major governmental funds.

Individual fund data for other non-major governmental funds is provided in the form of supplementary information elsewhere in the report.

Proprietary Funds - The City maintains two types of proprietary funds, enterprise funds and internal service funds. Enterprise funds are used to report the same functions presented as business-type activities in the Government-Wide Financial Statements. The City uses enterprise funds to account for its Airport, Industrial Wastewater System, Golf Courses, Sanitary Sewer, Parking, Hitchcock Water Well Utility, Storm Sewer, Permit Services and Landfill activities. Internal service funds are an accounting device used to accumulate and allocate costs internally among the City's various functions. The City uses internal service funds to account for its general city insurance operations. Because these services predominantly benefit the governmental rather than business-type activities, they have been included within governmental activities in the Government-Wide Financial Statements.

Proprietary funds provide the same type of information as the Government-Wide Financial Statements, only in more detail. All enterprise funds are presented in detail as major enterprise funds. The internal service funds are combined into a single aggregated presentation in the proprietary fund financial statements. Individual fund data for the internal service funds is provided in the form of supplementary information elsewhere in the report.

Fiduciary Funds - The City is the trustee, or fiduciary, for certain funds held on behalf of external parties. The City's fiduciary activities are reported in separate Statements of Fiduciary Net Position. These activities are excluded from the City's other financial statements because the resources of these funds are not available to support the City's own programs. The City is responsible for ensuring that these funds are used for their intended purpose.

Notes to the Basic Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the Government-Wide and Fund Financial Statements.

Required Supplementary Information

In addition to the basic financial statements, this report also presents certain Required Supplementary Information including the City's budgetary comparison schedules for the General, Measure E and Measure G Funds and the Development Fees major special revenue fund, and information concerning the progress in funding its obligation to provide pension benefits to its employees.

Other Supplementary Information

Combining statements for the other non-major governmental funds, Internal Service Funds, Fiduciary Funds and General, Measure E and Measure G Funds are presented immediately following the Required Supplementary Information as supplementary information.

C. GOVERNMENT-WIDE FINANCIAL ANALYSIS

The Management Discussion and Analysis (MD&A) includes comparative data for analysis.

Statement of Net Position

Net position is a good indicator of the City's financial position. During this fiscal year, the net position of the City increased $22.5 million (13.6%) over the prior year from $165.1 to $187.6 million.

At June 30, 2019, the largest portion of net position (112%) consists of the City's investment in capital assets net of related debt. This component portrays the total amount of funds required to acquire those assets less any related outstanding debt used for such acquisition. The City uses these capital assets to provide services to residents. The capital assets of the City are not sources of income for repayment of debt as most assets are not revenue generating and generally are not liquidated to repay debt. Debt service payments are funded from other resources available to the City.

The following is the Condensed Statement of Net Position for the fiscal years ended June 30, 2019 and 2018:

City of Salinas
Condensed Statements of Net Position
June 30, 2019

	Governmental Activities		Business-type Activities		Total		Percent
	2019	2018	2019	2018	2019	2018	of Total
Assets:							
Current assets	$ 167,585,247	$ 98,156,161	$ 19,321,587	$ 17,708,341	$ 186,906,834	$ 115,864,502	30.2 %
Other assets	30,136,535	27,175,325	2,086,173	2,061,035	32,222,708	29,236,360	5.2 %
Capital assets, net	281,355,416	269,661,526	118,191,462	121,813,303	399,546,878	391,474,829	64.6 %
Total assets	479,077,198	394,993,012	139,599,222	141,582,679	618,676,420	536,575,691	100.0 %
Deferred outflows of resources							
Related to pensions	49,407,359	60,675,953	1,442,803	1,311,507	50,850,162	61,987,460	98.9 %
Reaquisition costs	272,202	306,223	277,648	317,438	549,850	623,661	1.1 %
Total deferred outflows of resources	49,679,561	60,982,176	1,720,451	1,628,945	51,400,012	62,611,121	100.0 %
Liabilities:							
Current liabilities	10,159,673	11,769,309	2,418,566	2,432,182	12,578,239	14,201,491	2.7 %
Other liabilities	36,746,797	29,668,186	6,085,000	5,460,000	42,831,797	35,128,186	9.1 %
LTD - due in one year	7,076,666	5,401,725	2,072,140	1,992,240	9,148,806	7,393,965	2.0 %
Long-term liabilities	362,277,251	327,189,465	41,667,918	42,642,522	403,945,169	369,831,987	86.2 %
Total liabilities	416,260,387	374,028,685	52,243,624	52,526,944	468,504,011	426,555,629	100.0 %
Deferred inflows of resources							
Related to pensions	13,641,259	7,164,607	318,117	315,025	13,959,376	7,479,632	99.9 %
Loss on refunding of debt	20,650	24,042	-	-	20,650	24,042	0.1 %
Total deferred inflows of resources	13,661,909	7,188,649	318,117	315,025	13,980,026	7,503,674	0.1 %
Net Position:							
Net investment in Capital Assets	132,079,740	165,269,307	78,755,026	80,551,269	210,834,766	245,820,576	112.4 %
Restricted	87,701,244	43,285,333	1,965,948	1,932,223	89,667,192	45,217,556	47.8 %
Unrestricted	(120,946,521)	(133,796,786)	8,036,958	7,886,163	(112,909,563)	(125,910,623)	(60.2)%
Total Net Position	$ 98,834,463	$ 74,757,854	$ 88,757,932	$ 90,369,655	$ 187,592,395	$ 165,127,509	100.0 %

Statement of Activities

The following is the Condensed Statement of Activities and Changes in Net Position for the fiscal years ended June 30, 2019 and 2018:

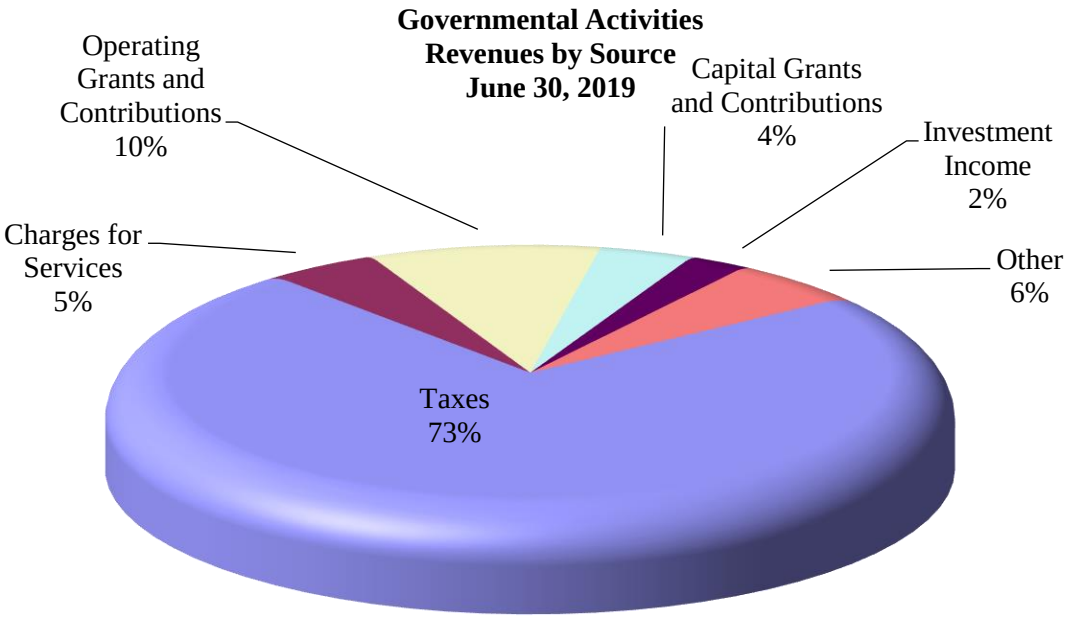
City of Salinas
Condensed Statement of Activities and Changes in Net Position
For the Fiscal Year Ended June 30, 2019

	Governmental Activities		Business-type Activities		Total	
	2019	2018	2019	2018	2019	2018
Revenues						
Program Revenues:						
Charges for Services	$ 8,304,238	$ 6,507,589	$ 13,220,386	$ 11,888,945	$ 21,524,624	$ 18,396,534
Operating Grants & Contributions	17,512,104	21,825,112	35,761	23,552	17,547,865	21,848,664
Capital Grants & Contributions	7,132,422	5,331,524	950,406	623,485	8,082,828	5,955,009
General Revenues:						
Taxes	128,101,942	118,247,128	-	-	128,101,942	118,247,128
Licenses, permits, fines and forfeitures	8,040,739	7,205,531	-	-	8,040,739	7,205,531
Grants & Contributions not Restricted	-	-	-	-	-	-
Unrestricted Investment Earnings	4,487,749	1,044,105	379,511	157,966	4,867,260	1,202,071
Rental income	635,882	608,312	-	-	635,882	608,312
Gain (Loss) on Disposal of Assets	54,930	(270,444)	3,886	(18,843)	58,816	(289,287)
Housing loan repayment from/to Successor Agency	1,308	-	-	-	1,308	-
Miscellaneous	1,155,527	662,979	-	-	1,155,527	662,979
Total Revenues	175,426,841	161,161,836	14,589,950	12,675,105	190,016,791	173,836,941
Expenses						
General Government	20,198,949	37,568,079	2,269,805	2,056,622	22,468,754	39,624,701
Public Safety	92,185,514	74,400,990	-	-	92,185,514	74,400,990
Public Works	26,171,785	29,659,857	17,053,323	14,483,319	43,225,108	44,143,176
Recreation	4,623,328	3,137,839	601,054	742,738	5,224,382	3,880,577
Library	5,453,771	5,091,740	-	-	5,453,771	5,091,740
Interest	3,746,197	1,103,866	-	-	3,746,197	1,103,866
Total Expenses	152,379,544	150,962,371	19,924,182	17,282,679	172,303,726	168,245,050
Increase (decrease) in Net Position before Contributions and Transfers	23,047,297	10,199,465	(5,334,232)	(4,607,574)	17,713,065	5,591,891
Contributions	-	-	-	951,566	-	951,566
Transfers	(3,703,420)	(1,898,829)	3,703,420	1,900,111	-	1,282
	(3,703,420)	(1,898,829)	3,703,420	2,851,677	-	952,848
Increase (decrease) in Net Position	19,343,877	8,300,636	(1,630,812)	(1,755,897)	17,713,065	6,544,739
Net Position - Beginning of Year	74,757,854	74,150,432	90,369,655	93,247,962	165,127,509	167,398,394
Prior Period Adjustment	4,732,732	(7,693,214)	19,089	(1,122,410)	4,751,821	(8,815,624)
Net Position - Beginning of Year as restated	79,490,586	66,457,218	90,388,744	92,125,552	169,879,330	158,582,770
Net Position - Ending	$ 98,834,463	$ 74,757,854	$ 88,757,932	$ 90,369,655	$ 187,592,395	$ 165,127,509

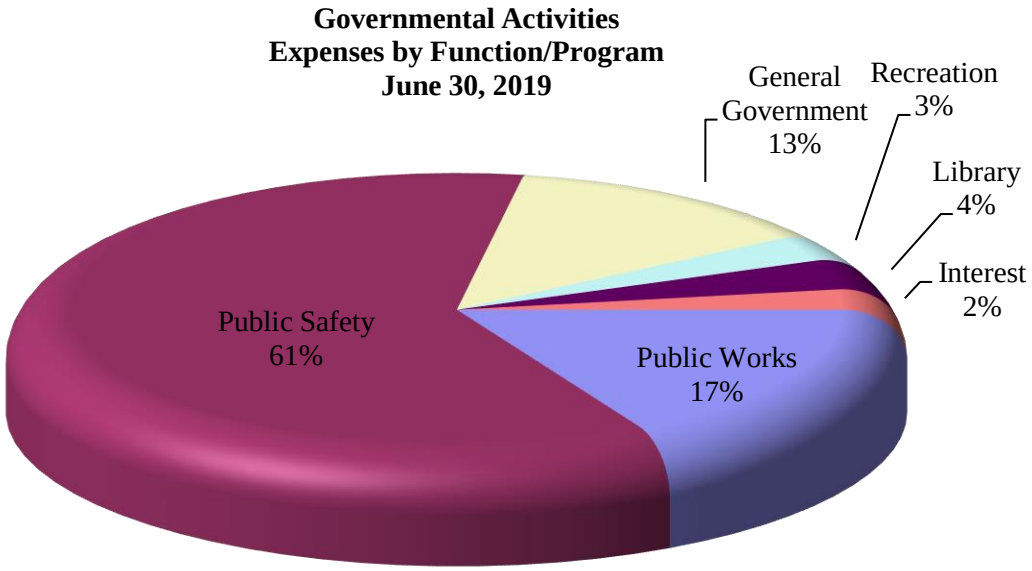
Total revenues increased from the prior year by $16.2 million, or 9.3% and total expenditures increased by $4.1 million from prior year, or 2.4%. Further analysis is provided within the governmental and business-type activities sections.

Governmental Activities

Governmental activities resources total $175.4 million. The City's governmental activities increased net position by $19.3 million. The following charts highlight the sources of revenues and purpose of expenses:



Total expenses for governmental activities, excluding transfers and contributions, were $152.4 million including interest on long-term debt of $3.7 million. Total expenditures that were funded by tax revenues, investment income and other general revenues were $119.4 million.



Functional expenses for the year ended June 30, 2019 were as follows:

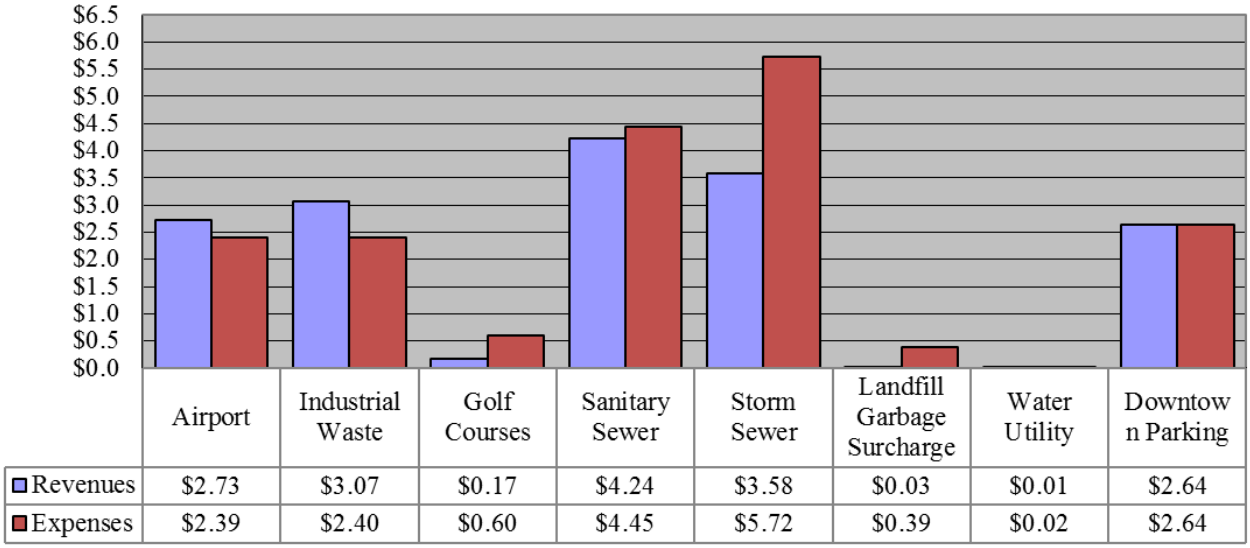
	Total Cost of Services	Percent	Net Cost of Services	Percentage
General government	$ 20,198,949	13.3 %	$ (3,892,145)	(3.3)%
Public safety	92,185,514	60.5 %	87,605,823	73.4 %
Public works	26,171,785	17.2 %	22,913,234	19.2 %
Recreation	4,623,328	3.0 %	4,131,531	3.5 %
Library	5,453,771	3.6 %	4,926,139	4.1 %
Interest	3,746,197	2.5 %	3,746,198	3.1 %
Total	$ 152,379,544	100 %	$ 119,430,780	100 %

Public safety continues to be the single highest expense for the City followed by public works. Net cost of services, after subtracting fees and grant revenues total $119.4 million.

Business-Type Activities

The City's business-type activities net position was $88.8 million, a decrease of $1.6 million from the prior fiscal year. Total revenues for business-type activities were $14.6 million. The largest program revenues were charges for services of $13.2 million. Other program revenues included operating/capital grants and contributions of $1.0 million. Total expenses for the business-type activities were $19.9 million during FY 2018-19.

Business -Type Activities
Revenues, Expenses (in millions)
June 30, 2019



	Airport	Industrial Waste	Golf Courses	Sanitary Sewer	Storm Sewer	Landfill Garbage Surcharge	Water Utility	Downtown Parking
Revenues	$2.73	$3.07	$0.17	$4.24	$3.58	$0.03	$0.01	$2.64
Expenses	$2.39	$2.40	$0.60	$4.45	$5.72	$0.39	$0.02	$2.64

D. FUND FINANCIAL STATEMENT ANALYSIS

The City uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds

The focus of the City's governmental funds is to provide information on short-term inflows, outflows and balances of spendable resources. Such information is useful in assessing the City's financing requirements. In particular, unassigned fund balance may serve as a useful measure of a government's net resources available for spending at the end of the fiscal year.

As of the end of the current fiscal year, the City's governmental funds reported combined ending fund balances of $138.1 million. Of the total fund balance, $8.9 million was nonspendable and indicates the resources are nonspendable inventory, loans, notes, land and property held for resale and are not anticipated to be liquidated in the near-term. Of the total fund balance, $85.0 million was restricted fund balance and indicates the use of resources is constrained by external parties, resource providers, constitutions or enabling legislations. Fund balance of $15.4 million was restricted for future development, $6.4 million for maintenance districts, $11.3 million for street repairs and improvements, $4.8 million for debt service, $2.5 million for grants, $1.1 million for housing, $40.0 for capital projects, and $2.1 million for public safety purposes. The remainder of the restrictions in the amount of $0.9 million is restricted for various purposes as listed in the Fund Balance footnote. Committed fund balance totaled $7.0 million and are limited to specific purposes as defined in the City Charter or through a formal budgetary action of the City Council occurring through adoption of an ordinance or resolution. The $7.0 million committed fund balance is committed for capital projects. Assigned fund balance totaled $30.7 million and represents informal assignments made by the City. The remaining fund balance of $6.4 million is unassigned and mainly includes the unassigned fund balance of the General Fund of $6.6 million, Measure E Fund of $2.0 million, Measure G Fund of $1.7 million, which are mainly operating reserves.

The General Fund is the chief operating fund of the City. The General, Measure E and Measure G Funds' fund balance increased by $18.4 million in FY 2018-19 to $52.3 million, of which $6.2 million was nonspendable and indicates the resources are nonspendable inventory and advances and are not anticipated to be liquidated in the near-term. The $5.0 million committed fund balance is committed for capital projects and is limited to specific purposes as defined in the City Charter or through a formal budgetary action of the City Council occurring through adoption of an ordinance or resolution. Assigned fund balance totaled $30.7 million and has been allocated by the City Council for specific capital and operational needs. The remaining fund balance of $10.3 million is unassigned.

Proprietary Funds

The City's proprietary funds provide the same type of information found in the government-wide financial statements but in more detail. Factors concerning these funds have been addressed in the discussion of Government-Wide Financial Analysis.

E. GENERAL FUND BUDGETARY HIGHLIGHTS

The final amended General, Measure E, and Measure G Fund revenue budget, including transfers in, totaled $137.4 million and the expenditure budget totaled $154.4 million including transfers out. Transfers out are budgeted mostly for capital projects and the funds are already on-hand. Transfers out to the Capital Projects Fund will occur over multiple years.

Significant Appropriations Increases/Decreases

Appropriations during the year were adjusted upward by $15.8 million, of which $13.7 million were related to transfers for capital projects and $2.1 million in operational changes. Estimated revenue was adjusted upward by $1.5 million.

F. CAPITAL ASSETS AND LONG-TERM OBLIGATIONS

Capital Assets Including Infrastructure

The following is a summary of the City's capital assets as of June 30, 2019 and 2018:

City of Salinas' Capital Assets

	Governmental Activities		Business-type Activities		Totals	
	2019	2018	2019	2018	2019	2018
Land	$ 26,141,392	$ 25,230,652	$ 3,632,339	$ 3,632,339	$ 29,773,731	$ 28,862,991
Buildings	45,950,880	45,286,961	27,266,967	27,266,967	73,217,847	72,553,928
Improvements	15,766,022	15,720,822	21,808,016	21,130,339	37,574,038	36,851,161
Equipment	39,028,559	32,376,660	8,157,450	7,925,352	47,186,009	40,302,012
Infrastructure	243,208,588	239,494,655	236,689,231	236,689,231	479,897,819	476,183,886
Construction in Progress	130,701,284	120,078,338	8,159,727	6,426,682	138,861,011	126,505,020
	500,796,725	478,188,088	305,713,730	303,070,910	806,510,455	781,258,998
Accumulated Depreciation	(219,441,309)	(208,526,562)	(187,522,268)	(181,257,607)	(406,963,577)	(389,784,169)
	$ 281,355,416	$ 269,661,526	$ 118,191,462	$ 121,813,303	$ 399,546,878	$ 391,474,829

Capital assets, including infrastructure assets of the City, are those assets which are used in the performance of the City's functions. At June 30, 2019, net capital assets of the Governmental Activities totaled $281.4 million and the net capital assets of the Business-type Activities totaled $118.2 million. During FY 2002-03, American Appraisal Associates were hired to conduct an inventory and valuation of all the City's capital assets. Finance Department staff maintains and updates the Capital Assets inventory by recording all assets acquired or retired at the end of every fiscal year and performs rotating spot inventories each year. The City has elected to report and depreciate all infrastructures.

Governmental activities acquired $20.9 million of capital assets during the year. The acquisitions include $11.1 million in construction in progress, $3.7 million in infrastructure improvements, and $4.3 million in machinery.

Overall, Business-type Activities had a net decline in capital assets by $3.6 million. The City acquired $2.7 million of capital assets during the year. The acquisitions mainly include $1.7 million in construction in progress, and $0.6 million in improvements other than building.

Long-Term Obligations

As of June 30, 2019, the City had $413.1 million in long-term debt.

City of Salinas' Outstanding Debt

	Governmental Activities		Business-type Activities		Totals	
	2019	2018	2019	2018	2019	2018
Annual Leave	$ 11,374,966	$ 11,211,936	$ 492,458	$ 480,397	$ 11,867,424	$ 11,692,333
Estimated Insurance Claims	2,315,674	2,474,609	-	-	2,315,674	2,474,609
New York Life Net Pension Obligation	-	-	-	-	-	-
Capital Leases	96,347,881	94,647,219	11,069,787	11,716,319	107,417,668	106,363,538
Loans and Notes	-	-	2,820,000	3,229,000	2,820,000	3,229,000
Revenue Bonds	-	-	15,470,000	15,860,000	15,470,000	15,860,000
Certificates of Participation	42,915,000	5,970,000	7,680,000	8,120,000	50,595,000	14,090,000
Assessment District Bonds	2,970,000	3,775,000	-	-	2,970,000	3,775,000
CFD - Monte Bella	2,675,000	-	-	-	2,675,000	-
Unamortized Bond Premium	4,401,938	-	106,273	116,900	4,508,211	116,900
Unamortized Bond Discount	(370,719)	-	-	-	(370,719)	-
Subtotal	162,629,740	118,078,764	37,638,518	39,522,616	200,268,258	157,601,380
Net OPEB Liability	19,047,735	18,840,804	1,147,664	1,135,196	20,195,399	19,976,000
Net Pension Liability	187,676,442	195,671,622	4,953,876	3,976,950	192,630,318	199,648,572
Total outstanding debt	$ 369,353,917	$ 332,591,190	$ 43,740,058	$ 44,634,762	$ 413,093,975	$ 377,225,952

Further details on the City of Salinas' long-term debt can be found in Note 18 to the financial statements.

G. ECONOMIC FACTORS AND NEXT YEAR'S BUDGET

The FY 2019-20 budget is the second year of a series of significant challenging years ahead. The outlook shows healthy resources, however, the trajectory of forecasted expenditures far outpace the revenue growth. This financial forecast is the same for almost every City in California because of salaries and benefits including the PERS retirement increases where the cost will almost double during the seven-year phase-in. With this understanding of the future, the City has been working hard to implement strategies to address the future challenges, including the, "Salinas Plan". The FY 2019-20 budget is balanced on improved revenue and controlling the main cost drivers of the City. The largest cost driver is salaries. To make it through the next seven years, the City needs to control salaries. Until something else changes, no employee raises are proposed in this budget for next year or the PERS seven-year phase-in period. CalPERS lowered the discount rate in December 2016, which will cost the City $60.5 million cumulatively over the 7-year phase-in period starting in FY 2018-19 and ending in FY 2024-25, based on the latest actuarial reports from CalPERS.

The Salinas Plan and Fiscal Sustainability

The Salinas Plan is a Ten-Year Plan designed to provide the City with a path toward maintaining a long-term balanced budget while preserving City services and addressing the affordable housing crisis. The plan provides 32 recommended initiatives. The 32 recommended initiatives are now in various stages of progress and are described in more detail in the Salinas Plan section of this budget.

Major Projects and Funding

Amid challenging deficits, the City continues deploying approximately $6.5 million of Measure X and SB1 funding for maintaining and improving the City's roads and sidewalks. The City is also finalizing the construction of the long-awaited new Police Services Headquarters and expanded El Gabilan Branch Library, funded with Measure G and E, respectively.

H. REQUEST FOR INFORMATION

This financial report is designed to provide our residents, taxpayers, customers, and investors and creditors with a general overview of the City's finances and to demonstrate the City's accountability for the money it receives. If you have questions about this report or need additional financial information, contact the City of Salinas Finance Department, 200 Lincoln Avenue, Salinas, California 93901.

BASIC FINANCIAL STATEMENTS

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GOVERNMENT-WIDE FINANCIAL STATEMENTS

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CITY OF SALINAS
STATEMENT OF NET POSITION
JUNE 30, 2019

	Primary Government		
	Governmental Activities	Business-type Activities	Total
ASSETS			
Cash and investments	$ 147,567,821	$ 17,463,649	$ 165,031,470
Receivables, net of allowance			
Taxes	15,251,110	-	15,251,110
Accounts	436,715	1,771,223	2,207,938
Excess insurance receivable	8,000,000	-	8,000,000
Accrued interest	1,794,269	78,128	1,872,397
Due from outside agencies	7,915,142	-	7,915,142
Due from other funds	1,425,076	(1,425,076)	-
Internal balances	6,085,000	(6,085,000)	-
Inventory	11,019	-	11,019
Restricted cash and investments	856,472	1,965,948	2,822,420
Prepaid bond insurance	-	128,812	128,812
Assessments receivable	5,645,000	-	5,645,000
Loan receivables, net of allowance	226,605	-	226,605
Land and properties held for resale	2,507,553	-	2,507,553
Capital assets			
Land and nondepreciable assets	156,842,676	11,792,066	168,634,742
Depreciable assets, net of accumulated depreciation	124,512,740	106,399,396	230,912,136
Total assets	479,077,198	132,089,146	611,166,344
DEFERRED OUTFLOWS OF RESOURCES			
Related to pensions	48,279,959	1,374,874	49,654,833
Related to OPEB	1,127,400	67,929	1,195,329
Loss on refunding of debt	272,202	277,648	549,850
Total deferred outflows of resources	49,679,561	1,720,451	51,400,012
Total assets and deferred outflows	528,756,759	133,809,597	662,566,356
LIABILITIES			
Accounts payable	9,444,506	493,925	9,938,431
Accrued interest payable	588,128	463,269	1,051,397
Prepaid deposits	127,039	36,296	163,335
Unearned revenues	6,162,023	-	6,162,023
Long term liabilities			
Debt due within one year	7,074,168	2,072,140	9,146,308
Debt due in more than one year	155,555,572	35,566,378	191,121,950
Insurance claims payable	30,584,774	-	30,584,774
Net OPEB liability	19,047,735	1,147,664	20,195,399
Net pension liability	187,676,442	4,953,876	192,630,318
Total liabilities	416,260,387	44,733,548	460,993,935
DEFERRED INFLOWS OF RESOURCES			
Related to pensions	11,760,717	204,801	11,965,518
Related to OPEB	1,880,542	113,316	1,993,858
Gain on refunding of debt	20,650	-	20,650
Total deferred inflows of resources	13,661,909	318,117	13,980,026
NET POSITION			
Net investment in capital assets	132,079,740	78,755,026	210,834,766
Restricted for:			
Housing	6,473,685	-	6,473,685
Capital projects	40,005,450	-	40,005,450
Highways and streets	33,115,175	-	33,115,175
Debt service	4,846,867	1,965,948	6,812,815
Special programs	3,260,067	-	3,260,067
Total restricted assets	87,701,244	1,965,948	89,667,192
Unrestricted net position (deficit)	(120,946,521)	8,036,958	(112,909,563)
Total net position	$ 98,834,463	$ 88,757,932	$ 187,592,395

The accompanying notes are an integral part of this statement.

CITY OF SALINAS
STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2019

FUNCTION/PROGRAM ACTIVITIES	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions	Net (Expense) Revenue and Changes in Net Position: Governmental Activities	Net (Expense) Revenue and Changes in Net Position: Business-type Activities	Net (Expense) Revenue and Changes in Net Position: Total
Primary government:							
Governmental activities:							
General government	$ 20,198,949	$ 5,766,943	$ 14,207,287	$ 4,116,864	$ 3,892,145	$ -	$ 3,892,145
Public safety	92,185,514	1,917,148	2,684,725	-	(87,583,641)	-	(87,583,641)
Public works	26,171,785	199,072	43,920	3,015,558	(22,913,235)	-	(22,913,235)
Recreation	4,623,328	338,655	130,960	-	(4,153,713)	-	(4,153,713)
Library	5,453,771	82,420	445,212	-	(4,926,139)	-	(4,926,139)
Interest on long-term debt	3,746,197	-	-	-	(3,746,197)	-	(3,746,197)
Total governmental activities	152,379,544	8,304,238	17,512,104	7,132,422	(119,430,780)	-	(119,430,780)
Business-type activities:							
Airport	2,269,805	1,603,114	35,150	-	-	(631,541)	(631,541)
Industrial waste	2,091,427	2,942,904	-	-	-	851,477	851,477
Municipal golf courses	601,054	160,000	-	-	-	(441,054)	(441,054)
Sanitary sewer	4,184,071	3,685,042	611	-	-	(498,418)	(498,418)
Storm sewer	5,714,596	3,949	-	-	-	(5,710,647)	(5,710,647)
Water utility	23,197	7,423	-	-	-	(15,774)	(15,774)
Downtown parking	2,605,653	1,691,909	-	950,406	-	36,662	36,662
Permit services	2,434,379	3,126,045	-	-	-	691,666	691,666
Total business-type activities	19,924,182	13,220,386	35,761	950,406	-	(5,717,629)	(5,717,629)
Total primary government	$ 172,303,726	$ 21,524,624	$ 17,547,865	$ 8,082,828	(119,430,780)	(5,717,629)	(125,148,409)
		General revenues and transfers:					
		Property taxes			30,099,616	-	30,099,616
		Sales taxes			72,866,480	-	72,866,480
		Utility user tax			20,751,651	-	20,751,651
		Transient occupancy tax			3,610,296	-	3,610,296
		Other taxes			773,899	-	773,899
		Licenses, permits, fines and forfeitures			8,040,739	-	8,040,739
		Unrestricted investment earnings			4,487,749	379,511	4,867,260
		Miscellaneous			1,155,527	-	1,155,527
		Rental income			635,882	-	635,882
		Gain on disposal of assets			54,930	3,886	58,816
		Housing loan repayment to Successor Agency			1,308	-	1,308
		Transfers			(3,703,420)	3,703,420	-
		Total general revenues and transfers			138,774,657	4,086,817	142,861,474
		Change in net position			19,343,877	(1,630,812)	17,713,065
		Net position - beginning of year			74,757,854	90,369,655	165,127,509
		Prior period adjustment - Note 21			4,732,732	19,089	4,751,821
		Net position - beginning of year, as restated			79,490,586	90,388,744	169,879,330
		Net position - end of year			$ 98,834,463	$ 88,757,932	$ 187,592,395

The accompanying notes are an integral part of this statement.

FUND FINANCIAL STATEMENTS

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GOVERNMENTAL FUNDS

GENERAL, MEASURE E, & MEASURE G FUND

The General, Measure E, & Measure G Funds are always classified as a major fund. They account for all financial resources necessary to carry out basic governmental activities of the City that are not accounted for in another fund. The General, Measure E, & Measure G Funds support essential City services such as police and fire protection, street maintenance, libraries, and parks and open space maintenance.

DEBT SERVICE FUNDS

Debt Service Funds are used for the accumulation and disbursement of financial resources that will be used to make principal and interest payments on general long-term debt. The following fund has been classified as a major fund:

Assessment District Debt Service – This fund is used to accumulate monies for payment of the City's Assessment Districts Improvement Bonds. Debt service is financed with special assessments levied against property owners within the respective improvement districts.

CAPITAL PROJECT FUNDS

Capital Projects Funds are used to account for major capital acquisition and construction activities. The following fund has been classified as a major fund:

Special Construction Assistance – This fund accounts for proceeds of long-term borrowings resulting from the sale of Certificates of Participation to finance the acquisition and construction of capital projects.

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CITY OF SALINAS
BALANCE SHEET
GOVERNMENTAL FUNDS
JUNE 30, 2019

	General, Measure E, & Mesure G	Assessment District Debt Service	Special Construction Assistance	Non-Major Governmental Funds	Total
ASSETS					
Cash and investments	$ 49,780,327	$ 945,880	$ 37,477,858	$ 43,398,597	$ 131,602,662
Receivables, net:					
Taxes	15,139,155	-	-	-	15,139,155
Accounts	235,946	-	-	200,769	436,715
Accrued interest	483,678	-	-	1,270,325	1,754,003
Assessments	-	5,645,000	-	-	5,645,000
Due from outside agencies	75,000	-	2,523,057	5,317,085	7,915,142
Due from other funds	3,193,187	-	-	560,636	3,753,823
Inventory	11,019	-	-	-	11,019
Restricted cash and investments	-	141,739	-	301,112	442,851
Loan receivables	-	-	-	226,605	226,605
Advances to other funds	6,085,000	-	-	-	6,085,000
Land and properties held for resale	-	-	-	2,507,553	2,507,553
Total assets	$ 75,003,312	$ 6,732,619	$ 40,000,915	$ 53,782,682	$ 175,519,528
LIABILITIES					
Accounts payable	$ 6,860,890	$ 1,000	$ 792,345	$ 1,658,385	$ 9,312,620
Deposits	127,039	-	-	-	127,039
Due to other funds	15,743,142	-	567,156	1,414,599	17,724,897
Unearned revenues	-	-	506,285	10,738	517,023
Total liabilities	22,731,071	1,000	1,865,786	3,083,722	27,681,579
DEFERRED INFLOWS OF RESOURCES					
Unavailable revenues - housing loans	-	-	-	226,605	226,605
Unavailable revenues - grants	-	-	897,648	2,975,611	3,873,259
Unavailable revenues - special assessment receivable	-	5,645,000	-	-	5,645,000
Total deferred inflows of resources	-	5,645,000	897,648	3,202,216	9,744,864
FUND BALANCE					
Nonspendable	6,171,019	-	-	2,734,158	8,905,177
Restricted	-	1,086,619	38,135,129	45,745,338	84,967,086
Committed	5,038,675	-	-	2,000,000	7,038,675
Assigned	30,739,004	-	-	-	30,739,004
Unassigned	10,323,543	-	(897,648)	(2,982,752)	6,443,143
Total fund balance	52,272,241	1,086,619	37,237,481	47,496,744	138,093,085
Total liabilities, deferred inflows, and fund balance	$ 75,003,312	$ 6,732,619	$ 40,000,915	$ 53,782,682	$ 175,519,528

The accompanying notes are an integral part of this statement.

CITY OF SALINAS
RECONCILIATION OF THE GOVERNMENTAL FUNDS BALANCE SHEET
TO THE GOVERNMENT WIDE STATEMENT OF NET POSITION - GOVERNMENTAL ACTIVITIES
JUNE 30, 2019

Total fund balances - total governmental funds (page F-27)		$ 138,093,085
Amounts reported for governmental activities in the statement of net position are different because:		
Capital assets used in governmental funds are not current financial resources and therefore are not reported in the governmental funds balance sheet.		281,355,416
Interest payable on long-term debt does not require current financial resources. Therefore, interest payable is not reported as a liability in governmental funds balance sheet.		(588,128)
Deferred Inflows are adjusted as follows:		
Deferred inflows resulting from revenues that are not available to liquidate liabilities of the current period in the governmental funds are reclassified as revenues in the statement of net position.		4,099,864
Taxes receivable not collectible within sixty days are not available to pay current period expenditures and, therefore, are not reported in the funds.		111,955
Internal service funds are used by management to charge the costs of insurance programs to individual funds. The assets and liabilities of the internal service funds are included in governmental activities in the government-wide statement of net position.		7,480,140
Long-term liabilities are not due and payable in the current period and, therefore, they are not reported in the governmental funds balance sheet as follows:		
Annual leave	$ (11,249,287)	
Estimated insurance claims	(2,315,675)	
Net pension liability	(186,128,356)	
Net OPEB liability	(18,749,263)	
Capital leases	(96,347,881)	
Certificates of participation	(46,871,285)	
Assessment bonds	(5,719,934)	(367,381,681)
Deferred inflows and outflows		
The deferred outflows are not current assets or financial resources; and the deferred inflows are not due and payable in the current period, and therefore are not reported in the Governmental Funds		
Deferred outflows		49,232,249
Deferred inflows		(13,568,437)
Net position of governmental activities (page F-21)		$ 98,834,463

The accompanying notes are an integral part of this statement.

CITY OF SALINAS
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
GOVERNMENTAL FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

	General Measure E, & Measure G	Assessment District Debt Service	Special Construction Assistance	Non-Major Governmental Funds	Total
REVENUES					
Taxes	$ 127,139,518	$ -	$ -	$ 800,025	$ 127,939,543
Taxes - special assessments	-	703,847	-	1,775,930	2,479,777
Licenses and permits	7,490,908	-	-	-	7,490,908
Intergovernmental	933,586	-	3,219,216	14,899,814	19,052,616
Charges for services	5,685,066	-	818,774	1,800,397	8,304,237
Interest	1,871,068	4,471	-	1,540,889	3,416,428
Rental income	370,372	-	-	265,510	635,882
Fines and forfeits	321,889	-	-	227,942	549,831
Developer contributions	-	-	282,004	-	282,004
Miscellaneous	990,477	1,926	14,642	416,318	1,423,363
Total revenues	144,802,884	710,244	4,334,636	21,726,825	171,574,589
EXPENDITURES					
Current:					
General government	16,316,339	-	11,530	2,764,637	19,092,506
Public safety	72,741,824	-	-	3,196,555	75,938,379
Public works	11,235,904	-	124,873	1,429,220	12,789,997
Recreation	3,807,537	-	-	156,056	3,963,593
Library	4,739,101	-	-	374,804	5,113,905
Capital outlay	746,267	-	6,520,795	16,677,130	23,944,192
Debt service:					
Principal retirement	-	805,000	-	2,354,338	3,159,338
Interest and fiscal charges	-	88,193	-	3,309,457	3,397,650
Total expenditures	109,586,972	893,193	6,657,198	30,262,197	147,399,560
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	35,215,912	(182,949)	(2,322,562)	(8,535,372)	24,175,029
OTHER FINANCING SOURCES (USES)					
Loan proceeds	-	-	41,456,285	2,749,934	44,206,219
Housing loan repayment from Successor Agency	-	-	-	1,308	1,308
Operating transfers in	4,298,230	220,027	-	20,683,434	25,201,691
Operating transfers out	(22,554,977)	-	(136,403)	(11,528,335)	(34,219,715)
Total other financing sources (uses)	(18,256,747)	220,027	41,319,882	11,906,341	35,189,503
NET CHANGE IN FUND BALANCE	16,959,165	37,078	38,997,320	3,370,969	59,364,532
FUND BALANCE, BEGINNING OF YEAR	33,913,341	1,049,541	(3,111,612)	43,799,093	75,650,363
PRIOR PERIOD ADJUSTMENT (NOTE 21)	1,399,735	-	1,351,773	326,682	3,078,190
FUND BALANCES BEGINNING OF YEAR, AS RESTATED	35,313,076	1,049,541	(1,759,839)	44,125,775	78,728,553
FUND BALANCES, END OF YEAR	$ 52,272,241	$ 1,086,619	$ 37,237,481	$ 47,496,744	$ 138,093,085

The accompanying notes are an integral part of this statement.

CITY OF SALINAS
RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE OF THE GOVERNMENTAL FUNDS TO THE GOVERNMENT WIDE STATEMENT OF ACTIVITIES - GOVERNMENTAL FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

Net change in fund balance - total governmental funds (page F-29)		$ 59,364,532
Amounts reported for governmental activities in the statement of activities are different because:		
Governmental funds report capital outlays as expenditures. However, in the statement of activities, the costs of those assets are allocated over their estimated useful lives and reported as depreciation expense. This amount represents capital outlays, net of depreciation.		
Capital outlay	$ 17,286,947	
Depreciation	(10,788,309)	6,498,638
The net effect of various miscellaneous transactions involving capital assets (i.e., sales and donations).		40,712
Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the governmental funds.		
Earned but unavailable intergovernmental revenues	2,818,511	
Interest	1,071,319	
Property taxes	162,399	4,052,229
Issuance of housing loans are reported in the statement of net position.		1,502,704
Principal payments on housing loans are reported in the statement of net position.		(242,000)
Reporting of loan receivables at realizable value requires an allowance to be made.		(1,570,110)
Issuance of long-term debt including capital advances, compensating absences, and leases provides current financial resources to governmental funds, while the repayment of the principal of long-term debt consumes the current financial resources in governmental funds. Neither transaction has any effect on net position. Also, governmental funds report the effect of issuance costs, premiums, discounts, and similar items when debt is first issued, whereas these amounts are deferred and amortized in the statement of activities. Following is the net effect of these differences in the treatment of long-term debt and related items:		
Increase in compensated absences	(162,533)	
Decrease in insurance claims payable	158,934	
Issuance of certificates of participation	(37,500,000)	
Issuance of assessment district bonds	(2,675,000)	
Premium	(4,401,938)	
Discount	370,719	
Principal paid on capital leases	1,799,338	
Principal paid on certificates of participation	555,000	
Principal paid on assessment district bonds	805,000	(41,050,480)
Pension expense and OPEB expense do not require the use of current financial resources and therefore are not presented as an expenditure in the governmental funds.		(9,466,007)
Governmental funds report the effect of bond insurance costs when debt is issued, whereas these amounts are deferred and amortized in the statement of activities. This amount is the net current period change in unamortized bond insurance cost.		(30,630)
Interest payable expense on long-term debt is reported in the government-wide statement of activities, but they do not require the use of current financial resources. Therefore, interest payable expense is not reported as expenditures in governmental funds. This amount is the current year net change in interest payable.		(348,546)
Internal service funds are used by management to charge the costs of activities involved in rendering services to departments within the City. The assets and liabilities of the internal service funds are included in the statement of net position.		592,835
Change in net position of governmental activities (page F-22)		$ 19,343,877

The accompanying notes are an integral part of this statement.

PROPRIETARY FUNDS

Proprietary Funds are used to account for a government's business-type activities (activities supported, at least in part, by fees or charges). Proprietary funds are segregated into Enterprise Funds and Internal Service Funds. Enterprise Funds are used to report business-type activities for which a fee is charged to external users for goods or services. Internal Service Funds on the other hand are used primarily for services provided to internal users (other departments or agencies).

The City has the following Enterprise Funds:

Airport Fund - This fund is used to account for the enterprise operations of the City-owned airport.

Industrial Waste Fund - This fund is used to account for enterprise operations of the City-operated Industrial Wastewater treatment facility.

Municipal Golf Courses Fund - This fund is used to account for the enterprise operations of the Fairways and Twin Creeks golf courses.

Sanitary Sewer Fund - This fund is used to account for the maintenance of the City's sanitary sewer collection system, which is funded by user fees and by the Monterey Regional Water Pollution Control Agency sewer user fees.

Storm Sewer Fund - This fund is used to account for the maintenance of the City's storm drainage system and the street sweeping program. This program was funded with a storm sewer fee that was declared by the Court as invalid under Proposition 218. Until alternative funding is secured, the program is funded with a combination of general funds and gas tax funds. In addition, the program is funded with a street sweeping surcharge on garbage collection billings.

Landfill Garbage Surcharge Fund - This fund is used to account for the installment sale of the Crazy Horse landfill site to the Salinas Valley Solid Waste Authority.

Water Utility Fund – This fund is used to account for the repairs and maintenance of the water well located at Hitchcock Road. Water users fund the costs of the water well repairs and annual operating costs.

Downtown Parking District Fund - This fund was established to account for revenues, operating expenses and debt service associated with the City's parking facilities. The City's paid parking facilities include the Monterey Street Parking Structure, the Salinas Street Garage and four parking lots.

Permit Services Fund – This fund is used to account for the revenues and expenditures associated with providing permitting services to the community.

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CITY OF SALINAS
STATEMENT OF FUND NET POSITION (DEFICITS)
PROPRIETARY FUNDS
JUNE 30, 2019

	Business-type Activity - Enterprise Funds					
	Airport	Industrial Waste	Municipal Golf Courses	Sanitary Sewer	Storm Sewer	Landfill Garbage Surcharge
ASSETS						
Current Assets:						
Cash and cash equivalents	$ 898,138	$ 6,263,069	$ 335,291	$ 5,057,143	$ 567,407	$ 1,334,029
Receivables, net						
Accounts	83,329	561,023	15,000	824,396	-	-
Excess insurance receivable	-	-	-	-	-	-
Accrued interest	4,557	30,903	-	25,021	-	6,379
Prepaid bond insurance	-	-	-	-	-	-
Due from general fund	-	-	-	-	-	-
Total current assets	986,024	6,854,995	350,291	5,906,560	567,407	1,340,408
Noncurrent assets:						
Restricted cash and investments	-	-	345,748	1,620,200	-	-
Prepaid bond insurance, long term	-	-	-	-	-	-
Capital assets						
Land and nondepreciable assets	4,101,600	4,298,793	-	2,349,608	1,023,307	-
Depreciable assets, net accumulated depreciation	14,032,856	12,299,093	1,158,445	32,762,797	37,120,929	-
Net capital assets	18,134,456	16,597,886	1,158,445	35,112,405	38,144,236	-
Total noncurrent assets	18,134,456	16,597,886	1,504,193	36,732,605	38,144,236	-
Total assets	19,120,480	23,452,881	1,854,484	42,639,165	38,711,643	1,340,408
DEFERRED OUTFLOWS OF RESOURCES						
Related to pensions	171,859	171,860	-	343,719	429,648	-
Related to OPEB	8,325	6,887	-	15,483	14,795	-
Loss on refunding of debt	-	-	231,484	46,164	-	-
Total deferred outflows of resources	180,184	178,747	231,484	405,366	444,443	-
Total assets and deferred outflows	19,300,664	23,631,628	2,085,968	43,044,531	39,156,086	1,340,408
LIABILITIES						
Current Liabilities:						
Accounts payable	40,130	27,937	1,099	84,403	124,964	-
Deposits	33,170	-	-	-	-	-
Due to other funds	20,128	8,625	75,509	9,841	-	-
Insurance claims payable	-	-	-	-	-	-
Interest payable	400	27,965	36,147	255,999	1,657	-
Long term debt - due within one year	42,722	432,093	460,000	436,233	130,128	-
Total current liabilities	136,550	496,620	572,755	786,476	256,749	-
Noncurrent Liabilities:						
Advance from general fund	-	-	3,300,000	-	-	-
Long term debt - due in more than one year	82,570	2,423,372	7,220,000	15,243,064	308,515	-
Net pension liability	619,234	619,236	-	1,238,468	1,548,087	-
Net OPEB liability	140,651	116,364	-	261,591	249,958	-
Total noncurrent liabilities	842,455	3,158,972	10,520,000	16,743,123	2,106,560	-
Total liabilities	979,005	3,655,592	11,092,755	17,529,599	2,363,309	-
DEFERRED INFLOWS OF RESOURCES						
Related to pensions	25,602	25,601	-	51,202	63,994	-
Related to OPEB	13,886	11,488	-	25,826	24,687	-
Total deferred inflows	39,488	37,089	-	77,028	88,681	-
NET POSITION						
Invested in capital assets	18,074,179	13,324,921	(7,017,702)	18,981,406	37,698,289	-
Restricted	-	-	345,748	1,620,200	-	-
Unrestricted	207,992	6,614,026	(2,334,833)	4,836,298	(994,193)	1,340,408
Total net position (deficit)	$ 18,282,171	$ 19,938,947	$ (9,006,787)	$ 25,437,904	$ 36,704,096	$ 1,340,408

The accompanying notes are an integral part of this statement.

CITY OF SALINAS
STATEMENT OF FUND NET POSITION (DEFICITS)
PROPRIETARY FUNDS
JUNE 30, 2019

	Business-type Activity - Enterprise Funds				Governmental Activity
	Water Utility	Downtown Parking District	Permit Services	Totals	Internal Service Funds
ASSETS					
Current Assets:					
Cash and cash equivalents	$ 30,121	$ 585,690	$ 2,392,761	$ 17,463,649	$ 15,965,159
Receivables, net					
Accounts	10,320	277,033	122	1,771,223	-
Excess insurance receivable	-	-	-	-	8,000,000
Accrued interest	-	-	11,268	78,128	40,266
Prepaid bond insurance	-	8,587	-	8,587	-
Due from general fund	-	-	-	-	15,396,150
Total current assets	40,441	871,310	2,404,151	19,321,587	39,401,575
Noncurrent assets:					
Restricted cash and investments	-	-	-	1,965,948	413,621
Prepaid bond insurance, long term	-	120,225	-	120,225	-
Capital assets					
Land and nondepreciable assets	-	18,758	-	11,792,066	-
Depreciable assets, net accumulated depreciation	46,873	8,951,797	26,606	106,399,396	-
Net capital assets	46,873	8,970,555	26,606	118,191,462	-
Total noncurrent assets	46,873	9,090,780	26,606	120,277,635	413,621
Total assets	87,314	9,962,090	2,430,757	139,599,222	39,815,196
DEFERRED OUTFLOWS OF RESOURCES					
Related to pensions	-	-	257,788	1,374,874	429,646
Related to OPEB	-	2,326	20,113	67,929	17,666
Loss on refunding of debt	-	-	-	277,648	-
Total deferred outflows of resources	-	2,326	277,901	1,720,451	447,312
Total assets and deferred outflows	87,314	9,964,416	2,708,658	141,319,673	40,262,508
LIABILITIES					
Current Liabilities:					
Accounts payable	842	106,093	108,457	493,925	131,886
Deposits	-	-	3,126	36,296	-
Due to other funds	-	1,290,641	20,332	1,425,076	-
Insurance claims payable	-	-	-	-	30,584,774
Interest payable	-	141,101	-	463,269	-
Long term debt - due within one year	-	536,306	34,658	2,072,140	25,135
Total current liabilities	842	2,074,141	166,573	4,490,706	30,741,795
Noncurrent Liabilities:					
Advance from general fund	-	2,785,000	-	6,085,000	-
Long term debt - due in more than one year	-	10,150,224	138,633	35,566,378	100,542
Net pension liability	-	-	928,851	4,953,876	1,548,086
Net OPEB liability	-	39,290	339,810	1,147,664	298,472
Total noncurrent liabilities	-	12,974,514	1,407,294	47,752,918	1,947,100
Total liabilities	842	15,048,655	1,573,867	52,243,624	32,688,895
DEFERRED INFLOWS OF RESOURCES					
Related to pensions	-	-	38,402	204,801	64,004
Related to OPEB	-	3,880	33,549	113,316	29,469
Total deferred inflows	-	3,880	71,951	318,117	93,473
NET POSITION					
Invested in capital assets	46,873	(2,379,546)	26,606	78,755,026	-
Restricted	-	-	-	1,965,948	-
Unrestricted	39,599	(2,708,573)	1,036,234	8,036,958	7,480,140
Total net position (deficit)	$ 86,472	$ (5,088,119)	$ 1,062,840	$ 88,757,932	$ 7,480,140

The accompanying notes are an integral part of this statement.

CITY OF SALINAS
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN FUND NET POSITION (DEFICITS)
PROPRIETARY FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

	Business-type Activity - Enterprise Fund					
	Airport	Industrial Waste	Municipal Golf Courses	Sanitary Sewer	Storm Sewer	Landfill Garbage Surcharge
OPERATING REVENUES:						
Charges for services						
Fees	$ 31,254	$ 2,942,904	$ -	$ 3,685,042	$ 3,949	$ -
Licenses and permits	95,483	-	-	-	-	-
Rental income	1,476,377	-	160,000	-	-	-
Total operating revenues	1,603,114	2,942,904	160,000	3,685,042	3,949	-
OPERATING EXPENSES:						
Personnel services	753,327	824,341	-	1,337,549	1,681,969	-
Administration	176,585	213,998	-	264,860	322,453	-
Contractual services	213,643	175,996	73,356	157,783	770,526	-
Supplies	72,853	39,132	-	85,051	158,283	-
Insurance	20,000	18,500	-	44,800	25,900	-
Insurance claims	-	-	-	-	-	-
Fees and permits (taxes)	45,835	10,672	-	180	42,974	-
Utilities	89,947	364,955	-	104,897	8,536	-
Depreciation	884,612	366,544	303,615	1,458,576	2,671,929	-
Amortization	-	-	35,173	4,617	-	-
Other	11,403	8,867	-	102,767	17,918	-
Total operating expenses	2,268,205	2,023,005	412,144	3,561,080	5,700,488	-
Operating income (loss)	(665,091)	919,899	(252,144)	123,962	(5,696,539)	-
NONOPERATING REVENUES (EXPENSES)						
Investment income	19,751	125,116	7,589	149,516	-	30,735
Interest expense	(1,600)	(68,422)	(188,910)	(622,991)	(11,371)	-
Gain (loss) on disposition of fixed assets	-	2,136	-	1,750	-	-
Other nonoperating revenues (expenses)	35,150	-	-	611	(2,737)	-
Total nonoperating revenues (expenses)	53,301	58,830	(181,321)	(471,114)	(14,108)	30,735
INCOME (LOSS) BEFORE CONTRIBUTIONS AND TRANSFERS	(611,790)	978,729	(433,465)	(347,152)	(5,710,647)	30,735
Contribution for parking structure debt	-	-	-	-	-	-
Transfers in	1,072,247	-	-	400,171	3,572,617	-
Transfers out	(122,862)	(306,426)	-	(262,097)	(6,481)	(385,100)
CHANGE IN NET POSITION (DEFICIT)	337,595	672,303	(433,465)	(209,078)	(2,144,511)	(354,365)
NET POSITION (DEFICIT), BEGINNING OF YEAR	17,942,390	19,266,644	(8,573,322)	25,646,982	38,848,607	1,694,773
Prior Period Adjustment - Note 21	2,186	-	-	-	-	-
NET POSITION (DEFICIT), BEGINNING OF YEAR - AS RESTATED	17,944,576	19,266,644	(8,573,322)	25,646,982	38,848,607	1,694,773
NET POSITION (DEFICIT), END OF YEAR	$ 18,282,171	$ 19,938,947	$ (9,006,787)	$ 25,437,904	$ 36,704,096	$ 1,340,408

The accompanying notes are an integral part of this statement.

CITY OF SALINAS
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN FUND NET POSITION (DEFICITS)
PROPRIETARY FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

	Business-type Activity - Enterprise Fund				Governmental Activity
	Water Utility	Downtown Parking District	Permit Services	Totals	Internal Service Funds
OPERATING REVENUES:					
Charges for services					
Fees	$ 7,423	$ 1,300,382	$ 1,587,836	$ 9,558,790	$ 5,048,765
Licenses and permits	-	391,527	1,538,209	2,025,219	-
Rental income	-	-	-	1,636,377	-
Total operating revenues	7,423	1,691,909	3,126,045	13,220,386	5,048,765
OPERATING EXPENSES:					
Personnel services	-	60,588	1,443,504	6,101,278	1,880,514
Administration	1,834	218,399	320,711	1,518,840	-
Contractual services	8,486	1,247,379	619,709	3,266,878	441,371
Supplies	2,832	13,818	18,807	390,776	606,817
Insurance	-	-	-	109,200	1,431,691
Insurance claims	-	-	-	-	5,030,546
Fees and permits (taxes)	-	3,611	-	103,272	-
Utilities	-	32,424	3,694	604,453	191
Depreciation	10,045	587,634	13,778	6,296,733	-
Amortization	-	8,587	-	48,377	-
Other	-	-	14,176	155,131	555,329
Total operating expenses	23,197	2,172,440	2,434,379	18,594,938	9,946,459
Operating income (loss)	(15,774)	(480,531)	691,666	(5,374,552)	(4,897,694)
NONOPERATING REVENUES (EXPENSES)					
Investment income	-	-	46,804	379,511	175,926
Interest expense	-	(432,651)	-	(1,325,945)	-
Gain (loss) on disposition of fixed assets	-	-	-	3,886	-
Other nonoperating revenues (expenses)	-	(562)	-	32,462	-
Total nonoperating revenues (expenses)	-	(433,213)	46,804	(910,086)	175,926
INCOME (LOSS) BEFORE CONTRIBUTIONS AND TRANSFERS	(15,774)	(913,744)	738,470	(6,284,638)	(4,721,768)
Contribution for parking structure debt	-	950,406	-	950,406	-
Transfers in	-	-	-	5,045,035	5,314,604
Transfers out	-	(35,274)	(223,375)	(1,341,615)	-
CHANGE IN NET POSITION (DEFICIT)	(15,774)	1,388	515,095	(1,630,812)	592,836
NET POSITION (DEFICIT), BEGINNING OF YEAR	102,246	(5,089,507)	530,842	90,369,655	6,887,304
Prior Period Adjustment - Note 21	-	-	16,903	19,089	-
NET POSITION (DEFICIT), BEGINNING OF YEAR - AS RESTATED	102,246	(5,089,507)	547,745	90,388,744	6,887,304
NET POSITION (DEFICIT), END OF YEAR	$ 86,472	$ (5,088,119)	$ 1,062,840	$ 88,757,932	$ 7,480,140

The accompanying notes are an integral part of this statement.

CITY OF SALINAS
STATEMENT OF CASH FLOWS
PROPRIETARY FUNDS
FOR THE YEAR ENEDED JUNE 30, 2019

	Business-type Activities - Enterprise Funds					
	Airport	Industrial Waste	Municipal Golf Courses	Sanitary Sewer	Storm Sewer	Landfill Garbage Surcharge
Cash flows from operating activities:						
Receipts from customers and users	$ 1,633,897	$ 3,627,790	$ 145,000	$ 3,622,034	$ 4,182	$ -
Receipts from interfund services provided	-	-	-	-	-	-
Payments to suppliers	(672,486)	(1,150,867)	(72,507)	(737,271)	(1,286,296)	-
Payments to employees	(681,335)	(490,771)	-	(1,216,297)	(1,185,844)	-
Payments to claimants	-	-	-	-	-	-
Net cash provided (used) by operating activities	280,076	1,986,152	72,493	1,668,466	(2,467,958)	-
Cash flows from non-capital financing activities:						
Operating contributions	2,186	-	-	-	-	-
Advances received from general fund	-	-	450,000	-	-	-
Operating transfers in	1,072,247	-	75,509	400,171	3,572,617	-
Operating transfers out	(122,862)	(306,426)	-	(262,097)	(6,481)	(385,100)
Net cash provided by (used for) Non-capital financing activities	951,571	(306,426)	525,509	138,074	3,566,136	(385,100)
Cash flows from capital and related financing activities:						
Acquisition of capital assets	(1,115,496)	(147,236)	-	(886,137)	(513,964)	-
Proceeds from sale of assets	-	2,136	-	1,750	-	-
Contribution from Sucessor Agency	-	-	-	-	-	-
Capital related transfers in	20,128	7,731	-	892	(3,720)	-
Principal paid on capital debt	(29,052)	(409,000)	(440,000)	(390,000)	(106,481)	-
Interest paid on capital debt	(1,796)	(70,661)	(191,391)	(638,433)	(11,850)	-
Net cash provided (used) by capital and related financing activities	(1,126,216)	(617,030)	(631,391)	(1,911,928)	(636,015)	-
Cash flows from investing activities:						
Interest received	14,781	90,622	7,589	107,454	-	24,650
Poceeds from sale of investments	-	-	-	245,000	-	-
Increase (decrease) in fair value of LAIF investments	3,974	25,459	-	40,968	-	7,218
Net cash provided by investing activities	18,755	116,081	7,589	393,422	-	31,868
Net increase (decrease) in cash and cash equivalents	124,186	1,178,777	(25,800)	288,034	462,163	(353,232)
Cash and cash equivalents at beginning of year	773,952	5,084,292	706,839	5,649,309	105,244	1,687,261
Cash and cash equivalents at end of year	$ 898,138	$ 6,263,069	$ 681,039	$ 5,937,343	$ 567,407	$ 1,334,029

The accompanying notes are an integral part of this statement.

CITY OF SALINAS
STATEMENT OF CASH FLOWS
PROPRIETARY FUNDS
FOR THE YEAR ENEDED JUNE 30, 2019

	Business-type Activities - Enterprise Funds				Governmental Activities
	Water Utility	Downtown Parking District	Permit Services	Totals	Internal Service Funds
Cash flows from operating activities:					
Receipts from customers and users	$ 6,065	$ 1,686,037	$ 3,129,103	$ 13,854,108	$ -
Receipts from interfund services provided	-	-	-	-	(2,951,235)
Payments to suppliers	(14,057)	(1,531,950)	(988,355)	(6,453,789)	(3,060,845)
Payments to employees	-	(142,450)	(1,469,072)	(5,185,769)	(1,374,726)
Payments to claimants	-	-	-	-	2,394,233
Net cash provided (used) by operating activities	(7,992)	11,637	671,676	2,214,550	(4,992,573)
Cash flows from non-capital financing activities:					
Operating contributions	-	-	16,903	19,089	-
Advances received from general fund	-	175,000	-	625,000	-
Operating transfers in	-	165,448	19,702	5,305,694	6,667,383
Operating transfers out	-	(35,274)	(223,375)	(1,341,615)	-
Net cash provided by (used for) Non-capital financing activities	-	305,174	(186,770)	4,608,168	6,667,383
Cash flows from capital and related financing activities:					
Acquisition of capital assets	-	(12,059)	-	(2,674,892)	-
Proceeds from sale of assets	-	-	-	3,886	-
Contribution from Sucessor Agency	-	950,406	-	950,406	-
Capital related transfers in	-	-	-	25,031	-
Principal paid on capital debt	-	(511,000)	-	(1,885,533)	-
Interest paid on capital debt	-	(439,406)	-	(1,353,537)	-
Net cash provided (used) by capital and related financing activities	-	(12,059)	-	(4,934,639)	-
Cash flows from investing activities:					
Interest received	-	-	34,221	279,317	175,926
Poceeds from sale of investments	-	-	-	245,000	-
Increase (decrease) in fair value of LAIF investments	-	-	9,272	86,891	(6,713)
Net cash provided by investing activities	-	-	43,493	611,208	169,213
Net increase (decrease) in cash and cash equivalents	(7,992)	304,752	528,399	2,499,287	1,844,023
Cash and cash equivalents at beginning of year	38,113	280,938	1,864,362	16,190,310	14,534,757
Cash and cash equivalents at end of year	$ 30,121	$ 585,690	$ 2,392,761	$ 18,689,597	$ 16,378,780

The accompanying notes are an integral part of this statement.

CITY OF SALINAS
STATEMENT OF CASH FLOWS
PROPRIETARY FUNDS
FOR THE YEAR ENEDED JUNE 30, 2019

	Business-type Activities - Enterprise Funds					
	Airport	Industrial Waste	Municipal Golf Courses	Sanitary Sewer	Storm Sewer	Landfill Garbage Surcharge
Reconciliation of cash and cash equivalents to the Statement of Net Position						
Ending cash and cash equivalents - statement of cash flows	$ 898,138	$ 6,263,069	$ 681,039	$ 5,937,343	$ 567,407	$ 1,334,029
Less amounts reported in restricted cash and investments	-	-	(345,748)	(880,200)	-	-
Cash and cash equivalents - statement of net position	$ 898,138	$ 6,263,069	$ 335,291	$ 5,057,143	$ 567,407	$ 1,334,029
Reconciliation of operating income to net cash provided (used) by operating activities:						
Operating income (loss)	$ (629,941)	$ 919,899	$ (252,144)	$ 124,573	$ (5,699,276)	$ -
Adjustments to reconcile net income to net cash provided by operating activities:						
Depreciation	884,612	366,544	303,615	1,458,576	2,671,929	-
Amortization	-	-	35,173	4,617	-	-
Changes in assets, deferred outflows of resources, liabilities, and deferred inflows of resources:						
(Increase) decrease in accounts receivable	21,650	684,886	(15,000)	(63,619)	-	-
(Increase) decrease in excess insurance receivable	-	-	-	-	-	-
(Increase) decrease in deferred outflows - pension	(8,003)	(106,320)	-	16,763	(134,704)	-
(Increase) decrease in deferred outflows - OPEB	(211)	(174)	-	(393)	(376)	-
Increase (decrease) in accounts payable	(37,526)	(312,344)	849	32,490	67,078	-
Increase (decrease) in deposits	(26,017)	-	-	-	-	-
Increase (decrease) in insurance claims	-	-	-	-	-	-
Increase (decrease) in accrued leave	(20,837)	6,469	-	13,834	2,676	-
Increase (decrease) in net pension liability	95,949	409,932	-	87,248	606,167	-
Increase (decrease) in net OPEB liability	1,528	1,264	-	2,842	2,715	-
Increase (decrease) in deferred inflows - pension	(3,669)	13,894	-	(13,191)	11,308	-
Increase (decrease) in deferred inflows - OPEB	2,541	2,102	-	4,726	4,525	-
Total adjustments to net income	910,017	1,066,253	324,637	1,543,893	3,231,318	-
Net cash provided by operating activities	$ 280,076	$ 1,986,152	$ 72,493	$ 1,668,466	$ (2,467,958)	$ -

The accompanying notes are an integral part of this statement.

CITY OF SALINAS
STATEMENT OF CASH FLOWS
PROPRIETARY FUNDS
FOR THE YEAR ENEDED JUNE 30, 2019

	Business-type Activities - Enterprise Funds				Governmental Activities
	Water Utility	Downtown Parking District	Permit Services	Totals	Internal Service Funds
Reconciliation of cash and cash equivalents to the Statement of Net Position					
Ending cash and cash equivalents - statement of cash flows	$ 30,121	$ 585,690	$ 2,392,761	$ 18,689,597	$ 16,378,780
Less amounts reported in restricted cash and investments	-	-	-	(1,225,948)	(413,621)
Cash and cash equivalents - statement of net position	$ 30,121	$ 585,690	$ 2,392,761	$ 17,463,649	$ 15,965,159
Reconciliation of operating income to net cash provided (used) by operating activities:					
Operating income (loss)	$ (15,774)	$ (481,093)	$ 691,666	$ (5,342,090)	$ (4,897,694)
Adjustments to reconcile net income to net cash provided by operating activities:					
Depreciation	10,045	587,634	13,778	6,296,733	-
Amortization	-	8,587	-	48,377	-
Changes in assets, deferred outflows of resources, liabilities, and deferred inflows of resources:					
(Increase) decrease in accounts receivable	(1,358)	(5,872)	(68)	620,619	-
(Increase) decrease in excess insurance receivable	-	-	-	-	(8,000,000)
(Increase) decrease in deferred outflows - pension	-	32,769	69,924	(129,571)	(134,714)
(Increase) decrease in deferred outflows - OPEB	-	(59)	(512)	(1,725)	(448)
Increase (decrease) in accounts payable	(905)	(13,946)	4,854	(259,450)	(11,143)
Increase (decrease) in deposits	-	-	3,126	(22,891)	-
Increase (decrease) in insurance claims	-	-	-	-	7,424,779
Increase (decrease) in accrued leave	-	(7,015)	16,935	12,062	496
Increase (decrease) in net pension liability	-	(104,651)	(117,719)	976,926	606,197
Increase (decrease) in net OPEB liability	-	427	3,692	12,468	3,242
Increase (decrease) in deferred inflows - pension	-	(5,855)	(20,138)	(17,651)	11,318
Increase (decrease) in deferred inflows - OPEB	-	711	6,138	20,743	5,394
Total adjustments to net income	7,782	492,730	(19,990)	7,556,640	(94,879)
Net cash provided (used) by operating activities	$ (7,992)	$ 11,637	$ 671,676	$ 2,214,550	$ (4,992,573)

The accompanying notes are an integral part of this statement.

FIDUCIARY FUNDS

Fiduciary Funds are used to account for assets held in a trustee or agency capacity for others and therefore cannot be used to support the government's own programs. The City maintains the following Fiduciary Funds:

Private Purpose Trust Funds - These funds are used to account for any trust arrangement not properly reported in a pension trust fund under which principal and income benefit individuals, private organizations, or other governments. This fund also accounts for the Successor Agency of the former Redevelopment Agency which was dissolved on January 31, 2012 pursuant to state law.

Pension Trust Funds – These funds are used to account for resources that are required to be held in trust for the members and beneficiaries of defined benefit pension plans, defined contribution plans, other post-employment benefit plans, or other employee benefit plans. The City's only pension trust fund is the Deferred Compensation Fund; which allows City employees to invest in trust deeds that are managed by the City with the oversight of an investment committee that is made up of representatives from each of the bargaining units.

Custodial Funds - These funds are used to account for assets held in an agent capacity by the City for individuals, private organizations, other governments and/or other funds that are not required to be reported in pension trust funds, investment trust funds, or private-purpose trust funds.

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CITY OF SALINAS
STATEMENT OF NET POSITION
FIDUCIARY FUNDS
JUNE 30, 2019

	Private Purpose Trust Fund	Pension Trust Fund	Custodial Funds
ASSETS			
Cash and investments	$ 3,668,133	$ 17,064,925	$ 136,155
Cash and investments held by fiscal agent	1,591,907	-	-
Receivables			
Accounts	7,618	30,808	151,807
Interest	10,853	16,571	-
Loans and notes receivable	173,900	-	-
Capital assets, net of accumulated depreciation	149,270	-	-
Total assets	5,601,681	17,112,304	287,962
LIABILITIES			
Accounts payable	95,656	1,550	196,123
Interest payable	690,029	-	-
Long-term liabilities			
Due within one year	303,685	-	-
Due in more than one year	2,389,708	-	-
Total liabilities	3,479,078	1,550	196,123
DEFERRED INFLOWS OF RESOURCES			
Future ROPS	2,147,415	-	-
Total deferred inflows of resources	2,147,415	-	-
NET POSITION (DEFICIT)			
Restricted for:			
Pensions	-	14,402,625	-
Postemployment benefts other than pensions	-	2,708,129	-
Individuals and organizations	(24,812)	-	91,839
Total net postion (deficit)	$ (24,812)	$ 17,110,754	$ 91,839

The accompanying notes are an integral part of this statement.

CITY OF SALINAS
STATEMENT OF CHANGES IN NET POSITION
FIDUCIARY FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

	Private Purpose Trust Fund	Pension Trust Fund	Custodial Funds
ADDITIONS			
Taxes	$ 4,600,225	$ -	$ -
Miscellaneous	233,415	23,092	-
Total taxes, rental, and miscellaneous income	4,833,640	23,092	-
Contributions			
Plan members	-	122,277	258,721
Employers	-	3,298,357	-
Private donations	1,686,812	-	-
Total contributions	1,686,812	3,420,634	258,721
Investment earnings			
Interest	124,082	781,581	-
Less investment expense	-	(21,719)	-
Net investment earnings	124,082	759,862	-
Assessments collected for other governments	-	-	535,086
Total additions	6,644,534	4,203,588	793,807
DEDUCTIONS			
Expenses	1,657,012	128,410	-
Benefit payments	-	3,377,496	242,873
Payments on behalf of trustees	3,700,485	-	-
Contribution to other agencies	951,715	-	-
Assessments disbursed to other governments	-	-	554,949
Total deductions	6,309,212	3,505,906	797,822
CHANGE IN NET POSITION (DEFICIT)	335,322	697,682	(4,015)
NET POSITION (DEFICIT), BEGINNING OF YEAR	1,263,372	10,938,355	217,854
Prior Period Adjustment	(1,623,506)	5,474,717	(122,000)
NET POSITION (DEFICIT), BEGINNING OF YEAR - AS RESTATED	(360,134)	16,413,072	95,854
END OF YEAR	$ (24,812)	$ 17,110,754	$ 91,839

The accompanying notes are an integral part of this statement.

NOTES TO
BASIC FINANCIAL STATEMENTS

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1. Description of the Reporting Entity and Significant Accounting Policies:

A. Reporting Entity

Description of the Reporting Entity

The City of Salinas (City) was incorporated as a charter City on March 4, 1874. The City operates under a Council-Manager form of government and provides the following services as authorized: Public Safety, Public Works, Recreation-Parks, Library and General Government Administrative Services. The City also operates an Airport, a Downtown Parking District, a Sanitary Sewer System, a Water Utility, a Storm Sewer System and an Industrial Waste Facility.

The financial statements and accounting policies of the City conform with generally accepted accounting principles applicable to governments in the United States of America. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. Significant accounting policies are summarized below:

The basic financial statements of the City of Salinas, California (City), include the financial activities of the City (the primary government) and its component unit. The component unit discussed below is included in the City's reporting entity because of the significance of their operational or financial relationship with the City. The blended component unit, although a legally separate entity, is, in substance, part of the City's operations and so data from this unit is combined with data of the primary government. The City has no discretely presented component units. The City and its blended component unit have June 30 year ends.

Blended Component Unit

The Salinas Public Financing Authority (Authority) – The Authority was established October 6, 1992 pursuant to a Joint Exercise of Powers Agreement by and between the City and the City of Salinas Redevelopment Agency, which is now the Salinas Successor Agency to the former Redevelopment Agency. It was established to refund Central City Revitalization Project tax allocation bonds. The Authority's purpose is to assist with financing or refinancing of certain public capital facilities within the City.

The Authority was used on the following dates for the following purposes:

- April 19, 1994 - to issue a site lease to finance the expansion of the industrial waste facility.
- September 17, 1996 - to issue Central City Revitalization Project Tax Allocation Bonds, Series A 1996.
- March 25, 1997 - issue Variable Rate Lease Revenue Bonds, Series A and B 1997.
- October 24, 1997 - to issue Certificates of Participation, Series A 1997.
- February 25, 1999 - to issue Certificates of Participation, Series A 1999.

- December 17, 2003 - to issue Certificates of Participation, Series A 2004.
- September 1, 2005 - issue Refunding Certificates of Participation, Series 2005 A and B.
- August 21, 2008 - to issue variable rate taxable refunding Certificates of Participation Series 2008.
- January 29, 2014 – to refinance Certificates of Participation, Series A 2004 & Series A 1999 (Animal Shelter) with a lease purchase agreement (2014) with a bank.
- September 1, 2015 – to issue Refunding Certificates of Participation Series 2015 A and B for refunding of Certificates of Participation Series 2005 A and B.
- July 28, 2016 – to refinance Assessment District bonds through a direct private placement.
- February 29, 2019 – to issue Special Tax Bonds, CFD Monte Bella 2019 .

The Authority is controlled by the City and has the same governing body as the City, which also performs all accounting and administrative functions for the Authority. The financial activities of the Authority are included in the City's Debt Service and Enterprise Funds. A financial report is not issued by the Authority.

B. Financial Statement Presentation

In recent years, the City's General Fund has been managed carefully in order to balance its revenues and expenditures. The City has achieved adequate liquidity through the passage of an additional transaction and sales tax initiative (Measure G and Measure E) coupled with an increase in property taxes resulting from the recovery of the local real estate market values from the decline experienced in 2009.

The City's Basic Financial Statements are prepared in conformity with accounting principles generally accepted in the United States of America. The Governmental Accounting Standards Board is the acknowledged standard setting body for establishing accounting and financial reporting standards followed by governmental entities in the United States of America.

Government-Wide Financial Statements – The government-wide financial statements, i.e. the statement of net position and the statement of activities, display information about the primary government (City) and its component units. These statements include the financial activities of the overall government, except for fiduciary activities. These statements distinguish between the governmental and business-type activities of the City. As a general rule, the effect of inter-fund activity has been eliminated from the government-wide financial statements. All internal balances in the statement of net assets have been eliminated, with the exception of those representing balances between the governmental activities and the business-type activities, which are presented as internal balances and eliminated in the total government column. In the statement of activities, internal service fund transactions have been eliminated; however, those transactions between governmental and business-type activities have not been eliminated. Governmental activities, which are normally supported by taxes and inter-governmental revenues and other non-exchange

transactions, are reported separately from business-type activities, which rely to a significant extent on fees charged to external parties.

The statement of activities presents a comparison between direct expenses and program revenues for each business-type activities of the City and for each function of the City's governmental activities. Direct expenses are those that are specifically associated with a business-type activity or governmental function and; therefore, are clearly identifiable to a particular activity or function. Program revenues include 1) fines, fees and charges paid by the recipients of goods or services offered by the programs and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular program. Revenues that are not classified as program revenues, including all taxes, are presented instead as general revenues.

Fund Financial Statements – The fund financial statements provide information about the City's funds, including fiduciary funds. Separate statements for each fund category are presented (Governmental, Proprietary and Fiduciary). The emphasis of the fund financial statements are on major governmental and enterprise funds of the City and are reported separately in the accompanying financial statements. All remaining governmental funds are separately aggregated and reported as non-major funds in the accompanying financial statements.

Fund accounting is designed to demonstrate legal compliance and to aid financial management by segregating transactions related to certain government functions or activities. A fund is a separate accounting entity with a self-balancing set of accounts.

The City reports the following major governmental funds:

- General, Measure E, & Measure G – This fund is the primary operating fund of the City. It accounts for all revenues and expenditures necessary to carry out basic governmental activities of the City that are not accounted for in another fund. The General, Measure E, & Measure G Fund supports essential City services such as police and fire protection, street maintenance, libraries, and parks and open space maintenance.
- Assessment District Debt Service - This fund is used to accumulate monies for payment of the City's Assessment Districts Improvement Bonds. Debt service is financed with special assessments levied against property owners within the respective improvement districts.
- Special Construction Assistance – This fund accounts for proceeds of long-term borrowings resulting from the sale of Certificates of Participation to finance the acquisition and construction of capital projects.

The City reports the following major enterprise funds:

- Airport Fund - This fund accounts for the operations of the City owned airport. The activities necessary to provide such service are accounted for in the fund, including, but not limited to, operations, maintenance, financing and related debt service, and billing and collection.
- Industrial Waste Fund - This fund accounts for the operations of the City operated Industrial Waste Water treatment facility.

- Municipal Golf Courses Fund - This fund accounts for the operations of Fairways and Twin Creek golf courses.
- Sanitary Sewer Fund - This fund accounts for the maintenance of the City's sanitary sewer collection system, which is funded from a surcharge on the Monterey Regional Water Pollution Control Agency sewer user fees.
- Storm Sewer Fund - This fund accounts for the maintenance of the City's storm drainage system and the street sweeping program. This program was funded with a storm sewer fee that was declared by the Court as invalid under Proposition 218. Until alternative funding is secured, the program is funded with a combination of general funds and gas tax funds. In addition, the program is funded with a street sweeping surcharge on garbage collection billings.
- Landfill Garbage Surcharge Fund -This fund accounts for the installment sale of the Crazy Horse landfill site to the Salinas Valley Solid Waste Authority.
- Water Utility Fund - This fund accounts for the repairs and maintenance of the water well located at Hitchcock Road. Water users fund the costs of the water well repairs and annual operating costs.
- Downtown Parking District Fund - This fund accounts for the operations of the City's parking facilities. The activities necessary to provide such services are accounted for in the fund, including, but not limited to, operations, maintenance, financing and related debt service, and billing and collection.
- Permit Services Fund - This fund is used to account for the revenues and expenditures associated with providing permitting services to the community.

The City reports the following additional fund types:

- Internal Service Fund (a proprietary fund type) accounts for the services provided to internal users (other departments or agencies).
- Fiduciary Fund accounts for the assets held in a trustee or agency capacity for others and therefore cannot be used to support the government's own programs. The private-purpose trust funds accounts for assets and activities of the dissolved Redevelopment Agency, which is accounted for in the Successor Agency Trust, and other trust arrangements not properly reported in a pension trust. The pension trust funds account for resources that are required to be held in trust for members and beneficiaries of defined benefit pension plans, defined contribution plan, other post-employment benefit plans, other employee benefit plans. The agency fund is used to account for assets held in an agency capacity by the City for individuals, private organizations, other governments and/or other funds.

C. Measurement Focus and Basis of Accounting

Measurement focus and basis of accounting refers to when revenue and expenditures or expenses are recognized in the accounts and reported in the basic financial statements. The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. All governmental funds are accounted for using a current financial resources measurement focus. With this measurement focus, only current assets and current liabilities are generally included on the balance sheet. Operating statements of these funds present increases (i.e., revenues and other financing sources) and decreases (i.e., expenditures and other financing uses) in net current position. When both restricted and unrestricted net positions are available, unrestricted resources are used only after the restricted resources are depleted.

The government-wide financial statements and proprietary fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Property taxes are recognized as revenues in the year for which they are levied. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Amounts reported as program revenues include 1) charges to customers or applicants for goods, services, or privileges provided, 2) operating grants and contributions, and 3) capital grants and contributions, including special assessments. Internally dedicated resources are reported as general revenues rather than as program revenues. Likewise, general revenues include all taxes.

Governmental funds are reported using the current financial resources measurement focus. This focus is on the determination of, and changes in financial resources, and generally only current assets and current liabilities are included in the balance sheet. These funds use the modified accrual basis of accounting, whereby revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the fiscal period. For this purpose, the City considers revenues as available if they are collected within sixty days of the end of the current fiscal period. Expenditures are generally recorded when a liability is incurred. However, principal and interest on long-term debt and certain estimated liabilities, such as compensated absences, and self-insurance claims, are recorded only when payment is due.

In the governmental funds, revenues from taxes, franchise fees, investment income, state and federal grants and charges for services associated with the current fiscal period are all considered to be susceptible to accruals. Such accruals have been recognized as revenues in the current period. All other revenue items are considered to be measurable and available only when cash is received by the City.

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operation. The principal operating revenues of the City's enterprise funds and internal service funds are charges to customers for sales and services. Operating expenses for enterprise funds and internal service funds include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

Under the terms of grant agreements, the City funds certain programs by a combination of specific cost reimbursement grants, categorical block grants and general revenues. Thus, when program expenses are incurred, there are both restricted and unrestricted net position available to finance the program. It is the City's policy to first apply restricted cost reimbursement grant resources to such programs, followed by restricted categorical block grants, and then by unrestricted general revenues.

D. New Accounting Pronouncements

The following Governmental Accounting Standards Board (GASB) Statements have been implemented in the current financial statements:

GASB Statement No. 84 – In January 2017, GASB issued Statement No. 84, *Fiduciary Activities*. The objective of this Statement is to improve guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. The requirements of this Statement are effective for reporting periods beginning after December 15, 2018. The City early implemented the requirements of this statement; see note 21 for effect of early implementation.

GASB Statement No. 83 – In November 2016, GASB issued Statement No. 83, *Certain Asset Retirement Obligations*. This Statement addresses accounting and financial reporting for certain asset retirement obligations (AROs). An ARO is a legally enforceable liability associated with the retirement of a tangible capital asset. A government that has legal obligations to perform future asset retirement activities related to its tangible capital assets should recognize a liability based on the guidance in this Statement. The requirements of this Statement are effective for reporting periods beginning after June 15, 2018. This statement had no effect on these financial statements.

GASB Statement No. 88 – In April 2018, GASB issued Statement No. 88, *Certain Disclosures Related to Debt, Including Direct Borrowings and Direct Placements*. The primary objective of this Statement is to improve the information that is disclosed in notes to government financial statements related to debt, including direct borrowings and direct placements. It also clarifies which liabilities governments should include when disclosing information related to debt. The requirements of this Statement are effective for reporting periods beginning after June 15, 2018. This statement had no effect on these financial statements.

The City has not determined the effects on the financial statements for the following GASB Statements, and is currently analyzing its accounting and financial reporting practices to determine the potential impact:

GASB Statement No. 87 – In June 2017, GASB issued Statement No 87, *Leases*. The objective of this Statement is to better meet the information needs of financial statement users by improving accounting and financial reporting for leases by governments. This Statement increases the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities. The requirements of this Statement are effective for reporting periods beginning after December 15, 2019.

GASB Statement No. 90 – In April 2018, GASB issued Statement No. 90, *Majority Equity Interests - an amendment of GASB Statements No. 14 and No. 61*. The primary objectives of this Statement are to improve the consistency and comparability of reporting a government's majority equity interest in a legally separate organization and to improve the relevance of financial statement information for certain component units. It defines a majority equity interest and specifies that a majority equity interest in a legally separate organization should be reported as an investment if a government's holding of the equity interest meets the definition of an investment. The requirements of this Statement are effective for reporting periods beginning after December 15, 2018.

GASB Statement No. 91 – In May 2019, GASB issued Statement No. 91, *Conduit Debt Obligations*. The primary objectives of this Statement are to provide a single method of reporting conduit debt obligations by issuers and eliminate diversity in practice associated with (1) commitments extended by issuers, (2) arrangements associated with conduit debt obligations, and (3) related note disclosures. The requirements of this Statement are effective for reporting periods beginning after December 15, 2020.

E. Fair Value Measurement

The City applies GASB Statement No. 72, *Fair Value Measurement and Application* for determining a fair value measurement for reporting purposes and applying fair value to certain investments and disclosures related to all fair value measurements. The City categorizes the fair value measurements of its investments based on the hierarchy established by generally accepted accounting principles. The fair value hierarchy, which has three levels, is based on the valuation inputs used to measure an asset's fair value: level 1 inputs are quoted prices in active markets for identical assets, level 2 inputs are significant other observable inputs, and level 3 inputs are significant unobservable inputs.

F. Interest Earnings

Interest received on time deposits and investments is prorated quarterly to the following funds generally based on an average of three month ending cash balances. Interest earned by other funds under this method is allocated to the General Fund.

- General, Measure E & G
- Development Fees
- Emergency Medical Services
- Asset Seizure
- Lighting, Landscape and Maintenance District
- Municipal Art
- Measure X
- SB1
- Local Public Safety
- Gas Tax
- SRA Public Improvement Grant
- Affordable Housing
- COP 1999 & COP 2004 Consolidation (2014)
- Energy Improvement Lease
- COP 2005 A & B 2015 Refunding
- Assessment District Reserve
- Special Aviation
- Assessment District Project
- Airport
- Industrial Waste
- Municipal Golf Courses
- Sanitary Sewer
- Storm Sewer
- Permit Services
- Landfill Garbage Surcharge
- Internal Service Funds
- Pension Trust Fund
- Successor Agency Trust Fund

G. Cash and Investments

Cash and Cash Equivalents - Cash and cash equivalents are considered to be amounts in demand deposits, and short-term investments with original, maturity of three months or less from the date of acquisition. For purposes of both the balance sheet and statements of cash flows, cash and cash equivalents include not only currency on hand, but deposits in the City's cash and investment pool. These deposits have the same characteristics for the participating funds as demand deposit accounts, in that the funds may deposit additional cash at any time and also effectively withdraw cash at any time without prior notice or penalty. Cash and cash equivalents also include restricted cash and money market funds held by fiscal agents. For purposes of cash flows, the City considers all liquid market investments with maturities of one year or less at time of purchase to be cash equivalents. All other investments are stated at fair value. Market value is used as fair value for those securities for which market quotations are readily available.

Investment held in Local Agency Investment Fund - The City participates in the Local Agency Investment Fund (LAIF), an investment pool managed by the State of California. LAIF has invested portion of the pool funds in structured notes and asset-backed securities. LAIF's investments are subject to credit risk with the full faith and credit of the State of California collateralizing these investments. In addition, these structured notes and asset-backed securities are subject to market risk as a result of changes in interest rates.

LAIF determines fair value on its investments portfolio based on market quotations for those securities where market quotations are readily available and based on amortized cost or best estimate for those securities where market value is not readily available.

The City valued its investments in LAIF as of June 30, 2019, by multiplying its account balance with LAIF times a fair value factor determined by LAIF value for all LAIF participants by total aggregate amortized cost.

Other Investments - Investments in nonparticipating interest earning contracts (certificate of deposits) are reported at cost, and all other investments are reported at fair value. Fair value is defined as the amount the City could reasonably expect to receive for an investment in a current sale between a willing buyer and seller and is generally measured by quoted market prices.

Deferred Compensation - The Deferred Compensation Plan is invested in deeds of trust secured by real or personal property and in real estate holdings. The trust deeds are considered nonparticipating interest earning investments and are reported at fair market value. See Note 13 for additional information on the various deferred compensation plans.

H. Restricted Cash and Investment with Fiscal Agents

Certain restricted cash and investments are held by fiscal agents for the redemption of bonded debt and for acquisition and construction of capital projects.

I. Receivables

All receivables are reported at their gross value and, where appropriate, are reduced by the estimated portion that is expected to be uncollectible. Invoices that remain unpaid after 90 days may be referred to collections. An invoice sent to collection is written off.

J. Prepaid Bond Insurance, Original Issue Discounts and Premiums, and Refundings

Prepaid bond insurance costs are amortized using the straight-line method over the life of the bonds. Amortization of these balances is recorded as a component of operating expenses.

In the government-wide, proprietary fund and fiduciary fund financial statements, long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities, business-type activities, proprietary fund and fiduciary fund financial statements. Bond premiums and discounts are deferred and amortized over the life of the bonds. Bonds payable are reported net of the applicable bond premium or discount. Original issue premiums are amortized using the straight-line method over the life of the bonds. Gains or losses from refunding of debt are reported as deferred inflows or outflows of resources and amortized over the shorter of the life of the refunded debt or refunding debt. Amortization of these balances is recorded as a component of interest expense.

In the fund financial statements, governmental fund types recognize bond premiums and discounts, as well as bond issuance costs, during the current period. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as debt service expenditures.

K. Special Assessment Districts

Special assessments are recorded as receivables when they become a lien on property. Special assessments not considered available are recorded as receivables and offset by unearned revenues. In general, special assessments and special tax bonds are fully secured by liens against the privately owned properties benefited by the improvement for which the bonds were issued. There is no reserve for delinquent receivables since priority liens exist against the related properties and hence the City's management believes value will ultimately be received by the City.

L. Interfund-fund Transactions

Interfund transactions are reflected as loans, services provided, reimbursements and/or transfers. Loans and balances related to unsettled service transactions are reported as receivables and payables as appropriate, are subject to elimination upon consolidation of similar fund types, and are referred to as either "due to/from other funds," i.e., the current portion of interfund loans and unsettled service transactions, or "advances to/from other funds," i.e., the noncurrent portion of interfund loans. Any residual balances outstanding between the governmental activities and the business-type activities are reported in the government-wide financial statements as "internal balances."

Services provided are deemed to be at market or near market rates and are treated as revenues and expenditures/expenses. Reimbursements are defined as when one fund incurs a cost, charges the appropriate benefiting fund and reduces its related cost as a reimbursement. All other interfund transactions are treated as transfers. Transfers between governmental or proprietary funds are netted as part of the reconciliation to the government-wide presentation.

M. Inventory of Supplies

Inventory is valued on a first-in-first-out basis. Inventory in the General Fund consists of expendable supplies held for consumption by all departments of the City. The cost is recorded as an expenditure or expense in the appropriate fund at the time individual inventory items are withdrawn for use (consumption method). The General Fund inventory amount is recorded as a nonspendable portion of fund balance because such assets are not available for current operations.

N. Land Held for Resale

Land held for resale is being carried at cost, but no greater than the net realizable value. In the fund financial statements, this amount is recorded as a restricted portion of fund balance due to externally imposed grantor restrictions.

O. Restricted Assets

Assets that are restricted for specific uses by bonded debt requirements, grant provisions or other requirements are classified as restricted because their use is limited by applicable bond covenants or agreements. In addition, funds have been restricted for future capital improvements by City resolution.

P. Capital Assets

Capital assets include land, buildings, improvements, vehicles and equipment, infrastructure, and all other tangible and intangible assets that are used in operations and that have initial useful lives in excess of one year. Capital assets are reported in the applicable governmental or business-type activity columns in the government-wide financial statements, the proprietary funds' statement of net position, and the private-purpose trust fund. Capital assets are defined as assets with an initial individual cost of more than $10,000 for general capital assets and $100,000 for major infrastructure assets, and an estimated useful life in excess of one year. Such assets are recorded at historical cost if purchased or constructed. Donated capital assets are recorded at acquisition value, market based entry price at the time of contribution. Capital outlay is recorded as expenditures of the governmental funds and as assets in the government-wide financial statements to the extent the City's capitalization threshold is met. Amortization of assets acquired under capital leases is based on the shorter of the lease term or the estimated useful life of the asset and is included in depreciation and amortization.

Buildings, improvements, infrastructure, vehicles and equipment, and furniture and fixtures are depreciated using the straight-line method (depreciation is calculated starting with the month following the date the asset was placed in service) over the following estimated useful lives:

Buildings	20-50 years
Other improvements	15-45 years
Infrastructure	10-50 years
Equipment	5-20 years

Q. Encumbrances

Encumbrance accounting, under which purchase orders, contracts, and other commitments for the expenditure of monies are recorded in order to reserve that portion of the applicable appropriation, is employed as an extension of formal budgetary integration in the General, Special Revenue, and Capital Projects Funds. Encumbrances outstanding at year-end are reported as reservations of fund balance since they do not constitute expenditures or liabilities.

R. Deferred Outflows/Inflows of Resources

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then. The City has the following items that qualify for reporting in this category:

- Losses on refunding are reported as deferred outflows of resources in the government-wide financial statements.
- Deferred outflows of reousrces related to pensions are reported in the government-wide financial statements as described further in Note 14.
- Deferred outflows of reousrces related to OPEB are reported in the government-wide financial statements as described further in Note 15.

In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period(s) and will not be recognized as an inflow of resources (revenue) until that time. The City has the following items that qualify for reporting in this category:

- Unavailable revenues are reported only in the governmental fund balance sheet. The governmental funds report unavailable revenues from grants, assessment receivable, and long-term notes receivable. These amounts are reported as unavailable and recognized as an inflow of resources in the period that the amounts become available.
- Gains on refunding are reported as deferred inflows of resources in the government-wide financial statements.

- Deferred inflows of resources related to pensions are reported in the government wide financial statements as described further in Note 14.
- Deferred inflows of resources related to OPEB are reported in the government wide financial statements as described further in Note 15.

S. Compensated Absences

Vacation, compensatory time, and related benefits are accrued as determined by the agreement between the City and the respective employees' collective bargaining group. For governmental funds, compensated absence obligations are recorded in the appropriate governmental funds when due. The portion not currently due is recorded in the government-wide financial statements. For proprietary funds, compensated absences are expensed when earned by employees. At year-end, the accrued but unpaid compensated absence obligations are recorded as current and non-current liabilities in the appropriate proprietary funds.

Eligible employees may accrue a maximum of 600 annual leave hours (75 days). Any hours accumulated in excess of 600 hours are paid at the employee's adjusted hourly rate of pay. For the Firefighter group the maximum is 840 hours for 56 hour shift employees and 600 for 40 hour shift employees. Employees with fewer than 20 years of service may request pay in lieu of annual leave up to a maximum of 10 days. Employees with more than 20 years of service may request a maximum of 15 days pay in lieu of annual leave.

T. Public Employees Retirement System (CalPERS)

Pensions - For purposes of measuring the net pension liability, deferred outflows and inflows of resources related to pensions, pension expense, information about the fiduciary net position and additions to/deductions from the fiduciary net position have been determined on the same basis as they are reported by the City of Salinas. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

U. Unearned Revenue

Governmental funds report unearned revenue in connection with revenues that are not considered earned as of year-end. For additional information on unearned revenues, see Note 20.

V. Claims and Judgments

Claims and judgments are recognized as expenditures when it is probable that the liability has been incurred and the amount of the loss can be reasonably estimated. This liability is recorded in the internal service fund that accounts for the City's self insurance activities.

W. Long-Term Debt

In the Government-wide Financial Statements and the proprietary fund types in the Fund Financial Statements, long-term debt and other obligations are reported as liabilities in the applicable governmental activities, business-type activities, or proprietary fund statement of net positions. Bond premiums and discounts are deferred and amortized over the life of the bonds using effective interest methods. Bonds payable are reported net of the applicable bond premium or discount. In the governmental funds statement of revenue, expenditures and changes in fund balance, issuance of debt is recorded as another financing source (use) in the respective fund. Issuance costs and payment of principal are reported as debt service expenditures.

X. Net Position

Net position represents total assets and deferred outflows of resources less liabilities and deferred inflows of resources. Net position invested in capital assets, net of related debt, consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowings used for the acquisition, construction or improvement of those assets, excluding unspent debt proceeds. Net position are reported as restricted when there are limitations imposed on their use either through the enabling legislation adopted by the City or through external restrictions imposed by creditors, grantors or laws or regulations of other governments.

The City first applies restricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position are available.

The government-wide and proprietary fund financial statements utilize a net position presentation. Net position is categorized as follows:

- Net Investment In Capital Assets - This category groups all capital assets, including infrastructure, into one component of net position. Accumulated depreciation and the outstanding balances of debt that are attributable to the acquisition, construction, or improvement of these assets reduce the balance in this category.
- Restricted Net Position - This category represents net position that have extemal restrictions imposed by creditors, grantors, contributors or laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation.
- Unrestricted Net Position - This category represents net amounts that do not meet the criteria for “restricted” or “net investment in capital assets.”

Y. Fund Balance

Under GASB Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions*, the financial statements reporting for governmental funds classify fund balances based primarily on the extent to which the City is bound to honor constraints on the specific purposes for which those funds can be spent. Fund balance for the City's governmental funds consists of the following categories:

- *Nonspendable Fund Balance* - includes amounts that are not in a spendable form, such as inventories, prepaid items, and long-term loans and notes receivables. It also includes amounts that are legally or contractually required to be maintained intact or required to be retained in perpetuity, such as the principal of an endowment fund.
- *Restricted Fund Balance* - includes amounts reported as restricted when constraints placed on the use of resources are either (1) externally imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments; or (2) imposed by law through constitutional provisions or enabling legislation.
- *Committed Fund Balance* - includes amounts that have been limited to specific purposes as defined in the City Charter or through adoption of an ordinance by the City Council, the highest level of decision making authority of the City. These commitments may be changed or lifted, but only by the same formal action that was used to impose the constraint originally. City Council action to commit fund balance must occur within the fiscal reporting period while the amount committed may be subsequently determined.
- *Assigned Fund Balance* - includes amounts that are intended to be used by the City for specific purposes through City Council budgetary action, which include the approval of appropriations and revenue sources pertaining to the next fiscal year's budget. Intent is expressed by (a) the City Council or (b) a body or official to which the City Council has delegated the authority to assign amounts to be used for specific purpose.
- *Unassigned Fund Balance* - includes amounts within the General, Measure E, & Measure G Funds, the residual resources, either positive or negative, in excess of what can be properly classified in one of the other four fund balance categories, unassigned amounts are technically available for any purpose. Other governmental funds may only report a negative unassigned balance that was created after classification in nonspendable, restricted, and committed fund balance.

In circumstances when an expenditure is made for a purpose for which amounts are available in multiple fund balance categories, fund balance is depleted in the order of restricted, committed, assigned, and unassigned.

Z. Property Taxes

Property taxes are collected on behalf of and remitted to the City by the County of Monterey (the "County"). The amount of property tax levies is restricted by Article 13A of the California State Constitution (commonly referred to as Proposition 13).

The County assesses property values, levies, bills, and collects the related property taxes as follows:

	Secured	Unsecured
Valuation/lien dates	January 1	January 1
Levy dates	January 1	January 1
Due dates (delinquent after)	50% on November 1 (December 10) 50% on February 1 (April 10)	July 1 (August 31)

The City has not elected to participate in the "Teeter Plan" offered by the County whereby cities receive 100% of secured property and supplemental property taxes levied in exchange for foregoing any interest and penalties collected on the related delinquent taxes. The City retains the right to any interest and penalties collected on the related delinquent taxes. Accordingly, property tax revenues are recognized in the fiscal period for which they are levied and collected, adjusted for any amounts deemed uncollectible and amounts expected to be collected more than 60 days after the fiscal year.

General property taxes are based on either a flat 1% rate applied to the fiscal year 1976 full value of the property or on 1% of the sales price of the property on sales transactions and construction that occur after the fiscal year 1976 valuation. Assessed values on properties (exclusive of increases related to sales and construction) can rise at a maximum of 2% per year depending on increases in the consumer price index.

AA. Self-Insurance

The City is self-insured for workers' compensation, general, automobile, and public liability claims. The City's estimated liability for claims as of June 30, 2019 is based on the claim manager's estimate of probable losses plus an amount estimated for incurred but not reported claims. An Internal Service Fund is used to account for the collection of premiums from various City departments related to workers' compensation claims and general claims liabilities. Premiums are established based on historical claims experience. Additionally, the City contracts with third party administrators for claims management.

BB. Use of Estimates

A number of estimates and assumptions relating to the reporting of revenues, expenditures/ expenses, assets, deferred outflows of resources, liabilities, deferred inflows of resources, and the disclosure of contingent liabilities were used to prepare these financial statements in conformity with accounting principles generally accepted in the United States of America. Actual results could differ from those estimates.

2. Stewardship, Compliance and Accountability:

A. Budgeting

The Budget is prepared by the City Manager and adopted by City Council. Formal budgetary integration was employed as a management control device during the fiscal year for the General, Measure E & Measure G Fund, Special Revenue Funds and Capital Projects Funds.

The City Manager may transfer budget appropriations between departments and Department Directors may transfer appropriations between programs and accounts within their individual departments and divisions, but only the Council by resolution may appropriate funds from reserves or fund balances.

Budgets for General, Special Revenue and Capital Projects Funds are adopted on a basis consistent with generally accepted accounting principles (GAAP). Reserves for future lease commitments have been established for accounting purposes and the fund balance is reserved for the total lease commitment consistent with budget policies.

Budget policy excludes taxes, interest, and accounts receivable assets, which are not currently available resources for budget purposes, and condemnation deposits which are returned upon right of way acquisition.

Expenditures may not legally exceed budgeted appropriations at the government level. Budgeted amounts shown are as originally adopted or as amended by the City Council during the year. Additional supplementary appropriations were adopted during the mid-year review.

Appropriations lapse at fiscal year end and then are rebudgeted for the coming year. Project-length financial plans are adopted for all capital projects funds and appropriations are carried forward until project completion. Grant funds are carried forward until the grant expires.

Encumbrances represent commitments related to unperformed contracts for goods or services. Encumbrance accounting, under which purchase orders, contracts, and other commitments for the expenditure of monies are recorded in order to reserve that portion of the applicable appropriation, is employed as an extension of formal budgetary integration in the governmental funds. Encumbrances outstanding at year-end are recorded as reservations of fund balance and do not constitute expenditures or liabilities because the commitments will be honored during the subsequent year.

For additional information on budgetary policy and control see Required Supplementary Information.

B. Deficit Fund Balance

At June 30, 2019, the following funds had a deficit fund balance or deficit net position:

Major Funds		
Business-type Activities		
Municipal Golf Courses Fund	$	9,006,787
Downtown Parking District Fund	$	5,088,119
Non-Major Funds		
Governmental Activities		
Special Revenue Funds		
Housing and Urban Development Grant	$	230,859
Debt Service Funds		
2018 Lease-PS Building Police	$	3,163
2018 Lease-El Gabilan Library	$	1,800
Assessment District Administration	$	2,178

Enterprise Funds – Municipal Golf Courses Fund
The deficit net asset balance of $9,006,787 is a result of the long-term bonds payable for the 2015A Certificates of Participation and the 2008 Certificates of Participation amounting to $3,320,000 and $4,360,000, respectively, exceeding the related assets. This deficit will continue to decline over time as the bonds are paid back.

Enterprise Funds – Downtown Parking District Fund
The deficit net position in the Downtown Parking District Fund of $5,088,119 is a result of the long-term lease payable amounting to $10,675,000. This deficit will continue to decline over time as the lease payable is collected.

Non-Major Special Revenues Fund
The deficit net position in the non-major special revenue funds is a result of deferred inflows of resources from housing loans and grants receivable that are not considered available at June 30, 2019. The deficit will decline as loans are paid off and grant funds become available.

Non-Major Debt Service Funds
The deficit net position in the non-major debt service funds is the result of timing of transfers from other funds. This deficit will decline as transfers are made to reimburse the non-major debt service funds.

3. Debt Compliance:

There are a number of limitations and restrictions contained in the various bond indentures. The City believes it is in compliance with all significant limitations and restrictions.

4. Cash and Investments:

The City's cash and investments at June 30, 2019 are included in the accompanying basic financial statements as follows:

	Government-Wide Statement of Net Position			Fund Financials	
	Governmental Activities	Business-Type Activities	Total	Fiduciary Funds Statement of Net Position	Total
Cash and Investments	$ 147,567,821	$ 17,463,649	$ 165,031,470	$ 13,908,269	$ 178,939,739
Restricted Cash and Investments	856,472	1,965,948	2,822,420	1,591,907	4,414,327
Total Cash and Investments	$ 148,424,293	$ 19,429,597	$ 167,853,890	$ 15,500,176	$ 183,354,066

Cash and investments at June 30, 2019 consisted of the following:

Cash and cash equivalents	
Demand accounts at banks	$ 5,751,961
Money market	1,964,531
Deposits held in trust by fiscal agent	211,813
Money market held in trust by fiscal agent	38,323,134
State local agency investment fund (LAIF)	114,633,346
Petty cash and revolving fund	15,000
Deferred compensation	
State local agency investment fund (LAIF)	2,291,331
	163,191,116
Investments	
Investments held in trust by fiscal agent	13,585,725
Deferred compensation	
Investment in trust deeds and properties	6,577,225
	20,162,950
Total cash and investments	$ 183,354,066

Deposits

At June 30, 2019, the carrying amount of the City's deposits was $5,751,961. The bank balance was $8,274,394. The difference is due to outstanding checks and deposits in transit. All bank balances are insured or collateralized.

Investments

Investments permitted by the City's investment policy include the following:

- Certificates of Deposit
- Repurchase Agreements
- Bankers Acceptances
- Guaranteed Investment Contracts
- U.S. Treasury Bills and Notes
- State of California Local Agency Investment Fund
- Government Agency Securities
- Passbook Savings Accounts
- Mutual Funds
- Interest Bearing Checking Accounts
- Commercial Paper

The Deferred Compensation Plan is permitted by City resolution to invest in deeds of trust secured by real or personal property.

Investment income from cash and investments held by fiscal agents are credited directly to the related funds.

The City participates in the California Local Agency Investment Fund (LAIF), an investment pool managed by the State of California. The LAIF is a special fund of the California State Treasury through which local governments may pool investments. At June 30, 2019, the total fair value amount invested by all public agencies in LAIF is $106.6 billion managed by the State Treasurer. Of that amount, 1.77% is invested in medium-term and short-term structured notes and asset-back securities. No amounts were invested in derivative financial products. The Local Investment Advisory Board (Board) has oversight responsibility for LAIF. The Board consists of five members as designated by State Statute. The fair value of the Authority's investment in this pool is reported in the accompanying financial statements at amounts based upon the City's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis.

As of June 30, 2019, the City had the following investment and maturities:

	Maturities			
	0-12 months	1-5 years	over 5 years	Total
Investment Agreements	$ 5,347,045	$ 8,238,680	$ -	$ 13,585,725
Trust Deeds-Def Comp	-	6,577,225	-	6,577,225
Total	$ 5,347,045	$ 14,815,905	$ -	$ 20,162,950

Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. As a means of limiting exposure to fair value losses from rising interest rates, the City's investment policy limits the maturity of investments in accordance with Government Code Sections 53601(a)-(n) and 53636(a)-(m). It is the City's policy to ladder investments so that there are always investments coming due to meet cash flow requirements. Because the Local Agency Investment Fund as of June 30, 2019 had an average life of 173 days, it was presented as an investment with a maturity of 0-12 months. However, LAIF allows the City to make withdrawals of any amount within 24 hours. Information about the sensitivity of the fair values of the City investments to market interest rate fluctuations is provided by the preceding table that shows the distribution of the City's investment by maturity.

Summarized below are the ratings of the City's cash and investments:

	Fair Value	S&P	Moodys	% of Total
Demand accounts at banks	$ 5,751,961	NR	NR	3.14%
Money Market at Rabobank	1,964,531	A-1	Aa3	1.07%
Deposits held in trust by fiscal agent	211,813	BBB+	Baa2	0.12%
Money Market held in trust by fiscal agent				
Fidelity Investment MM Gov	1,754,125	AAAm	Aaa-mf	0.96%
Belmont Bk + TR CO Chicago	243,808	NR	NR	0.13%
CELTIC BK Salt Lake City	243,844	NR	NR	0.13%
Third Fed Svgs + LN Assn	249,336	NR		0.14%
Freyfus Gov Cash Management	301,112	NR		0.16%
Capital GTY	1	NR	NR	0.00%
Live Oak BKG CO Wilmington	232,492	NR		0.13%
Rabobank	2	A-1	Aa3	0.00%
Insurance Reserve	413,621	NR	NR	0.23%
Wilmington Trust, NA	34,884,793	A	Aa3	19.03%
Petty cash and revolving fund	15,000	NR	NR	0.01%
Local Agency Investment Fund	116,924,677	NR	NR	63.74%
Investment Agreements				
Municipal bonds	252,213	AA	NR	0.14%
Corporate bonds	999,900	AA-	Aa3	0.55%
	1,003,290	A-	A2	0.55%
	1,004,250	AA-	Aa2	0.55%
	1,003,530	AA+	Aaa	0.55%
	999,140	A-	A2	0.54%
Fed Home Loan Mortgage	2,000,890	AA+	Aaa	1.09%
Certificates of deposit	5,347,045	NR	NR	2.92%
Westdeutsche Landesbank	975,467	NR	NR	0.53%
Trust Deeds-Def Comp	6,577,225	NR	NR	3.59%
Total	$ 183,354,066			100.00%

Concentration of Credit Risk

The City places no limit on the amount the City may invest in any one issuer. However, the City's investment policy calls for portfolio diversification by avoiding over concentration in a specific maturity sector or specific investments. The City's portfolio is detailed in the preceding table (see above).

Custodial Credit Risk

For an investment, custodial credit risk is the risk that, in the event of the failure of the counterparty, the City will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The City's investment policy limits safekeeping of investments to third-party custody.

All of the City's deposits are either insured by the Federal Depository Insurance Corporation (FDIC) up to $250,000 or collateralized with pledge securities held in the trust department of the financial institution in the City's name.

Fair Value Measurement and Application

The City categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. The hierarchy gives the highest priority to unadjusted quoted prices in active markets for identical assets or liabilities (Level 1 measurements) and the lowest priority to unobservable inputs (Level 3 measurements). The three levels of the fair value hierarchy are described as follows:

Level 1 – Inputs to the valuation methodology are unadjusted quoted prices for identical assets or liabilities in active markets that the City has the ability to access.

Level 2 – Inputs to the valuation methodology include:

- Quoted prices for similar assets or liabilities in active markets;
- Quoted prices for identical or similar assets or liabilities in inactive markets;
- Inputs other than quoted prices that are observable for the asset or liability; and
- Inputs that are derived principally from or corroborated by observable market data by correlation or other means.

Level 3 – Inputs to the valuation methodology are unobservable and significant to the fair value measurement. Unobservable inputs reflect the City's own assumptions about the inputs market participants would use in pricing the asset or liability (including assumptions about risk). Unobservable inputs are developed based on the best information available in the circumstances and may include the City's own data.

The asset's level within the hierarchy is based on the lowest level of input that is significant to the fair value measurement. Valuation techniques used, need to maximize the use of observable inputs and minimize the use of unobservable inputs. The determination of what constitutes observable requires judgment by the City's management. City management considers observable data to be that market data, which is readily available, regularly distributed or updated, reliable, and verifiable, not proprietary, and provided by multiple independent sources that are actively involved in the relevant market. The categorization of an investment within the hierarchy is based upon the relative observability of the inputs to its fair value measurement and does not necessarily correspond to City management's perceived risk of that investment.

In instances where inputs used to measure fair value fall into different levels in the above fair value hierarchy, fair value measurements in their entirety are categorized based on the lowest level input that is significant to the valuation. The City's assessment of the significance of particular inputs to these fair value measurements requires judgment and considers factors specific to each asset or liability.

Deposits and withdrawals in governmental investment pools, such as LAIF, are made on the basis of $1 and not fair value. Accordingly, the City's measured fair value of its proportionate share in these types of investments is based on uncategorized inputs not defined as a Level 1, Level 2, or Level 3 input. Non-negotiable FDIC-insured bank certificates of deposit are priced at par.

The following is a description of the valuation methods and assumptions used by the City to estimate the fair value of its investments:

- When available, quoted process are used to determine fair value. When quoted prices in active markets are available, investments are classified within Level 1 of the fair value hierarchy.
- The City held one type of investment that is measured using Level 3 inputs, Trust Deeds. The City administers a Trust Deposit Fund that includes a Deferred Compensation Plan funded solely by the voluntary salary reductions. The Trust Deed Program is managed on a cash basis with interest posted when received and expenditures posted when paid. Trust Deed notes secured by property taken back in foreclosure and held for resale, are valued by independent real estate professionals (market approach), and trust deed notes are valued at their present value (income approach). The valuations are considered Level 3. The value of properties held for resale are reduced for cost of sales. The notes (loans) are valued based on amounts investors would likely pay for notes with interest rates ranging from 6% to 11% discounted to provide loan to values ranging from 70% to 50% depending on property type and condition, borrowers payment history, and term remaining on note.

There have been no changes in the methods and assumptions used at June 30, 2019. The methods described may produce a fair value calculation that may not be indicative of net realizable value or reflective of future fair values. City management believes its valuation methods are appropriate and consistent with other market participants. The use of different methodologies or assumptions to determine the fair value of certain financial instruments could result in a different fair value measurement at the reporting date.

The City had the following recurring fair value measurements as of June 30, 2019:

Investment Type	Total	Level 1	Level 2	Level 3
Investment Agreements				
Bonds	$ 7,263,213	$ 7,263,213	$ -	$ -
Certificates of deposit	5,347,045	-	5,347,045	-
Equities	975,467	975,467	-	-
Trust Deeds-Def Comp	6,577,225	-	-	6,577,225
	20,162,950	$ 8,238,680	$ 5,347,045	$ 6,577,225
Investments Not Measured at Fair Value				
Demand accounts at banks	5,751,961			
Money Market at Rabobank	1,964,531			
Deposits held in trust by fiscal agent	211,813			
Money Market Funds				
Fidelity Investment MM Gov	1,754,125			
Belmont Bk + TR CO Chicago	243,808			
CELTIC BK Salt Lake City	243,844			
Third Fed Svgs + LN Assn	249,336			
Freyfus Gov Cash Management	301,112			
Capital GTY	1			
Live Oak BKG CO Wilmington	232,492			
Rabobank	2			
Insurance Reserve	413,621			
Wilmington Trust, NA	34,884,793			
Petty cash and revolving fund	15,000			
Local Agency Investment Fund	116,924,677			
Total Investments	$ 183,354,066			

5. Restricted Assets:

Cash and investments of $2,822,420 are recorded as restricted assets at June 30, 2019 as follows:

Assessment District Debt Service:		
Debt Service Fund - restricted to cover expenses of debt		$ 141,739
Non-major Capital Projects Fund:		
Restricted for debt service payments		301,112
Enterprise Fund:		
Restricted to cover expenses of debt service		
Golf Courses Fund	$ 345,748	
Sanitary Sewer	1,620,200	1,965,948
Internal Service Fund:		
Restricted for insurance claims		413,621
Total Restricted Assets		$ 2,822,420

6. Taxes Receivable:

Taxes receivable recorded in the General, Measure G & E Fund of $15,139,155 represent amounts due for the quarter ended June 30, 2019 for the following taxes:

Sales Tax	$ 5,210,929
Measure E Transaction and Use Tax	2,233,177
Measure G Transaction and Use Tax	4,484,779
Utility Users Tax	1,255,006
Franchise Tax	826,472
Transient Occupancy Tax	925,426
Other Taxes	117,350
Property Transfer Tax	86,016
Total	$ 15,139,155

7. Assessment Receivable:

Debt Service Fund – Assessments receivable recorded in the Assessment District Debt Service Fund of $5,645,000 at June 30, 2019, will be collected from property owners to retire outstanding bond principal issued for improvements in special assessment districts. Cash and investments at June 30, 2019 of $2,881,099 are available to make bond and interest payments of $893,325 that are due on September 1, 2019.

Assessment receivables in the amount of $2,140,000 are not expected to be collected within the subsequent year.

8. Due From Outside Agencies:

Due from outside agencies consists of the following:

	Federal	State	Other	Total
Governmental Activities:				
General Fund:				
Welcome Center	$ -	$ -	$ 75,000	$ 75,000
	-	-	75,000	75,000
Special Revenue Funds:				
Dept. of Housing & Urban Development:				
CDBG Improvement Program	207,362	-	-	207,362
Emergency Shelter Grant	503,196	-	-	503,196
Board of State & Community Corrections	-	-	86,259	86,259
Cable Franchise	-	-	43,899	43,899
California Highway Users Tax	-	237,217	-	237,217
County of Monterey	-	-	2,466,432	2,466,432
Department of Parks & Recreation	-	3,405	-	3,405
Federal Drug Enforcement	29,064	-	-	29,064
Federal Emergency Management Agency	163,675	-	-	163,675
National Highway Traffic Safety Administration	-	-	22,407	22,407
SB1 Road Maintenance & Rehab	-	529,491	-	529,491
U.S. Department of Justice	102,700	-	-	102,700
U.S. Department of Homeland Security	3,185	-	-	3,185
	1,009,182	770,113	2,618,997	4,398,292
Capital Projects Funds:				
California Department of Transportation	-	47,881	-	47,881
Developers	-	-	1,378,412	1,378,412
Federal ATP Grant	583,205	-	-	583,205
Federal Aviation Administration	918,793	-	-	918,793
Federal HSIP	66,311	-	-	66,311
Monterey Bay Air Resource District	-	164,835	-	164,835
RSTP	-	168,559	-	168,559
State Dept. of Forestry & Fire	-	46,471	-	46,471
State Water Grant	-	26,559	-	26,559
Strategic Growth Council	-	273	-	273
Sustainable Communities Grant	319	-	-	319
Trade Corridor Improvement Fund	-	40,232	-	40,232
	1,568,628	494,810	1,378,412	3,441,850
Primary Government Totals	$2,577,810	$1,264,923	$4,072,409	$7,915,142

9. Interfund Transactions:

Interfund Receivables/Payables (Due to/Due from) – The composition of interfund balances as of June 30, 2019 was as follows:

	Due To Governmental Activities			
Due From:	General	Capital Projects	Internal Service	Total
Primary Government				
Governmental Activities:				
Major Funds:				
General, Measure G & E	$ -	$ 346,992	$ 15,396,150	$ 15,743,142
Special Construction Assistance	567,156	-	-	567,156
Non-Major Funds:				
Emergency Medical Services	-	14,557	-	14,557
Lighting, Landscape & Maintenance	42,850	5,131	-	47,981
Measure X Transport Safety & Inv Plan	-	25,395	-	25,395
SB1 Road Maintenance & Rehab	-	7,890	-	7,890
Gas Tax	-	69,777	-	69,777
Traffic Safety	20,184	-	-	20,184
Grants	903,471	2,280	-	905,751
2018 Lease - PS Building - Police	3,163	-	-	3,163
2018 Lease - El Galiban Library	1,800	-	-	1,800
Development Fee	269	29,688	-	29,957
Assessment District Administration	2,178	-	-	2,178
Assessment District Project	285,966	-	-	285,966
Total Governmental Activities	1,827,037	501,710	15,396,150	17,724,897
Business Type Activities:				
Airport	-	20,128	-	20,128
Industrial Waste	-	8,625	-	8,625
Municipal Golf Courses	75,509	-	-	75,509
Sanitary Sewer	-	9,841	-	9,841
Downtown Parking District	1,290,641	-	-	1,290,641
Permit Services	-	20,332	-	20,332
Total Business Type Activities	1,366,150	58,926	-	1,425,076
Total Primary Government	$ 3,193,187	$ 560,636	$ 15,396,150	$ 19,149,973

Interfund Transfers – Interfund transfers are legally authorized transfers between funds in which one fund is responsible for the initial receipt of funds and another fund is responsible for the actual disbursements. The composition of interfund balances as of June 30, 2019 was as follows:

	Operating Transfers In	Operating Transfers Out	Transfers For:
General Fund	$ 4,298,230	$22,554,977	Capital projects, debt service, & other operating costs
Special Revenue Funds:			
Emergency Medical Services	640,000	140,530	Capital projects & operating costs
Lighting, Landscape & Maintenance	-	100,151	Capital projects & debt service
Local Public Safety	-	298,447	Capital projects
Gas Tax	-	3,683,596	Capital projects & street maintenance
Traffic Safety	-	250,000	Operating costs
Vehicle Abatement Program	50,000	-	Operating costs
Development Fee	-	1,019,173	Capital projects
Measue X Transport Safety & Inv Plan	-	1,807,387	Capital projects
Housing and Urban Development	29,375	138,753	Grant projects
SB1 Road Maintenance & Rehab	-	1,211,995	Capital projects
	719,375	8,650,032	
Debt Service Funds:			
2014 COP Consolidation	-	529,111	Debt Service
COP 2018B T.R.I.P	2,218,130	-	Debt Service
Energy Improvement	1,538,870	-	Debt Service
2015 Refunding COP 2005A&B	699,020	-	Debt Service
Assessment District - Debt Svc	220,027	-	Debt Service
Assessment District-Reserve	-	220,027	Debt Service
2019 Spec Tax Bond Monte Bella	438,654	-	Debt Service
	5,114,701	749,138	
Capital Projects Funds:			
Special Aviation	-	1,012,835	Capital projects
Construction Assistance	-	136,403	Capital projects
2019 Spec Tax Bond Monte Bella	-	1,116,330	Debt Service
Capital Project	15,069,385	-	Capital projects
	15,069,385	2,265,568	
Internal Service Funds:			
Risk Management	350,000	-	Operating costs
General Insurance	650,000	-	Operating costs
General Liability-Self Insurance	2,202,900	-	Operating costs
Fleet Maintenance	2,111,704	-	Operating costs
	5,314,604	-	
Total Governmental Activities	30,516,295	34,219,715	
Enterprise Funds:			
Airport	1,072,247	122,862	Capital projects & debt service
Industrial Waste	-	306,426	Capital projects, operating & debt service
Sanitary Sewer	400,171	262,097	Capital projects
Storm Sewer	3,572,617	6,481	Capital projects & operating costs
Landfill Garbage Surcharge	-	385,100	Debt Service
Downtown Parking District	-	35,274	Capital projects & debt service
Permit Services	-	223,375	Capital projects
Total Business Type Activities	5,045,035	1,341,615	
Total Governmental & Business Activities	$35,561,330	$35,561,330	

Internal Balances - The composition of advances to/from other funds as of June 30, 2019 was as follows:

	Advances To Governmental Activities General
Advances From:	
Business Type Activities:	
Golf Course	$ 3,300,000
Downtown Parking	2,785,000
Total Business Type Activities	6,085,000
Total Primary Government	$ 6,085,000

10. Loans Receivable, Net of Allowance:

At June 30, 2019, receivables of the City's major individual funds and non-major funds taken in aggregate, including the applicable allowance for uncollectible accounts are as follows:

Type of Loan	CDBG	Low & Moderate Income Housing Asset	Total Governmental Activities	Fiduciary Funds
Housing Program Developer, rehabilitation, second mortgage and relocation loans	$ -	$ -	$ -	$ -
Loans funded by federal grants	20,933,492	-	20,933,492	-
Economic development real estate developer and other loans	-	11,590,413	11,590,413	173,900
Less: Allowance for Uncollectibles	(20,723,458)	(11,573,842)	(32,297,300)	-
Total loans, net	$ 210,034	$ 16,571	$ 226,605	$ 173,900

The City uses funds generated from the former Agency Housing Loans as well as other state and federal funding sources to offer financial assistance to qualified developers, individuals and families by providing loans at “below market” interest rates.

Typical loans and related terms are summarized as follows:

Loan Type	Interest Rates	Due
Affordable Housing	0 - 4%	up to 55 years
Multi-unit rental rehabilitation	3%	5 or more years
First time home buyer	3%	7 to 40 years
Home Improvement	3 - 6%	1 to 30 years

Loans are secured by first or second in lien-property deeds of trust except for first time homebuyer loans, which are all secured by second deeds of trust. Interest and principal are typically due in installments, except for first time homebuyer, which do not require payments until their maturity dates.

The City has also invested in multi-family rental housing projects serving low to moderate income individuals through subordinate loans with terms of up to 55 years. Generally, these loans are to be repaid through fixed payments or net cash flow payments from project operations and the term and potential risk of each loan varies. Because of the net cash flow feature of these subordinate loans, there is greater risk of variability in the timing of payments and, potentially, a lower probability of eventual repayment on these subordinate loans than on other loan types.

Accordingly, for financial statement purposes, the City has established an allowance account for these loans receivable due to the contingent nature of the repayment schedules of these loans.

11. Land and Properties Held for Resale:

Land and properties held for resale consisted of the following at June 30, 2019:

Special Revenue Fund		
137, 145 & 151 Division Street	$	850,000
Affordable Housing Fund - Central City Housing		
17 & 19 Soledad Street		370,693
9 & 11 Soledad Street		129,738
		500,431
Affordable Housing Fund -Sunset Avenue Merged Housing		
115 Division Street		335,947
123 Division Street		300,000
923 E. Market Street		521,175
		1,157,122
Total Land and Properties Held for Resale	$	2,507,553

12. Capital Assets:

Capital asset activity for the fiscal year ended June 30, 2019 was as follows:

	Balance June 30, 2018	Additions	Adjustments/ Retirements	Balance June 30, 2019
Governmental Activities				
Capital assets, not being depreciated:				
Land	$ 25,230,652	$ 996,210	$ (85,470)	$ 26,141,392
Construction in progress	120,078,338	11,184,553	(561,607)	130,701,284
Total assets not being depreciated	145,308,990	12,180,763	(647,077)	156,842,676
Capital assets, being depreciated:				
Buildings and improvements	45,286,961	664,262	(343)	45,950,880
Improvements other than buildings	15,720,822	45,200	-	15,766,022
Machinery and equipment	32,376,660	4,309,313	2,342,586	39,028,559
Infrastructure	239,494,655	3,713,933	-	243,208,588
Total assets being depreciated	332,879,098	8,732,708	2,342,243	343,954,049
Less accumulated depreciation	(208,526,562)	(10,788,310)	(126,437)	(219,441,309)
Total capital assets being depreciated, net	124,352,536	(2,055,602)	2,215,806	124,512,740
Governmental Activities capital assets, net	$269,661,526	$ 10,125,161	$ 1,568,729	$281,355,416
Business-type Activities				
Capital assets, not being depreciated:				
Land	$ 3,632,339	$ -	$ -	$ 3,632,339
Construction in progress	6,426,682	1,733,045	-	8,159,727
Total assets not being depreciated	10,059,021	1,733,045	-	11,792,066
Capital assets, being depreciated:				
Buildings and improvements	27,266,967	-	-	27,266,967
Improvements other than buildings	21,130,339	677,677	-	21,808,016
Machinery and equipment	7,925,352	264,170	(32,072)	8,157,450
Infrastructure	236,689,231	-	-	236,689,231
Total assets being depreciated	293,011,889	941,847	(32,072)	293,921,664
Less accumulated depreciation	(181,257,607)	(6,296,733)	32,072	(187,522,268)
Total capital assets being depreciated, net	111,754,282	(5,354,886)	-	106,399,396
Business-type Activities capital assets, net	$121,813,303	$ (3,621,841)	$ -	$118,191,462

Depreciation expense was charged to functions of the primary government as follows:

Governmental activities:	
General government	$ 1,275,395
Police	1,716,933
Fire	972,977
Public works, including infrastructure assets	6,203,914
Recreation and parks	495,083
Library	124,008
Total depreciation expense - governmental activities	$10,788,310
Business-type activities:	
Airport	$ 884,612
Industrial waste	366,544
Municipal golf courses	303,615
Sanitary sewer	1,458,576
Storm sewer	2,671,929
Water utility	10,045
Downtown parking	587,634
Permit Services	13,778
Total depreciation expense - business-type activities	$ 6,296,733

13. Deferred Compensation Plan:

The City has four deferred compensation plans created in accordance with Internal Revenue Code Section 457. The Small Business Job Protection Act of 1996 requires the establishment of a trust or similar vehicle to ensure that the assets of Deferred Compensation Plans under the Internal Revenue Code Section 457 are protected and used exclusively for the benefit of Plan participants and/or their beneficiaries. According to these laws the City established Employer Trust arrangements for each of the Plans before January 1, 1999.

The City has established Employer Trust agreements with ICMA Retirement Corporation, Mass Mutual Financial Group, and Central Coast Credit Union. In 1998, the City Council adopted a Resolution amending the City administered deferred compensation plans to conform to the new law protecting the plan participant assets from any claim against the City. Under the Trust arrangement, individual accounts maintained by the record-keeper used for receiving contributions and paying distributions must be subject to the Trust. The existence of the Trust does little to change the Plan structure except to add a layer of protection for money set aside for the employee against claims of the Employer's creditors. The law also allows an increase in the amount a participant may contribute to differ each year, based on changes in the consumer price index.

International City Manager's Association (ICMA) Retirement Corporation

The International City Manager's Association Retirement, Inc., Plan had 212 participants and a balance of $40,271,609 at June 30, 2019. All employees are eligible to participate through voluntary salary deduction. Some management employees participated in lieu of participation in the New York Life Retirement Program until June 19, 1995 when a qualified 401(a) retirement program was established. These assets are not reported on the City's financial statements at June 30, 2019 pursuant to the Employer Trust established by the City with ICMA Retirement Corporation during November 1997.

Trust Deed Program

The City administers a Trust Deposit Fund that includes a deferred compensation plan funded solely by the voluntary salary reductions. The goal of the Trust Deed program is to invest participants' funds in short-term deeds of trust (notes). This investment option is administered within the City of Salinas by the City's appointed administrator of the Deferred Compensation Plan. Loans are based on equity after obtaining a fee appraisal. All property is physically inspected and the loan package is reviewed and approved/disapproved by a Deferred Compensation Committee. All employees are eligible to participate. The Plan had 280 participants and a balance of $8,871,549 in net assets at June 30, 2019. The balance in these plans is available to employees only upon termination, retirement, death or unforeseen emergency. While the Employer Trust established by the City on December 15, 1998 protects these funds from creditors of the City, because the City administers the plan assets, they are included in the City's financial statements at June 30,2019.

The Trust Deed Program is managed on a cash basis with interest posted when received and expenditures posted when paid. Interest and expenditures are allocated to participants based on month end cash balances. Trust deed notes secured by property taken back in foreclosure, are reevaluated based on the current market value of the property. When the value of property taken back in foreclosure is less than the note secured by that property, the note is written-down to current market value (less foreclosure and sales expenses) of the property. Gains are recognized only when properties are sold. Gains or losses are allocated to plan participants based on month end cash balances.

As of June 30, 2019, pursuant to GASB 72, properties held for resale were valued by independent real estate professionals (market approach) and trust deed notes were valued at their present value (income approach). The valuations are considered Level 3. The value of properties held for resale are reduced for cost of sales. The notes (loans) are valued based on amounts investors would likely pay for notes with interest rates ranging from 6% to 11% discounted to provide loan to values ranging from 70% to 50% depending on property type and condition, borrowers payment history and term remaining on note. The change in net realizable values are reflected in the Statement of Changes in Net Position – Fiduciary Funds (page F-44).

Central Coast Federal Credit Union (CCFCU)

This third deferred compensation plan was established in August 1993 with Central Coast Federal Credit Union. The plan funds are backed by the full faith and credit of the U.S. Government and are also insured by the National Credit Union Administration (NCUA), an agency of the federal government for up to $250,000. Central Coast collateralizes any amounts invested in their savings accounts in excess of NCUA insurance limits in accordance with applicable law. As of June 30, 2019 there were 82 participants with a balance of $5,507,993. All employees are eligible to participate through voluntary salary deductions. The assets for this plan are not reported on the City's financial statements.

Mass Mutual Financial Group

The fourth Deferred Compensation plan was established in September 2000 with Mass Mutual Financial Group. This retirement savings plan enables employees to defer a portion of their current compensation for payment at a later date, generally retirement. Salary deferrals (or contributions) are voluntary, and are made through the ease of payroll deductions. Mass Mutual offers a variety of investment vehicles that vary in risk, term and return to the investment. These investment options are offered through a group variable annuity contract. There were 32 participants with a balance of $3,147,669 at June 30, 2019. All employees are eligible to participate through voluntary salary deductions. The assets for this plan are not reported on the City's financial statements.

14. Retirement Programs:

I. Defined Benefit Pension Plans

The City of Salinas provides defined benefit retirement program benefits through the California Public Employees' Retirement System (CalPERS) and New York Life. As of June 30, 2019, the City was contributing to agent multiple-employer defined benefit pension plans and cost-sharing multiple-employer defined benefit pension plans through CalPERS, and was also contributing to a single-employer defined benefit pension plan through New York Life.

The City's net pension liability as of June 30, 2019 is as follows (recorded as of the measurement date of June 30, 2018 and August 31, 2018):

Net Pension Liability	Governmental Activities	Business-type Activities	Total Net Pension Liability
CalPERS pension plans:			
Agent Multiple-Employer Miscellaneous	$ 26,007,838	$ 4,953,876	$ 30,961,714
Agent Multiple-Employer Safety-Police	100,313,844	-	100,313,844
Cost Sharing Multiple-Employer Safety - Fire (Tier 1 & Tier 2)	45,259,034	-	45,259,034
New York Life - Single Employer	16,095,726	-	16,095,726
Total net pension liability	$187,676,442	$ 4,953,876	$ 192,630,318

The City's deferred outflows of resources related to pensions as of June 30, 2019 is as follows (recorded as of the measurement date of June 30, 2018 and August 31, 2018):

Deferred Outflows of Resources	Governmental Activities	Business-type Activities	Total Deferred Outflows
CalPERS pension plans:			
Agent Multiple-Employer Miscellaneous	$ 7,218,070	$ 1,374,874	$ 8,592,944
Agent Multiple-Employer Safety-Police	20,418,700	-	20,418,700
Cost Sharing Multiple-Employer Safety - Fire (Tier 1 & Tier 2)	19,285,787	-	19,285,787
New York Life - Single Employer	1,357,402	-	1,357,402
Total deferred outflows of resources	$ 48,279,959	$ 1,374,874	$ 49,654,833

The City's deferred inflows of resources related to pensions as of June 30, 2019 is as follows (recorded as of the measurement date of June 30, 2018 and August 31, 2018):

Deferred Inflows of Resources	Governmental Activities	Business-type Activities	Total Deferred Inflows
CalPERS pension plans:			
Agent Multiple-Employer Miscellaneous	$ 1,075,260	$ 204,801	$ 1,280,061
Agent Multiple-Employer Safety-Police	1,748,309	-	1,748,309
Cost Sharing Multiple-Employer Safety - Fire (Tier 1 & Tier 2)	8,937,148	-	8,937,148
New York Life - Single Employer	-	-	-
Total deferred inflows of resources	$ 11,760,717	$ 204,801	$ 11,965,518

The City's total pension expenses for the fiscal year 2018-2019, including employee contributions, normal costs and annual amortization of prior service is as follows:

Pension Expense	Governmental Activities	Business-type Activities	Total Pension Expense
CalPERS pension plans:			
Agent Multiple-Employer Miscellaneous	$ 3,942,709	$ 750,992	$ 4,693,701
Agent Multiple-Employer Safety-Police	15,077,363	-	15,077,363
Cost Sharing Multiple-Employer Safety - Fire (Tier 1 & Tier 2)	8,931,916	-	8,931,916
New York Life - Single Employer	1,058,278	-	1,058,278
Total pension expense	$ 29,010,266	$ 750,992	$ 29,761,258

A. California Public Employees Retirement System

Agent Multiple-Employer Defined Benefit Pension Plan

Plan Description – All qualified permanent and probationary employees are eligible to participate in the City of Salinas' separate Safety (police) and Miscellaneous (all other) Plans, agent multiple-employer defined benefit pension plans administered by the California Public Employees' Retirement System (CalPERS), which acts as a common investment and administrative agent for its participating member employers. Benefit provisions under the Plans are established by State statute and Local Government resolution. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website.

Benefits Provided - CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full time employment.

The City's provisions and benefits in effect at June 30, 2019, are summarized as follows:

	Miscellaneous	
Hire Date	*Prior to January 1, 2013	On or after January 1, 2013
Benefit formula	2.0% @ 55	2.0% @ 62
Benefit vesting schedule	5 years of service	5 years of service
Benefit Payments	monthly for life	monthly for life
Retirement age	50-55	52-67
Monthly benefits, as a % of eligible compensation	2.0% to 2.45%	1.0% to 2.5%
Required employee contribution rates	7.00%	6.25%
Required employer contribution rates	7.85%	7.84%

	Police	
Hire Date	*Prior to January 1, 2013	On or after January 1, 2013
Benefit formula	3.0% @ 50	2.7% @ 57
Benefit vesting schedule	5 years of service	5 years of service
Benefit Payments	monthly for life	monthly for life
Retirement age	50	52-57
Monthly benefits, as a % of eligible compensation	3.00%	2.0% to 2.7%
Required employee contribution rates	9.00%	12.00%
Required employer contribution rates	20.96%	20.96%

**Plan is closed to new members. Miscellaneous and Safety (Police) members that were CalPERS participants before January 1, 2013, with no break in service over six months, may continue in the plan.*

Employees Covered – As of June 30, 2017 (valuation date), the following employees were covered by the benefit terms for each Plan:

	Miscellaneous	Police
Inactive employees or beneficiaries currently receiving benefits	147	245
Inactive employees entitled to, but not yet receiving benefits	229	108
Active employees	294	153

Contribution Description - Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for both Plans are determined annual on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The City is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

Actuarial Methods and Assumptions used to determine Total Pension Liability - For the measurement period ending June 30, 2018 (the measurement date), the total pension liability was determined using the following actuarial methods and assumptions:

Valuation Date	June 30, 2017
Measurement Date	June 30, 2018
Actuarial Cost Method	Entry Age Normal Cost Method
Actuarial Assumptions	
Discount Rate	7.15%
Inflation	2.75%
Salary Increases	Varies by Entry Age and Service
Payroll Growth	3.00%
Investment Rate of Return	7.50% Net of Investment and Administrative Expenses; includes inflation
Mortality	The probabilities of mortality are based on the 2014 CalPERS Experience Study for the period from 1997 to 2011. Pre-retirement and Post-retirement mortality rates include 20 years of projected mortality improvement using Scale BB published by the Society of Actuaries.

All other actuarial assumptions used in the June 30, 2017 valuations were based on the results of a 2014 actuarial experience study for the period 1997 to 2011, including updates to salary increase, mortality and requirement rates. The Experience Study report can be found on CalPERS' website under Forms and Publications.

Change of Assumption – In 2018, demographic assumptions and inflation rate were changed in accordance to the CalPERS Experience Study and Review of Actuarial Assumptions December 2017. There were no changes in the discount rate.

Discount Rate - The discount rate used to measure the total pension liability was 7.15%. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 7.15% discount rate is adequate and the use of the municipal bond rate calculations is not necessary. The long term expected discount rate of 7.15% will be applied to all plans in the Public Employees Retirement Fund (PERF). The stress test results are presented in a detailed report called "GASB Crossover Testing Report" that can be obtained from the CalPERS website.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Such cash flow were developed assuming that both members and employers will make their required contributions on time and as schedule in all future years. Using historical returns of all the funds' asset classes, expected compound returns were calculated over the short-term (first 10 years) and the long-term (11-60 years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

The following table reflects long-term expected real rates of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These geometric rates of return are net of administrative expenses.

Asset class	New Strategic Allocation	Real Return Years 1-10(a)	Real Return Years 11+(b)
Global Equity	47.0%	4.90%	5.38%
Fixed income	19.0%	0.80%	2.27%
Inflation Assets	6.0%	0.60%	1.39%
Private Equity	12.0%	6.60%	6.63%
Real Estate	11.0%	2.80%	5.21%
Infrastructure and Forestland	3.0%	3.90%	5.36%
Liquidity	2.0%	-0.40%	-0.90%
Total	100.0%		

(a) An expected inflation of 2.5% used for this period
(b) An expected inflation of 3.0% used for this period

Pension Plan Fiduciary Net Position- Detailed information about each plan's fiduciary net position is available in the separately issued CalPERS financial report.

Changes in Net Pension Liability – The following tables show the changes in the net pension liability for both the City's Miscellaneous and Safety (Police) plans recognized over the measurement period:

Agent Multiple-Employer Defined Benefit Plan - Miscellaneous Plan:

	Increase (Decrease)		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (c) = (a) - (b)
Balance at: 6/30/2017 (MD)	$ 108,898,886	$ 78,652,937	$ 30,245,949
Changes Recognized for the Measurement Period:			
Service Cost	3,099,429	-	3,099,429
Interest on Total Pension Liability	7,806,166	-	7,806,166
Changes of Benefit Terms	-	-	-
Changes of Assumptions	(752,607)	-	(752,607)
Differences between Expected and Actual Experience	1,457,261	-	1,457,261
Plan to Plan Resource Movement	-	(199)	199
Contributions - Employer	-	3,133,948	(3,133,948)
Contributions - Employees	-	1,403,836	(1,403,836)
Net Investment Income	-	6,712,207	(6,712,207)
Benefit Payments, including Refunds of Employee Contributions	(3,952,236)	(3,952,236)	-
Administrative Expense	-	(122,563)	122,563
Other Miscellaneous Income/Expense	-	(232,745)	232,745
Net Changes during 2017-18	7,658,013	6,942,248	715,765
Balance at: 6/30/2018 (MD)	$ 116,556,899	$ 85,595,185	$ 30,961,714

Agent Multiple-Employer Defined Benefit Plan - Safety (Police) Plan:

	Increase (Decrease)		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (c) = (a) - (b)
Balance at: 6/30/2017 (MD)	$ 275,818,189	$ 181,063,160	$ 94,755,029
Changes Recognized for the Measurement Period:			
Service Cost	5,603,486	-	5,603,486
Interest on Total Pension Liability	19,772,458	-	19,772,458
Changes of Benefit Terms	-	-	-
Changes of Assumptions	(1,307,343)	-	(1,307,343)
Differences between Expected and Actual Experience	6,096,574	-	6,096,574
Plan to Plan Resource Movement	-	(447)	447
Contributions - Employer	-	8,260,458	(8,260,458)
Contributions - Employees	-	1,816,971	(1,816,971)
Net Investment Income	-	15,347,329	(15,347,329)
Benefit Payments, including Refunds of Employee Contributions	(13,742,608)	(13,742,608)	-
Adminstrative Expense	-	(282,146)	282,146
Other Miscellaneous Income/Expense	-	(535,805)	535,805
Net Changes during 2017-18	16,422,567	10,863,752	5,558,815
Balance at: 6/30/2018 (MD)	$ 292,240,756	$ 191,926,912	$ 100,313,844
Totals of Both Miscellaneous and Safety Plans	$ 408,797,655	$ 277,522,097	$ 131,275,558

Sensitivity of the Net Pension Liability to Changes in the Discount Rate – The following presents the net pension liability of the Plan as of the Measurement Date, calculated using the discount rate of 7.15 percent, as well as what the net pension liability would be if it were calculated using a discount rate that is 1 percentage-point lower (6.15 percent) or 1 percentage-point higher (8.15 percent) than the current rate:

	Miscellaneous	Police	Total
1% Decrease	6.15%	6.16%	6.16%
Net Pension Liability	$ 47,494,057	$ 141,323,258	$ 188,817,315
Current Discount Rate	7.15%	7.15%	7.15%
Net Pension Liability	$ 30,961,714	$ 100,313,844	$ 131,275,558
1% Increase	8.15%	8.15%	8.15%
Net Pension Liability	$ 17,326,642	$ 66,832,653	$ 84,159,295

Subsequent Events – There were no subsequent events that would materially affect the results presented in this disclosure.

Amortization of Deferred Outflows and Deferred Inflows of Resources – Under GASB 68, actuarial gains and losses related to changes in total pension liability and fiduciary net position are recognized in pension expense systematically over time.

The first amortized amounts are recognized in pension expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to pensions and are to be recognized in future pension expense.

The amortization period differs depending on the sources of the gain or loss:

Difference between projected and actual earnings on pension plan investment	5 year straight-line amortization
All other amounts	Straight-line amortization over the average expected remaining service lives (EARLS) of all members that are provided with benefits (active, inactive, and retired) as of the beginning of the measurement period.

Deferred outflows of resources and deferred inflows of resources relating to Differences between Expected and Actual Experience, Changes of Assumptions and employer-specific amounts should be amortized over the EARSL of members provided with pensions through the Plan. The EARSL for the miscellaneous and safety (police) plans for the June 30, 2018 measurement date are 4.7 and 3.5 years, respectively, which was obtained by dividing the total service years by the total number of participants (active, inactive, and retired) in the Plan. Inactive employees and retirees have remaining service lifetimes equal to zero. Total future service is based on the members' probability of decrementing due to an event other than receiving a cash refund.

Pension Expense and Deferred Outflows and Deferred Inflows of Resources Related to Pensions – As of the start of the measurement period (July 1, 2017), the NPL is $125,000,978.

For the measurement period ending June 30, 2018 (the measurement date), the City of Salinas recognized a pension expense of $19,771,064 for the miscellaneous and safety (police) plans.

For the measurement period ending June 30, 2018 (the measurement date), the City of Salinas reports other amounts for the miscellaneous and safety (police) plans as deferred outflow and deferred inflow of resources related to pensions as follows:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Plan Contributions Subsequent to Measurement Date	$ 12,992,752	$ -
Differences between Expected and Actual Experience	5,773,990	1,314,679
Changes of Assumptions	9,593,004	1,713,691
Net Difference between Projected and Actual Earnings on Pension Plan Investments	651,898	-
	$ 29,011,644	$ 3,028,370

$12,992,752 reported as deferred outflows of resources to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending June 30, 2020.

Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expenses as follows:

Measurement Period Ended June 30:	Deferred (Inflows) of Resources
2019	$ 22,925,960
2020	4,723,295
2021	(1,038,798)
2022	(627,183)
2023	-
Thereafter	-
Total	$ 25,983,274

Cost-Sharing Multiple Employer Defined Benefit Pension Plan

Plan Description – All qualified permanent and probationary employees are eligible to participate in the City's separate Safety risk pool (Fire Tier 1 & Tier 2), cost-sharing multiple-employer defined benefit pension plans administered by CalPERS, which acts as a common investment and administrative agent for its participating member employers. Benefit provisions under the Plans are established by State statute and Local Government resolution. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website.

Benefits Provided - CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full time employment.

The City's plans provisions and benefits in effect at June 30, 2019, are summarized as follows:

	Fire Tier 1	
Hire Date	*Prior to January 1, 2013	On or after January 1, 2013
Benefit formula	3.0% @ 50	2.7% @ 57
Benefit vesting schedule	5 years of service	5 years of service
Benefit Payments	monthly for life	monthly for life
Retirement age	50	52-57
Monthly benefits, as a % of eligible compensation	3.00%	2.0% to 2.7%
Required employee contribution rates	9.00%	9.00%
Required employer contribution rates	22.35%	12.78%

	Fire Tier 2	
Hire Date	*Prior to January 1, 2013	On or after January 1, 2013
Benefit formula	3.0% @ 55	2.5% @ 57
Benefit vesting schedule	5 years of service	5 years of service
Benefit Payments	monthly for life	monthly for life
Retirement age	55	52-57
Monthly benefits, as a % of eligible compensation	3.00%	2.0% to 2.7%
Required employee contribution rates	9.00%	9.00%
Required employer contribution rates	19.35%	12.78%

**Plan is closed to new members. Safety (Fire Tier 1 & Tier 2) members that were CalPERS participants before January 1, 2013, with no break in service over six months, may continue in the plan.*

Contribution Description - Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. The total plan contributions are determined through the CalPERS annual actuarial valuation process. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The employer is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

The City's contribution for the safety plan were as follows:

	Fiscal Year 2018/19	Meaasurement Date 2017/18	Valuation Date 2016/17
Safety Plan (Fire)	$ 4,369,284	$ 16,741,091	$ 5,132,440
Total Contributions	$ 4,369,284	$ 16,741,091	$ 5,132,440

Pension Liabilities, Pension Expense and Deferred Outflows/Deferred Inflows of Resources Related to Pensions – As of June 30, 2019, the City reported net pension liabilities for its proportionate share of the net pension liability as of June 30, 2019 and 2018 were as follows:

	Proportionate Share of Net Pension Liability/(Asset)	
	June 30, 2019	June 30, 2018
Safety Plan (Fire)	$ 45,259,034	$ 57,529,594
Total Net Pension Liability	$ 45,259,034	$ 57,529,594

The City of Salinas' net pension liability is measured as the proportionate share of the net pension liability. The net pension liability is measured as of June 30, 2018, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2017 rolled forward to June 30, 2018 using the standard update procedures. The City of Salinas' proportion of the net pension liability was based on a projection of the City's long-term share of contributions to the pension plans relative to the projected contributions for all participating employers actuarially determined.

The City's proportionate share of the net pension liability as of June 30, 2019 and 2018 were as follows:

	Percentage Share of Risk Pool		Change:
Fiscal Year	6/30/2019	6/30/2018	Increase/(Decrease)
Measurement Date	6/30/2018	6/30/2017	
Percentage of Plan (PERF C) NPL	0.469674%	0.580096%	-0.110422%

For the year ended June 30, 2019 (measurement date June 30, 2018), the City of Salinas recognized a pension expense of $8,931,916 for the Safety Plan (Fire).

As of June 30, 2019 the City of Salinas reports deferred outflow and deferred inflow of resources related to pensions as follows:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between Expected and Actual Experience	$ 972,464	$ 3,689
Changes of Assumptions	4,440,701	599,130
Net Difference between Projected and Actual Earnings on Pension Plan Investments	306,425	-
Change in Employer's Proportion	-	8,334,329
Differences between the Employer's Contributions and the Employer's Proportionate Share of Contributions	9,196,913	-
Pension Contributions Subsequent to Measurement Date	4,369,284	-
Total	$ 19,285,787	$ 8,937,148

$4,369,284 reported as deferred outflows of resources to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending June 30, 2020.

Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expenses as follows:

Measurement Period Ended June 30:	Deferred (Inflows) of Resources
2019	$ 4,658,472
2020	2,755,373
2021	(1,121,003)
2022	(313,487)
2023	-
Thereafter	-
Total	$ 5,979,355

Actuarial Methods and Assumptions used to determine Total Pension Liability - For the measurement period ended June 30, 2018 (the measurement date), the total pension liability was determined by rolling forward the June 30, 2017 total pension liability determined in the June 30, 2017 actuarial accounting valuation. The June 30, 2018 total pension liability were based on the following actuarial methods and assumptions:

Actuarial Cost Method	Entry Age Normal in accordance with the requirements of GASB Statement No. 68
Actuarial Assumptions	
Discount Rate	7.15%
Inflation	2.75%
Salary Increases	Varies by Entry Age and Service
Mortality Rate Table (1)	Derived using CalPERS' Membership Data for all Funds
Post Retirement Benefit Increase	Contract COLA up to 2.50% until Purchasing Power Protection Allowance Floor on Purchasing Power applies

(1) The mortality table used was developed based on CalPERS-specific data. The table includes 15 years of mortality improvements using Society of Actuaries Scale 90% of scale MP 2016. For more details on this table, please refer to the December 2017 experience study report (based on CalPERS demographic data from 1997 to 2015) that can be found on the CalPERS website.

Change of Assumption – In 2018, demographic assumptions and inflation rate were changed in accordance to the CalPERS Experience Study and Review of Actuarial Assumptions December 2017. There were no changes in the discount rate.

Discount Rate - The discount rate used to measure the total pension liability for PERF C was 7.15%. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current member contribution rates and that contributions from employers will be made at statutorily required rates, actuarially determined. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Long-term Expected Rate of Return - The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Using historical returns of all of the funds' asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11+ years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the

rounded single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set to equal to the single equivalent rate calculated above and adjusted to account for assumed administrative expenses.

The expected real rates of return by asset class can be found in CalPERS' Comprehensive Annual Financial Report (CAFR) for the fiscal year ended June 30, 2017.

Amortization of Deferred Outflows and Deferred Inflows of Resources – The Net Difference Between Projected and Actual Investment Earnings on Pension Plan Investments is amortized over a five-year period on a straight-line basis. One-fifth is recognized in pension expense during the measurement period, and the remaining Net Difference Between Projected and Actual Investment Earnings on Pension Plan Investments is amortized over the remaining amortization periods. The Net Difference Between Projected and Actual Investment Earnings on Pension Plan Investments in the Schedule of Collective Pension Amounts represents the unamortized balance relating to the current measurement period and the prior measurement periods on a net basis.

Deferred Outflows of Resources and Deferred Inflows of Resources relating to Differences Between Expected and Actual Experience and Changes of Assumptions are amortized over the Expected Average Remaining Service Lifetime (EARSL) of members provided with pensions through the Plan determined as of the beginning of the related measurement period. The EARSL for PERF C for the measurement date ending June 30, 2018 is 3.8 years, which was obtained by dividing the total service years of 516,147 (the sum of remaining service lifetimes of the active employees) by 135,474 (the total number of participants: active, inactive, and retired) in PERF C. Inactive employees and retirees have remaining service lifetimes equal to 0. Total future service is based on the members' probability of decrementing due to an event other than receiving a cash refund.

Sensitivity of Proportionate Share of Net Pension Liability (Asset) to Changes in the Discount Rate – The following presents the proportionate share of the net pension liability of the City's Plan as of the Measurement Date, calculated using the discount rate of 7.15 percent, as well as what the net pension liability would be if it were calculated using a discount rate that is 1 percentage-point lower (6.15 percent) or 1 percentage-point higher (8.15) than the current rate:

	Measurement Date June 30, 2018		
	Discount Rate		
	6.15%	7.15%	8.15%
Safety Plan (Fire)	(1% Decrease)	(Current Rate)	(1% Increase)
Net Pension Liability	$ 69,131,639	$ 45,259,034	$ 25,699,709

Pension Plan Fiduciary Net Positions – Detailed information about each plan's fiduciary net position is available in the separately issued CalPERS financial report.

Subsequent Events – There were no subsequent events that would materially affect the results presented in this disclosure.

B. New York Life Retirement Plan

Plan Description – The New York Life retirement plan is a closed single-employer defined benefit pension plan that covers Non-Public Safety Employees. The plan's benefits offers a formula of 2% @ 60 for vested employees. The Plan was established on September 1, 1954 and has been amended and restated from time to time since that date. Prior Plan amendments eliminated the six-month service requirement for entry into the plan and credited participants with up to six-months of service from hire to plan entry prior to time change. The Plan was amended and restated effective September 1, 1996 to bring the Plan into compliance with the Internal Revenue Code and Regulations promulgated thereby to provide for the City's pick-up of employee eligible participants equal to the present value of vested accrued benefits. Effective June 1, 2001, the Plan amended its benefit formula to one that uses an average salary computed from the twelve-month period, replacing the old formula that used an average salary computed from a thirty six month period. As of June 19, 1995, all new regular non-public safety employees are enrolled in CalPERS.

The City has an agreement with New York Life to hold and invest plan assets of the Retirement Plan, which covers employees other than Police and Fire. New York Life holds assets in NYL Fixed Dollar Account, NYL Mainstay Total Return Bond Fund, and NYL Guaranteed Annuity Contracts.

New York Life Guaranteed Annuity Contracts in the amount of $6,066,273 are allocated insurance contracts set up to pay benefits and accordingly are excluded from the total pension liability, and are not reported in the City's financial statements.

Employees Covered – As of September 1, 2017 (valuation date), the following employees were covered by the benefit terms for the single-employer defined benefit pension plan:

Inactive employees or beneficiaries currently receiving benefits	51
Inactive employees entitled to but not yet receiving benefits	10
Active employees	17
Total	78

Benefits - Non-Public Safety personnel benefits vest after five years of service. The vested benefit would be in the form of a pension beginning after attaining age 60 equal to the benefits accrued at time of termination, or for a reduced amount if an election is made to have payments commence before attaining the normal retirement age of 60. City employees who retire at or after age of 60 with five years of credited service are entitled to an annual retirement benefit payable monthly, as a straight line annuity, as a ten year certain and life annuity, or as a lump sum, in an amount equal to 2% of the average earnings paid to the employee during the twelve consecutive months of service with the City during which their earnings were highest, multiplied by the number of years and completed months of plan participation.

The plan allows early retirement after reaching age 55 and completing five years of plan participation. The plan also provides death and survivor benefits.

Funding Policy – The contribution requirements of Plan members and the City are established and may be amended by the City Council. Prior to January 1, 1979, participants were required to make specified levels of contributions to the plan in order to accrue benefits under the Plan. For the period commencing January 1, 1979 through December 31, 1993, there were no participants' contributions under this Plan. Since January 1, 1994, participants are required to contribute 4.5% of their compensation to the Plan. Since September 1, 1996, participant contributions are made by the City under the employee pretax pick-up provision for government-sponsored plans allowed under the Internal Revenue Code. As established in their Memorandum of Understanding document for personnel of the SEIU Blue Collar bargaining group, the City will contribute (pick-up) four and one-half percent of the employee retirement contribution.

Pension Liabilities, Pension Expense and Deferred Outflows/Deferred Inflows of Resources Related to Pensions – As of June 30, 2019 (Measurement Date - August 31, 2018), the City reported net pension liability as follows:

Measurement Date	8/31/2018	8/31/2017
Total Pension Liability (TPL)	$ 20,559,745	$ 19,778,000
Fiduciary Net Position (FNP)	4,464,019	2,660,000
Net Pension Liability (NPL)	$ 16,095,726	$ 17,118,000
Funded Status (FNP/TPL)	21.7%	13.4%

The City's net pension liability is measured as of August 31, 2018, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of September 1, 2017.

For the year ended June 30, 2019 (measurement date August 31, 2018), the City of Salinas recognized a pension expense of $1,058,278.

As of June 30, 2019 the City of Salinas reports deferred outflow and deferred inflow of resources related to pensions as follows:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Net Difference between Projected and Actual Earnings on Pension Plan Investments	$ 543,865	$ -
Plan Contributions Subsequent to Measurement Date	813,537	-
	$ 1,357,402	$ -

$813,537 reported as deferred outflows of resources to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending June 30, 2020.

Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expenses as follows:

Fiscal Year Ended June 30:	Deferred (Inflows) of Resources
2019	$ 211,966
2020	165,966
2021	153,966
2022	11,967
2023	-
Thereafter	-
Total	$ 543,865

Actuarial Methods and Assumptions used to determine Total Pension Liability - For the measurement period ended August 31, 2018 (measurement date), the total pension liability was determined by using the following actuarial assumptions, applied to all periods included in the measurement:

Valuation Date	September 1, 2017			
Measurement Date	August 31, 2018			
Contribution Policy	City contributes full ADC			
Actuarial Assumptions				
Discount Rate and long-term expected rate of return on assets	3.40% at August 31, 2018 3.40% at August 31, 2017 Discount rate lower of (1) expected long-term rate of return on investments, and (2) Bond Buyer 20- Bond GO Index as of Measurement Date			
Long-Term Expected Rate of Return on Investments	3.40%			
General Inflation	2.25% per annum			
Salary Increases	2.00% per annum			
New York Life Guaranteed Annuity Contract	Value of payments expected to be made under contract excluded from TPL (contract assets not included in Fiduciary Net Position)			
Mortality, Disability, Termination	2017 IRS Combined Mortality Tables for males and females			
Mortality Improvement	Post-retirement mortality projected fully generational with Scale MP-2017			
Retirement	Age	Rate	Age	Rate
	55-56	10%	61-64	30%
	57-59	20%	65+	100%
	60	70%		
Benefit Form	Disability - Annuity for all particiapants Lump sum for all other particiapants, valued using UP-1984 Mortality Table with 1.00% interest rate			

Discount Rate – The discount rate used to measure the total pension liability was 3.40%. The discount rate is based on the expected rate of return which is lower than the 20 year municipal bond rate. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at current contribution rates and City contributions will be made at rates equal to the difference between actuarially determined contribution rates and the employee rate.

Based on those assumptions, the pension plan's fiduciary net position was not projected to be available to make all projected future benefit payments of current active and inactive employees. The City's annual contributions will be adjusted to keep the plan solvent.

Investments are with New York Life invested 99% in their Main Stay Total Return Bond Fund and 1% is in the fixed income fund with an expected rate of return of 3.4%. The rate of return was calculated based on an assumed 1.15% real rate of return with a 2.25% general inflation factor.

Change of Assumption – There were no changes in assumptions since the last measurement date August 31, 2017.

Change of Benefit Terms – There were no changes in benefit terms since the last measurement date August 31, 2017.

Changes in Net Pension Liability – The following tables show the changes in the net pension liability for the City's Single-Employer Pension Plan recognized over the measurement period:

	Increase (Decrease)		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (c) = (a) - (b)
Balance at: 8/31/17 (MD)	$ 19,778,000	$ 2,660,000	$17,118,000
Changes Recognized for the Measurement Period:			
Service Cost	302,184	-	302,184
Interest	679,330	-	679,330
Changes of Benefit Terms	-	-	-
Changes of Assumptions	-	-	-
Differences between Expected and Actual Experience	-	-	-
Contributions - Employer	-	1,927,686	(1,927,686)
Contributions - Employees	-	70,043	(70,043)
Net Investment Income	-	60,254	(60,254)
Benefit Payments, including refunds	(199,769)	(199,769)	-
Administrative Expense	-	(54,195)	54,195
Net Changes	781,745	1,804,019	(1,022,274)
Balance at: 8/31/18 (MD)	$ 20,559,745	$ 4,464,019	$16,095,726

Sensitivity of the Net Pension Liability to Changes in the Discount Rate – The following presents the net pension liability of the Plan as of the Measurement Date, calculated using the discount rate of 3.40 percent, as well as what the net pension liability would be if it were calculated using a discount rate that is 1 percentage-point lower (2.40 percent) or 1 percentage-point higher (4.40 percent) than the current rate:

	Measurement Date August 31, 2017 Discount		
	2.40% (1% Decrease)	3.40% (Current Rate)	4.40% (1% Increase)
Net Pension Liability	$ 17,058,347	$ 16,095,726	$ 15,267,054

Pension Plan Fiduciary Net Position- Detailed information about the pension plan's fiduciary net position as of August 31, 2018 is as follows:

	New York Life
Assets	
New York Life Fixed Dollar Account	$ 219,981
New York Life Main Stay Total Return Bond Fund	4,272,675
Total investments	4,492,656
Liabilities	
Accrued expenses	28,637
Fiduciary Net Positon	$ 4,464,019

Subsequent Events – There were no subsequent events that would materially affect the results presented in this disclosure.

C. ICMA Retirement Corporation Defined Contribution Plan

Plan Description – On June 19, 1995, the City established a qualified retirement program in accordance with Internal Revenue Code Section 401(a). This defined contribution 401(a) Money Purchase Retirement Plan was established with International City Managers Association Retirement Corporation (ICMA). Non-Public Safety Mid-Management employees that were participating in the ICMA 457 non-qualified deferred compensation plan in-lieu of participation in the New York Life Retirement Program, were required to transfer to one of the other City's three qualified retirement plans. The City's annual contribution to this plan is determined by the employer required contribution to the New York Life Plan Retirement Plan in accordance with Internal Revenue contribution limits.

Significant Accounting Policies

Basis of Accounting – Financial statements are prepared using the cash basis of accounting. Employer contributions are recognized in the period that the contributions are made.

Method Used to Value Investments – Participants direct their investments, without restriction, among various investments options available under the ICMA 401(a) Plan.

Retirement Buyback Program

During Fiscal Year 1995-96, the City established a deferred compensation retirement buyback program for Department Directors where the City contributes a flat dollar amount based on tenure with the City. The 401(a) Money Purchase Retirement Plan is administered by the ICMA Retirement Corporation. The program requires employee-matching contributions for every dollar contributed by the City. At June 30, 2019, there were 11 participants RECEIVING A TOTAL OF $92,136 in this form of benefit while there were 2 participants in the ICMA 401(a) money Purchase Plan with a City annual contribution was $15,714 while the employees had an equal mandatory matching contribution of $15,714.

15. Post Employment Benefits Other Than Pensions (OPEB):

A. General Information about the OPEB Plan

For purposes of measuring the net OPEB liability, deferred outflows of resources, and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the City's plan (OPEB Plan) and additions to/deductions from the OPEB Plan's fiduciary net position have been determined on the same basis.

Generally accepted accounting principles require that the reported results must pertain to liability and asset information within certain defined timeframes.

For this report, the following timeframes are used:

Valuation Date	June 30, 2017
Measurement Date	June 30, 2018
Measurement Period	July 1, 2017 to June 30, 2018
Fiscal Year End	June 30, 2019

Plan Description: The City joined the Public Employees' Medical & Hospital Care Act (PEMHCA) in 2000 for Police and Miscellaneous employees, offered through the California Public Employees' Retirement System (CalPERS). It is an agent multiple-employer plan administered by California Public Employees' Retirement System (CalPERS). The healthcare plan which provides medical insurance benefits to active and eligible retirees and their families in accordance with various labor agreements. Fire employees receive healthcare benefits for active and retiree members from a union sponsored plan.

OPEB Trust: The City joined The California Employers' Retiree Benefit Trust (CERBT) in 2011 to prefund it's OPEB liability. CERBT is an agent multiple employer defined plan for other post-employment benefits administered by CalPERS. The Plan includes participating employers of the State of California and public agencies. CalPERS is governed by a 13-member Board of Administration (the Board); two elected by CalPERS members, one elected by retired members of CalPERS, two appointed by the Governor, one public representative appointed jointly by the Speaker of the Assembly and Senate Rules Committee, and four ex-officio members: State Treasurer, State Controller, Director of California Department of Human Resources, and Designee of the State Personal Board. The Board is responsible for the management and control of CalPERS, including the exclusive control of the administration and investments of the Plan.

The plan information is as follows:

Fiscal Year End	June 30, 2019
Plan type	Agent Multiple Employer
OPEB trust	Yes
Special funding situations	No
Nonemployer contributing entities	No

Post-Employment Benefits Eligibility: The City provides post-retirement healthcare benefits to eligible employees who retire directly from the City after the age of 50 years (Age 52 for Miscellaneous PEPRA employees) and with five years of service or disability retirement. For Police and Fire Supervisors, the City pays 25% of retiree and spouse health insurance premium up to $100 per month plus PEMHCA AB2544 "unequal method" monthly benefit to retirees ($129.20 per month in 2019). The payment is made until Medicare eligibility, but no more than 10 years for non-supervisory Police retirees. For Miscellaneous employees, the City pays the PEMHCA "unequal method" monthly benefit to retirees ($129.20 per month in 2019). For IAFF (Fire employee), the City pays 25% of retiree and spouse health insurance premium up to $100 per month. The payment is made until Medicare eligibility.

Employees Covered**:** As of the June 30, 2017 actuarial valuation, the following current and former employees were covered by the benefit terms under the PEMHCA and Union Sponsor Plans:

June 30, 2019 Fiscal Year End June 30, 2018 Measurement Date	Number of Covered Participants
Inactive employees currently receiving benefits	119
Inactive employees entitled to benefits	242
Actives employees	449
Total employees	810

Contributions: The City intends to contribute to the Trust the actuarially determined contribution (ADC) net of the pay-as-you-go benefits paid annually directly from employer resources. For the fiscal year ended June 30, 2019, the City's cash contributions were $260,329 in premium payments made on behalf of retirees, $250,000 payments to the trust, and implied subsidy payments of $685,000, resulting in total payments of $1,195,329.

B. Net OPEB Liabilities, Expense, and Deferred Outflows/Inflows of Resources

Net OPEB Liability: As of the June 30, 2018 measurement date, was as follows:

Fiscal Year Ended Measurement Date	6/30/2019 6/30/2018	6/30/2018 6/30/2017
Total OPEB liability (TOL)	$ 22,499,995	$ 21,875,000
Fiduciary net position (FNP)	2,304,596	1,899,000
Net OPEB liability (NOL)	$ 20,195,399	$ 19,976,000
Funded status (FNP/TOL)	10.2%	8.7%

Actuarial Methods and Assumptions Used to Determine the OPEB Liability: The City's net OPEB liability was measured as of June 30, 2018. The total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation dated June 30, 2017 that was rolled forward to determine the June 30, 2018 total OPEB liability based on the following significant actuarial methods and assumptions:

Measurement Date	June 30, 2018
Valuation Date	June 30, 2017
Salary increases	Aggregate - 3% Merit - CalPERS 1997-2015 experience study
Medical trend	Non-Medicare - 7.5% for 2019, decreasing to an ultimate rate of 4.0% in 2076 Medicare - 6.5% for 2019, decreasing to an ultimate rate of 4.0% in 2076
Healthcare participation	100% for Safety $100 benefit 50% for PEMHCA benefit if covered as active 10% for PEMHCA benefit if waived as active
Cap increases	None
Contribution policy	City contributes $250,000 annually, and pays benefit payments outside of trust.
Discount rate	4.95% at June 30, 2018 4.73% at June 30, 2017
Municipal Bond Rate	3.87% at June 30, 2018 (Bond Buyer 20-bond Index) 3.58% at June 30, 2017 (Bond Buyer 20-bond Index)
Expected long-term rate of return on investment	6.75%
General inflation	2.75% per annum
Retirement	CalPERS 1997-2015 experience study
Termination	CalPERS 1997-2015 experience study
Disability	CalPERS 1997-2015 experience study
Mortality	CalPERS 1997-2015 experience study
Mortality Improvement	Projected fully generation with scale MP-2017
Change of benefits terms	None

Change of assumptions: Discount rate was updated based on municipal bond rate as of measurement date and crossover test

Discount Rate: The discount rate used to measure the total OPEB liability was 4.95%. The projection of cash flows used to determine the discount rate assumed that City contributions will be made at rates equal to the actuarially determined contribution rates. Based on those assumptions, the OPEB plan's fiduciary net position was projected to be available to make all projected OPEB payments for current active and inactive employees and beneficiaries. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

Expected Long Rate of Return: The long-term expected rate of return on OPEB plan investments was determined using a building block method in which expected future real rates of return (expected returns, net of OPEB plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

Asset Class/Strategy	Target Allocation*	Expected Real Rate of Return
Measurement Date	6/30/18	6/30/18
Global equity	57%	4.82%
Fixed income	27%	1.47%
TIPS	5%	1.29%
Commodities	3%	0.84%
REITs	8%	3.76%
Assumed long-term rate of inflation		2.75%
Assumed long-term investment expenses		n/a
Expected long-term net rate of return, rounded		6.75%
Discount rate**		
6/30/18		4.95%
6/30/17		4.73%

* Provided by CalPERS' Strategic Asset Allocation Analysis Overview in August 2014 – Strategy 1.

** The fiduciary net position is not projected to be sufficient to make projected benefit payments, and the plan assets are expected to be invested using the strategy to achieve the expected return.

Discount Rate Sensitivity Analysis: The following schedule shows the impact of the Net OPEB Liability if the discount rate used was 1% less than and 1% greater than the discount rate that was used (4.73%) in measuring the Net OPEB Liability.

	Discount Rate		
	3.95% (1% Decrease)	4.95% (Current Rate)	5.95% (1% Increase)
Net OPEB liability	$ 23,186,625	$ 20,195,399	$ 17,718,987

Healthcare Trend Sensitivity Analysis: The following presents the net OPEB liability of the City if it were calculated using healthcare cost trend rates that are one percentage point lower or one percentage point higher than the current rate, for measurement period ended June 30, 2018:

	Healthcare Trend Rate		
	Decrease)	Trend)	(1% Increase)
Net OPEB liability	$ 17,207,148	$ 20,195,399	$ 23,937,983

Changes in the OPEB Liability: The changes in the net OPEB liability for the City Plan are as follows:

Changes in Net OPEB Liability	Total OPEB Liability (a)	Fiduciary Net Position (b)	Net OPEB Liability (a) - (b)
Balance at June 30, 2018 (Measurement Date June 30, 2017)	$ 21,875,000	$ 1,899,000	$ 19,976,000
Changes for the year:			
Service Cost	1,085,475	-	1,085,475
Interest	1,064,391	-	1,064,391
Difference between actual and expected experience	-	-	-
Assumptions changes	(609,871)	-	(609,871)
Contributions - employer*	-	1,165,000	(1,165,000)
Contributions - employee	-	-	-
Net investment income	-	159,215	(159,215)
Benefit payments and refunds*	(915,000)	(915,000)	-
Administrative Expenses	-	(3,619)	3,619
Net Changes	624,995	405,596	219,399
Balance at June 30, 2019 (Measure Date June 30, 2018)	$ 22,499,995	$ 2,304,596	$ 20,195,399

* Includes $250,000 City contribution to trust, and $243,000 cash benefit payments and $635,000 Implied Subsidy benefit payments (both paid outside of trust).

Recognition of Deferred Outflows and Deferred Inflows of Resources: To smooth market volatility, gains and losses related to changes in total OPEB liability and fiduciary net position are recognized over nine and half years. Amounts are first recognized in OPEB expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to OPEB and are to be recognized in future OPEB expense.

OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB: For the fiscal year ended June 30, 2019, the City recognized OPEB expense of $1,749,246.

As of fiscal year ended June 30, 2019, the City reported deferred outflows of resources and inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Changes of assumptions	$ -	$ 1,938,685
Net differences between projected and actual earnings on plan investment	-	55,173
Employer contributions after measurement date*	1,195,329	-
Total	$ 1,195,329	$ 1,993,858

* Contributions to trust of $250,000 plus $260,329 cash benefits and $685,000 implied subsidy paid by the City.

Deferred outflows of resources in the amount of $1,195,329 related to contributions subsequent to the measurement date and will be recognized as a reduction of the net OPEB liability during the fiscal year ending June 30, 2020. Other amounts reported as deferred inflows of resources related to OPEB will be recognized as expense as follows:

Amounts reported as deferred inflows of resources related to OPEB will be recognized as OPEB expenses as follows:

Fiscal Year ended June 30:	Deferred (Inflows) of Resources
2020	$ (267,740)
2021	(267,740)
2022	(265,740)
2023	(254,741)
2024	(250,197)
Thereafter	(687,700)
Total	$ (1,993,858)

16. Risk Management:

The City has a self-insurance program and carries excess insurance for catastrophic losses. National Casualty Company combined with Berkley National Insurance Company provides General Liability coverage up to a maximum of $15,000,000 after the self-insured retention of $1,000,000 per occurrence met. Safety National Casualty Corporation provides Worker's Compensation excess coverage with statutory coverage (pursuant to California Worker's Compensation Act) after the self-insurance retention of $1,000,000 for Public Safety and $750,000 for non Public Safety is met.

Liabilities for estimated claims payable for the self-insurance programs represent settled claims, claims incurred but not paid and claims incurred but not reported based upon past experience, modified for current trends and information. While the ultimate amount of losses incurred through June 30, 2019 is dependent on future developments, City management has determined the desired reserve level for each self-insurance program as follows and believes the estimates are adequate to cover such losses.

- Worker's Compensation insurance liability of $23,861,251 includes $18,341,749 for claims incurred but not paid and $4,585,437 for claims incurred but not reported which is based on expected claims and past claims history. At June 30, 2019, Worker's Compensation Insurance liability of $22,927,186 is reported on the statement of net position. The worker's compensation fund was established as an Internal Service Fund on July 1, 1991. The portion of the worker's compensation insurance liability since July 1, 1991, at June 30, 2019 is $20,611,511 and is reported in the Internal Service Fund; $2,315,675 of this is treated as long-term debt.
- General liability insurance liability at June 30, 2019 of $9,973,263 that is reported in the Internal Service Fund includes $9,074,452 for claims incurred but not paid and $898,811 for claims incurred but not reported which is based on expected claims and past claims history. Unreserved retained earnings is $1,921,595 at June 30, 2019 and is short the City's goal of reserving three times the self-insured retention plus full funding of all past claims history. The City's self-insured retention is $1,000,000. At June 30, 2019, the City reports a receivable of $8,000,000 due from excess insurance for amounts over the self-insurance retention.

Changes to the claims liability for fiscal year ended June 30, 2019 are as follows:

	Workers Compensation	General Liability
Beginning balance of claims liability	$ 23,861,251	$ 1,773,353
Less beginning provision for incurred but not reported claims	(4,772,250)	(900,690)
Beginning provisions for incurred but not paid claims	19,089,001	872,663
Increase (decrease) in claims incurred and reported	5,049,864	9,001,943
Claims expenses paid	(5,797,116)	(800,154)
Ending balance provision for incurred but not paid claims	18,341,749	9,074,452
Provisions for incurred but not reported claims	4,585,437	898,811
Ending balance of claims liability	$ 22,927,186	$ 9,973,263

17. Lease Obligations:

Operating Leases as Lessee

The City has commitments under various long-term operating lease agreements requiring annual rental payments, which are described as follows:

Governmental Activities – The City has ongoing commitments under operating lease agreements for business equipment, and office facilities necessary for City operations, which expire at various dates through 2024. Each governmental fund includes the expenditures related to such lease agreements. There are both cancelable and non-cancelable lease agreements. Rental expenditures reported by the General Fund and other governmental funds under these operating lease agreements for the fiscal year ended June 30, 2019 amounted to $436,007.

The future minimum lease payments anticipated under the existing lease commitments as of June 30, 2019 are as follows:

Year Ended June 30,	
2020	$ 306,900
2021	276,948
2022	71,971
2023	65,730
2024	36,157
	$ 757,706

18. Long Term Debt:

The following is a summary of Long Term Debt transactions for the fiscal year ended June 30, 2019:

	June 30, 2018	Increases	Decreases	June 30, 2019	Due Within One Year
Governmental Activities:					
Annual Leave	$ 11,211,936	$ 302,982	$ 139,952	$ 11,374,966	$ 2,274,993
Estimated Insurance claims	2,474,609	2,315,675	2,474,610	2,315,674	-
Capital Leases	94,647,219	3,500,000	1,799,338	96,347,881	2,335,581
Certificates of Participation					
Series B-2015	5,970,000	-	555,000	5,415,000	570,000
TRIP 2018B	-	37,500,000	-	37,500,000	680,000
	5,970,000	37,500,000	555,000	42,915,000	1,250,000
Assessment District Bonds					
Assessment District 2017 Act Bonds	3,775,000	-	805,000	2,970,000	830,000
CFD Monte Bella-2019	-	2,675,000	-	2,675,000	-
Total Assessment District Bonds	3,775,000	2,675,000	805,000	5,645,000	830,000
Bond Premium/(Discount)					
TRIP 2018B	-	4,327,004	-	4,327,004	396,834
TRIP 2018B	-	(370,719)	-	(370,719)	(13,240)
CFD Monte Bella-2019	-	74,934	-	74,934	-
Total Bond Discounts	-	4,031,219	-	4,031,219	383,594
Governmental Activities	118,078,764	50,324,876	5,773,900	162,629,740	7,074,168
Business-type Activities					
Annual Leave	480,397	45,560	33,499	492,458	98,493
Capital Leases:					
Monterey Parking Garage 2014	11,186,000	-	511,000	10,675,000	534,000
Street Sweeper	441,390	-	106,480	334,910	109,381
Fire Engine	88,929	-	29,052	59,877	29,639
Total Leases	11,716,319	-	646,532	11,069,787	673,020
HUD Section 108 Loan	3,229,000	-	409,000	2,820,000	425,000
Bonds Payable:					
Sanitary Sewer Revenue Bonds - 2012	15,860,000	-	390,000	15,470,000	405,000
Certificates of Participation					
Series A-2015	3,690,000	-	370,000	3,320,000	380,000
Series A-2008	4,430,000	-	70,000	4,360,000	80,000
Total Bonds Payable	8,120,000	-	440,000	7,680,000	460,000
Subtotal	39,405,716	45,560	1,919,031	37,532,245	2,061,513
Bond Premium - Sanitary Sewer	116,900	-	10,627	106,273	10,627
Business-type Activities	39,522,616	45,560	1,929,658	37,638,518	2,072,140
Total Long-Term Liability	$157,601,380	$50,370,436	$7,703,558	$200,268,258	$ 9,146,308

The annual requirements to amortize capital leases, loans and notes, certificates of participation and bonds outstanding as of June 30, 2019 by activity are as follows:

Year Ended	Governmental-Wide Activities		Business-Type Activities	
June 30,	Principal	Interest	Principal	Interest
2020	$ 4,415,581	$ 5,739,601	$ 1,963,021	$ 1,383,779
2021	7,141,133	5,470,361	2,035,599	1,322,204
2022	7,334,106	5,328,822	2,028,867	1,255,014
2023	7,360,727	4,975,956	2,109,300	1,186,090
2024	7,718,877	4,674,173	2,142,000	1,115,476
2025 - 2029	36,896,564	18,673,083	8,850,000	4,557,558
2030 - 2034	32,895,893	11,239,638	8,741,000	2,910,410
2035 - 2039	14,365,000	6,722,991	5,465,000	1,433,431
2040 - 2044	14,215,000	3,802,713	3,705,000	323,106
2045 - 2049	12,415,000	969,357	-	-
2050 - 2054	150,000	3,000	-	-
	$ 144,907,881	$ 67,599,695	$ 37,039,787	$ 15,487,068

The debt for the State of California – annual leave and estimated insurance claims do not have amortization schedules and are therefore not included in the above schedule.

Accrued Annual Leave – Accrued leave is reported on the Government-Wide Statements for Governmental Activities and Business-type Activities in Long-Term Debt. The cost of Annual Leave accumulated at fiscal year-end is recorded as a liability within Proprietary and Fiduciary Funds. At June 30, 2019 the liability for all compensated absences totaled $11,867,424.

Accrued annual leave are reported on the financial statements in the following funds:

	June 30, 2018	Increases	Decreases	June 30, 2019	Due Within One Year
Governmental Activities					
General Fund	$ 8,767,427	$ -	$ 118,661	$ 8,648,766	$ 1,729,753
Measure E	895,547	11,870	-	907,417	181,483
Measure G	1,053,653	281,141	-	1,334,794	266,959
Special Revenue Funds	370,129	-	11,818	358,311	71,662
Internal Service Funds	125,180	9,971	9,473	125,678	25,136
	$ 11,211,936	$ 302,982	$ 139,952	$ 11,374,966	$ 2,274,993
Business-type Activities					
Enterprise Funds	$ 480,397	$ 45,560	$ 33,499	$ 492,458	$ 98,493
Fiduciary Activities					
Agency Funds	$ 11,464	$ -	$ 11,464	$ -	$ -

Estimated Insurance Claims – At June 30, 2019, the estimated insurance claims liability recorded in the Internal Service Funds is as follows:

Worker's Compensation	$ 20,611,511
General Liability	9,973,263
Total	$ 30,584,774

An additional $2,315,674 of Worker's Compensation claims liability is reported in the Long-Term Debt under estimated insurance claims.

Governmental Type Activities

Capital Leases – Annual debt service requirements to maturity for the capital lease is as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 2,335,581	$ 3,788,734	$ 6,124,315
2021	5,216,133	3,578,024	8,794,157
2022	5,354,106	3,495,855	8,849,961
2023	5,510,727	3,205,624	8,716,351
2024	5,783,877	2,970,515	8,754,392
2025 - 2029	29,471,564	11,059,875	40,531,439
2030 - 2034	26,710,893	5,040,594	31,751,487
2035 - 2039	6,530,000	2,221,072	8,751,072
2040 - 2044	4,270,000	1,435,063	5,705,063
2045 - 2049	5,165,000	518,619	5,683,619
	$ 96,347,881	$ 37,313,975	$ 133,661,856

Pierce Fire Pumper

On October 4, 2011, the City, using lease purchase financing, purchased two Pierce fire pumpers, $1,049,274, and refinanced a 2007 fire vehicle lease, $705,693, for a total of $1,754,967. The City will make nine annual payments of $237,215, beginning October 4, 2011 and ending October 4, 2020 at 4.11% interest. Debt payable of $227,850 is recorded as Governmental Activities at June 30, 2019.

Debt service requirements to maturity for Pierce Fire Pumper are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 227,850	$ 9,365	$ 237,215
	$ 227,850	$ 9,365	$ 237,215

Quantum Pumper Fire Engine & Rosenbauer Airwolf

On January 21, 2014, the City, using lease purchase financing, purchased a Quantum Pumper fire engine, $536,653, and a Rosenbauer Airwolf fire engine, $398,997, for a total of $935,650. The City will make seven annual payments of $13,680, beginning on March 1, 2015 and ending March 1, 2021 at 2.02% interest. The Rosenbauer Airwolf fire engine debt is funded 50% by the Airport Fund; see capital leases for Business-type Activities. Debt payable of $220,947 is recorded as Governmental Activities at June 30, 2019.

Debt service requirements to maturity for the Quantum Pumper Fire Engine & Rosenbauer Airwolf are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 109,369	$ 4,464	$ 113,833
2021	111,578	2,254	113,832
	$ 220,947	$ 6,718	$ 227,665

Quantum Tiller Ladder Truck

On January 21, 2014, the City, using lease purchase financing, purchased a Quantum Tiller Ladder Truck for a total of $1,087,053. The City will make ten annual payments of $124,848, beginning on March 17, 2015 and ending March 17, 2024 at 2.60% interest. Debt payable of $578,357 is recorded as Government Activities at June 30, 2019.

Debt service requirements to maturity for the Quantum Tiller Ladder Truck are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 109,812	$ 15,037	$ 124,849
2021	112,666	12,182	124,848
2022	115,595	9,253	124,848
2023	118,600	6,247	124,847
2024	121,684	3,164	124,848
	$ 578,357	$ 45,883	$ 624,240

Pierce Pumper & Tiller

On March 6, 2015, the City, using lease purchase financing, purchased a Pierce Pumper and Tiller for a total of $1,628,839. The City will make ten annual payments of $209,261, beginning on March 6, 2016 and ending March 6, 2025 at 2.51% interest. Debt payable of $929,359 is recorded as Government activities at June 30, 2019.

Debt service requirements to maturity for the Pierce Pumper & Tiller are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 185,964	$ 23,297	$ 209,261
2021	190,626	18,635	209,261
2022	195,405	13,856	209,261
2023	116,185	8,958	125,143
2024	119,097	6,046	125,143
2025 - 2029	122,082	3,060	125,142
	$ 929,359	$ 73,852	$ 1,003,211

2014 Lease/Purchase Agreement

The City of Salinas 2014 Lease/Purchase Agreement was issued by the Salinas Facilities Financing Authority on January 29, 2014. The financing was issued to refund the Animal Shelter COP Series A-1999 ($2,812,000) and the Monterey Street Parking Structure COP Series A-2004 ($13,253,000). The Animal Shelter portion of the financing was issued for 19 years (ending September 1, 2032), at an average interest rate of 4.02%. Maximum annual debt service is $278,646. Debt payable of $2,103,000 is recorded as Governmental Activities at June 30, 2019.

Debt service requirements to maturity for 2014 Lease/Purchase Agreement are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 145,000	$ 81,626	$ 226,626
2021	153,000	75,636	228,636
2022	161,000	69,325	230,325
2023	163,000	62,813	225,813
2024	171,000	56,099	227,099
2025 - 2029	741,000	181,965	922,965
2030 - 2034	569,000	46,974	615,974
	$ 2,103,000	$ 574,438	$ 2,677,438

Energy Improvement Lease

On November 1, 2014, the City entered into a lease agreement funded through private placement in the amount of $21,908,000. The project will install LED lighting on street lights and parking lots in addition to building solar PV installations at the Hitchcock Road Animal Shelter, the Industrial Waste Treatment Plant, the Salinas Municipal Airport, the Permit Center, Sherwood Hall, and the Sewer Lift Station site off Work Street. The Debt Service repayment will be over a 17 year period at 3.03% interest beginning May 1, 2016 and ending November 1, 2032. Maximum annual debt service is $2,005,124. Debt payable of $19,526,378 is recorded as Governmental Activities at June 30, 2019.

Debt service requirements to maturity for Energy Improvement Lease Agreement are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 987,037	$ 584,404	$ 1,571,441
2021	1,050,606	554,034	1,604,640
2022	1,116,825	521,700	1,638,525
2023	1,184,506	487,358	1,671,864
2024	1,254,955	450,944	1,705,899
2025 - 2029	7,435,556	1,629,926	9,065,482
2030 - 2034	6,496,893	403,804	6,900,697
	$ 19,526,378	$ 4,632,170	$ 24,158,548

Pierce Enforcer Pumper

On October 18, 2017, the City, using lease purchase financing, purchased a Pierce Enforcer Pumper fire engine for a total of $561,605. The City will make six annual payments of $101,822, beginning on October 18, 2018 and ending October 18, 2023 at 2.40% interest. Debt payable of $473,597 is recorded as Governmental Activities on June 30, 2019.

Debt service requirements to maturity for Pierce Enforcer Pumper are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 90,172	$ 11,649	$ 101,821
2021	92,391	9,431	101,822
2022	94,664	7,158	101,822
2023	96,992	4,830	101,822
2024	99,378	2,444	101,822
	$ 473,597	$ 35,512	$ 509,109

Altec Aerial Lift

On December 19, 2017, the City, using lease purchase financing, purchased an Altec Aerial Lift Truck for a total of $157,983. The City will make six annual payments of $28,903, beginning on December 19, 2018 and ending December 19, 2023. Debt payable of $133,393 is recorded as Governmental Activities on June 30, 2019.

Debt service requirements to maturity for Altec Aerial Lift are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 25,261	$ 3,642	$ 28,903
2021	25,951	2,952	28,903
2022	26,659	2,243	28,902
2023	27,387	1,516	28,903
2024	28,135	768	28,903
	$ 133,393	$ 11,121	$ 144,514

Public Safety Building 2018A

The City of Salinas 2018A Capital Lease was issued by Salinas Public Facilities, Inc. in the amount of $48,825,000 on June 28, 2018. The purpose of this financing was to raise funds for the construction of a new Public Safety Building (Police Department) within City limits. The City started making semi-annual payments beginning on December 1, 2018 and ending December 1, 2034 at an average interest rate of 3.375%. Maximum annual debt service is $4,799,181. Debt payable of $48,825,000 is recorded as Governmental Activities on June 30, 2019.

Debt service requirements to maturity for Public Safety Building 2018A are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ -	$ 2,159,556	$ 2,159,556
2021	2,640,000	2,027,556	4,667,556
2022	2,775,000	2,024,181	4,799,181
2023	2,910,000	1,816,056	4,726,056
2024	3,060,000	1,666,806	4,726,806
2025 - 2029	17,740,000	5,820,781	23,560,781
2030 - 2034	16,720,000	1,789,016	18,509,016
2035 - 2039	2,980,000	50,288	3,030,288
	$ 48,825,000	$ 17,354,240	$ 66,179,240

El Gabilan Library 2018B

The City of Salinas 2018B Capital Lease was issued by Salinas Public Facilities, Inc. in the amount of $19,830,000 on June 28, 2018. The purpose of this financing was to raise funds for the construction of a new Public Library (El Gabilan) within City limits. The City started making semi-annual payments beginning on December 1, 2018 and ending December 1, 2048 at an average interest rate of 3.900%. Maximum annual debt service is $1,152,781. Debt payable of $19,830,000 is recorded as Governmental Activities on June 30, 2019.

Debt service requirements to maturity for El Gabilan Library 2018B are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ -	$ 786,494	$ 786,494
2021	370,000	780,344	1,150,344
2022	385,000	767,781	1,152,781
2023	395,000	752,588	1,147,588
2024	415,000	734,556	1,149,556
2025 - 2029	2,355,000	3,373,438	5,728,438
2030 - 2034	2,925,000	2,800,800	5,725,800
2035 - 2039	3,550,000	2,170,784	5,720,784
2040 - 2044	4,270,000	1,435,063	5,705,063
2045 - 2049	5,165,000	518,619	5,683,619
	$ 19,830,000	$ 14,120,467	$ 33,950,467

Police/Fire Radios & PW Equipment

The City of Salinas Motorola Radios and Public Work Equipment was issued by Banc of America Public Capital Corporation in the amount of $3,500,000 on August 17, 2018. This equipment replaces old manufactured models and will make Police, Fife, and Public Work operations more efficient. The lease consists of 84 payments, beginning on August 17, 2019 and ending on August 17, 2025 at an average interest rate of 3.120%. Debt payable of $3,500,000 is recorded as Governmental Activities on June 30, 2019.

Debt service requirements to maturity for Police/Fire Radios & PW Equipment are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 455,116	$ 109,200	$ 564,316
2021	469,315	95,000	564,315
2022	483,958	80,358	564,316
2023	499,057	65,258	564,315
2024	514,628	49,688	564,316
2025 - 2029	1,077,926	50,705	1,128,631
	$ 3,500,000	$ 450,209	$ 3,950,209

Certificates of Participation Bonds

Series A-1997 (Refunded by Series B-2005 in 2005 and refunded by Series B-2015 in 2015)

On October 24, 1997, the Salinas Public Financing Authority issued City of Salinas Certificates of Participation (Certificates) Series A-1997 totaling $11,960,000. The purpose of this financing was to raise money for capital improvement projects, $8,000,000 and to refund the Authority's Variable Rate Lease Revenue Bonds, which were issued to purchase the 65 W. Alisal Building. The Variable Rate Lease Revenue Bonds Series A-1997 and Series B-1997 were fully retired on

November 20, 1997. The outstanding Certificates were secured by liens on City owned assets based on the following appraised values; City Hall ($3,820,000); Public Safety Building ($1,990,000); Steinbeck Library ($2,350,000) and 65 W. Alisal Building ($2,805,000).

On September 14, 2005, the Salinas Public Financing Authority issued City of Salinas Refunding Certificates of Participation Series 2005B (1997 Capital Improvement Projects). The Refunding Certificates were issued to refund Series A-1997 Certificates. Series 2005B Refunding Certificates were issued in the amount of $11,705,000 for 24 years at 4.22%. Maximum annual debt service is $795,705. The Refunding Certificates were secured by a lien on the Salinas Community Center with an appraised value of $13,415,000. With these refunding, liens were removed from the City's Public Safety Building, 65 West Alisal Building and Steinbeck Library.

On September 1, 2015, the City issued Refunding Certificates of Participation Series 2015, in the amount of $11,440,000 at a 2.53% interest rate, to refund the outstanding portion of the 2005A Certificates of Participation (Twin Creeks) and the 2005B Certificates of Participation (Capital Improvements). Bond started September 1, 2015 and will end after 12 years on September 1, 2027.

The current refunding of the Certificates of Participation Series 2005-A (Business-type Activity) and 2005-B (Governmental Activity) reduced total debt service payments over the next 13 years by $3,184,743. This results is an economic gain (difference between the present values of the debt service payments on the old and new debt) of $1,200,896. Debt payable of $5,415,000 is recorded as Governmental Activities at June 30, 2019.

The annual debt service requirements to maturity for the certificates are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 570,000	$ 129,789	$ 699,789
2021	585,000	115,178	700,178
2022	600,000	100,188	700,188
2023	615,000	84,818	699,818
2024	630,000	69,069	699,069
2025 - 2029	2,415,000	114,419	2,529,419
	$ 5,415,000	$ 613,461	$ 6,028,461

Series 2018B - TRIP

On July 18, 2108, the California Statewide Communities Development Authority Transportation Revenue issued City of Salinas Certificates of Participation, Series 2018B totaling $37,500,000 at various interest rates plus premium and discounts. The purpose of this financing was to provide expedited funding for the design, acquisition, and construction of certain local roadway and street improvement projects within the jurisdiction of the City. Debt payable net of premiums and discounts of $41,456,285 is recorded as Governmental Activities at June 30, 2019.

The annual debt service requirements to maturity for the certificates are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 680,000	$ 1,651,925	$ 2,331,925
2021	710,000	1,624,125	2,334,125
2022	740,000	1,595,125	2,335,125
2023	750,000	1,561,575	2,311,575
2024	800,000	1,522,825	2,322,825
2025 - 2029	4,625,000	7,009,275	11,634,275
2030 - 2034	5,815,000	5,787,350	11,602,350
2035 - 2039	7,395,000	4,161,750	11,556,750
2040 - 2044	9,410,000	2,127,650	11,537,650
2045 - 2049	6,575,000	350,613	6,925,613
	$ 37,500,000	$ 27,392,213	$ 64,892,213

Assessment Districts Bonds

At June 30, 2019, outstanding Assessment District Bonds totaled $5,645,000. Bonds issued for improvements in special assessment districts are liabilities of the property owners and are secured by liens against the assessed property. In the case of default, the City has the authority to advance bonds payments from the special reserve fund and to foreclosure on delinquent property. The Assessment District Reserve Fund balance is $1,802,014 at June 30, 2019.

Assessment District 2017 Act Bonds

On July 28, 2017 the City issued $4,555,000 in bonds to refinance the following special assessment district debt:

- 1998 AD 98-1 – Bella Vista III Refunding ($2,665,000)
- 2000 AD 96-2 – Acacia Park Refunding ($340,000)
- 2002 RADA – Bella Vista Refunding ($1,365,000)
- 2002 RADB – Bella Vista Refunding ($185,000)

The current refunding of the assessment districts debt reduced total debt service payments over the next 9 years by $937,889. This results in an economic gain (difference between the present values of the debt service payments on the old and new debt) of $318,303.

The refinancing was funded through a direct private placement with City National Bank. Maximum debt service is $882,065, including interest ranging from 2.3% to 2.7% for 9 years.

Annual debt service requirements to maturity for Assessment District 2017 Act Bonds are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 830,000	$ 63,325	$ 893,325
2021	580,000	46,215	626,215
2022	590,000	31,835	621,835
2023	430,000	19,170	449,170
2024	450,000	8,095	458,095
2025 - 2029	90,000	2,430	92,430
	$ 2,970,000	$ 171,070	$ 3,141,070

CFD Monte Bella-2019 - Community Facilities District No. 2016-1 (Monte Bella) of the City of Salinas 2019 Special Tax Bonds (Improvement Area No. 1)

On February 21, 2019, the Bond Purchase Agreement was signed in the amount of $2,675,000 at various interest rates to finance the acquisition and/or construction of certain public facilities and improvements within Community Facilities District (CFD) No. 2016- Improvement Area 1 of the district. Debt payable net of premiums of $2,749,934 is recorded as Governmental Activities at June 30, 2019.

Annual debt service requirements to maturity CFD Monte Bella-2019 bonds are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ -	$ 105,828	$ 105,828
2021	50,000	106,819	156,819
2022	50,000	105,819	155,819
2023	55,000	104,769	159,769
2024	55,000	103,669	158,669
2025 - 2029	295,000	487,084	782,084
2030 - 2034	370,000	411,694	781,694
2035 - 2039	440,000	340,169	780,169
2040 - 2044	535,000	240,000	775,000
2045 - 2049	675,000	100,125	775,125
2050 - 2054	150,000	3,000	153,000
	$ 2,675,000	$ 2,108,976	$ 4,783,976

Business-Type Activities

Capital Leases – Annual debt service requirements to maturity for the capital lease for Business-Type Activities are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 673,020	$ 428,562	$ 1,101,582
2021	693,600	403,174	1,096,774
2022	633,867	376,808	1,010,675
2023	656,300	351,716	1,008,016
2024	625,000	325,640	950,640
2025 - 2029	3,507,000	1,224,070	4,731,070
2030 - 2034	4,281,000	443,788	4,724,788
	$ 11,069,787	$ 3,553,758	$ 14,623,545

2014 Lease/Purchase Agreement

The City of Salinas 2014 Lease/Purchase Agreement was issued by the Salinas Facilities Financing Authority on January 29, 2014. The financing was issued to refund the Animal Shelter COP Series A-1999 ($2,812,000) and the Monterey Street Parking Structure COP Series A-2004 ($13,253,000). The Monterey Street Parking Structure portion of the financing was issued for 20 years (ending September 1, 2033), at an average interest rate of 4.02%. Maximum annual debt service is $963,518. The annual debt service requirements for the Monterey Street Parking Structure are illustrated in the table below and are reported as Business-Type Activities.

Debt service requirements to maturity is as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 534,000	$ 418,402	$ 952,402
2021	551,000	396,593	947,593
2022	578,000	373,900	951,900
2023	599,000	350,243	949,243
2024	625,000	325,640	950,640
2025 - 2029	3,507,000	1,224,070	4,731,070
2030 - 2034	4,281,000	443,788	4,724,788
	$ 10,675,000	$ 3,532,636	$ 14,207,636

Street Sweepers

On May 23, 2016 the City, using lease purchase financing, purchased a street sweeper. The City will make six annual payments of $59,557 at 2.87% interest. On April 6, 2017 the City, using lease purchase financing, purchased a second street sweeper. The City will make six annual payments of $58,774 at 2.57% interest. Debt payable of $334,910 is recorded in the Storm Sewer Enterprise Fund at June 30, 2019.

Debt service requirements to maturity are as follows:

2016 Street Sweeper Year Ended June 30,	Principal	Interest	Total
2020	$ 56,280	$ 3,277	$ 59,557
2021	57,895	1,662	59,557
	$ 114,175	$ 4,939	$ 119,114

2017 Street Sweeper Year Ended June 30,	Principal	Interest	Total
2020	$ 53,102	$ 5,673	$ 58,775
2021	54,466	4,308	58,774
2022	55,867	2,908	58,775
2023	57,300	1,473	58,773
	$ 220,735	$ 14,362	$ 235,097

Fire Engine

On January 21, 2014, the City, using lease purchase financing, purchased a Rosenbauer Airwolf fire engine for $398,997. The fire engine debt is funded 50% by the Airport Fund; see capital leases for governmental type activities for the remaining 50% under *Quantum Pumper Fire Engine & Rosenbauer Airwolf*. The City will make seven annual payments of $30,849 for the portion associated to business-type activities, beginning on March 1, 2015 and ending on March 1, 2021 at 2.02% interest. Debt payable of $59,877 is recorded in the Airport Fund at June 30, 2019.

Debt service requirements to maturity is as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 29,639	$ 1,210	$ 30,849
2021	30,238	611	30,849
	$ 59,877	$ 1,821	$ 61,698

HUD Section 108 Loan

On March 28, 2015, the City entered into a contract for Loan Guarantee Assistance with the Housing and Urban Development Department (HUD), pursuant to which the City will derive funds for the purposes permitted under the agreement, and will execute one or more City Notes in the maximum aggregate principal amount of up to $9,390,000. During the fiscal year, the City executed a note numbered as B-12-MC-06-0005 (Community and Economic Development Fund – Industrial Waste Water Conveyance System Project) in the principal amount of $4,000,000. The City of Salinas has pledged current and future Community Development Block Grants (CDBG) funds as principal security for the loan. The loan carries a variable interest rate of 20 points (0.2%) above the applicable LIBOR rate. As of June 30, 2019, $2,820,000 of the loan balance is outstanding.

Debt service requirements to maturity is as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 425,000	$ 63,947	$ 488,947
2021	442,000	55,576	497,576
2022	460,000	45,795	505,795
2023	478,000	34,535	512,535
2024	497,000	21,721	518,721
2025 - 2029	518,000	7,382	525,382
	$ 2,820,000	$ 228,956	$ 3,048,956

Bonds Payable

Certificates of Participation, Series A-1999 – Golf Courses (Portion Refunded by Series A-2005 in 2005 and refunded again by Series A-2015)

On March 16, 1999, the Salinas Public Financing Authority issued City of Salinas Certificates of Participation (Certificates) Series A-1999 totaling $14,315,000. A portion of the Certificates was allocated for the construction of an animal shelter, $1,250,338, and the balance of the Certificates, $13,064,662 was allocated for construction of the new Twin Creeks (9-hole) Golf Course, $8,221,604 and the renovation of Fairways Golf Course, $4,843,058.

On August 24, 2004, the City entered into a sublease agreement with the Monterey Peninsula Foundation and its related foundation, Future Citizens Foundation, dba the First Tee of Monterey County providing for the lease of Twin Creeks golf course to Future Citizens Foundation. As a condition of the lease, the City repaid the portion of the 1999 Certificates attributable to the Twin Creeks golf course facility (about 57.5% of the lease payments of $575,000) and refinanced that golf course portion with a new Refunding issue of Certificate of Participation.

On September 14, 2005, the Salinas Public Financing Authority issued City of Salinas Refunding Certificates of Participation Series 2005A, in the amount of $8,005,000, to refund the portion of the 1999 Certificates attributed to Twin Creeks. Refunding Certificates Series 2005A were issued for 24 years at 4.22%, and were secured by a lien on Twin Creeks golf course. The net value expense of the funding was $117,298. The refunding was completed to issue qualified 501 (c) 3 bonds to provide for the operation of Twin Creeks golf course by First Tee of Monterey County.

With the closing of this financing, the sublease agreement with First Tee of Monterey County was finalized. Annual debt service for the 2005A Certificates ($572,308) will be paid by the annual lease payments ($575,000) from Future Citizens Foundation and guaranteed by the Monterey Peninsula Foundation. As with most City issued debt, the General Fund of the City backs the new Certificates and payment of debt service is ultimately the responsibility of the City.

At the request of First Tee of Monterey County, on December 6, 2011, the City approved a sublease payment reduction from $575,000 to $125,000 (an annual reduction of $450,000). This request was the result of First Tee's significant unsustainable golf course operating losses experienced recently due to the downturn of the economy. With the goal of maintaining a quality of level of service to the thousands of golf youth participants and as the most cost effective alternative, the City Council approved the General Fund support through fiscal year 2015-16 to offset the reduced amount of the sublease to the First Tee of Monterey County.

On September 1, 2015, the City issued Refunding Certificates of Participation Series 2015, in the amount of $11,440,000 at a 2.53% interest rate, to refund the outstanding portion of the 2005A Certificates of Participation (Twin Creeks) and the 2005B Certificates of Participation (Capital Improvements). Bond started September 1, 2015 and will end after 12 years on September 1, 2027.

The current refunding of the Certificates of Participation Series 2005-A (Business-type Activity) and 2005-B (Governmental Activity) reduced total debt service payments over the next 13 years by $3,184,743. This results is an economic gain (difference between the present values of the debt service payments on the old and new debt) of $1,200,896.

Debt service requirements to maturity for the Twin Creeks Golf Course is as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 380,000	$ 79,189	$ 459,189
2021	390,000	69,448	459,448
2022	400,000	59,455	459,455
2023	410,000	49,209	459,209
2024	420,000	38,709	458,709
2025 - 2029	1,320,000	50,600	1,370,600
	$ 3,320,000	$ 346,610	$ 3,666,610

Certificates of Participation, Series A-2008 – Fairways Golf Course

On August 2008, the City of Salinas was issued Refunding Certificates of Participation Series 2008, in the amount of $4,660,000 at a variable interest rate, to refund the outstanding portion of the 1999 Certificate pertaining to the Fairways Golf Project. Bond started September 1, 2008 and will end after 30 years on September 1, 2038. Following the execution and delivery of the Certificates of Participation Series 2008, the 1999 Certificates, attributed to the animal shelter, will remain outstanding.

The annual debt service requirements to maturity for Fairways Golf Course are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 80,000	$ 196,200	$ 276,200
2021	90,000	192,600	282,600
2022	105,000	188,550	293,550
2023	115,000	183,825	298,825
2024	130,000	178,650	308,650
2025 - 2029	910,000	790,425	1,700,425
2030 - 2034	1,305,000	546,750	1,851,750
2035 - 2039	1,625,000	226,125	1,851,125
	$ 4,360,000	$ 2,503,125	$ 6,863,125

Series 2012 – Sanitary Sewer Revenue Bonds

On February 8, 2012, the City of Salinas issued Sanitary Sewer System Revenue Bonds, Series 2012 in the amount of $17,995,000 to provide funds for the current refunding of the City's Sanitary Sewer System Revenue Bonds, Series 1998 and to finance capital replacement of existing sewer mains and other sewer related capital replacement. Maximum annual debt service is $1,022,406, including interest ranging from 1.0% to 4.4% for 30 years. The City is authorized under Chapter 36, Article II, Division 5 of the Salinas City Code, to levy a sewer fee for the purpose of paying sanitary sewer related expenses of the City. On January 10, 2012, the City Council approved adjustments to wastewater collection fees effective February 1, 2012 to reflect the cost of wastewater conveyance through the Enterprise and an amount to cover debt service. The fee is billed by the Monterey Regional Water Pollution Control Agency. Debt payable of $15,470,000 is recorded in the Sanitary Sewer Enterprise Fund at June 30, 2019.

Debt service requirements and maturity are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 405,000	$ 615,881	$ 1,020,881
2021	420,000	601,406	1,021,406
2022	430,000	584,406	1,014,406
2023	450,000	566,806	1,016,806
2024	470,000	550,756	1,020,756
2025 - 2029	2,595,000	2,485,081	5,080,081
2030 - 2034	3,155,000	1,919,872	5,074,872
2035 - 2039	3,840,000	1,207,306	5,047,306
2040 - 2044	3,705,000	323,106	4,028,106
	$ 15,470,000	$ 8,854,620	$ 24,324,620

Conduit Debt

In June of 1999, the City of Salinas issued Multifamily Housing Revenue Bonds, Series 1999A ($5,310,000 tax-exempt) and 1999A-T ($390,000 taxable) for the construction of a 132-unit senior apartment project. Twenty percent (20%) of the project is designated to be affordable to seniors. As of June 30, 2019, the total conduit debt outstanding related to these bonds is $3,700,000.

On June of 2007, the City of Salinas issued Economics Development Revenue Bonds, Series 2007A ($18,655,000 tax-exempt) and 2007B ($1,570,000 taxable) for the acquisition of a building located at 1000 Main Street in Salinas. The building is currently leased in part to the County of Monterey Department of Social Services. The project intends to provide monthly rental at below the market value rates to the County of Monterey, a one-million-dollar premise improvement allowance to the Department of Social Services to renovate and upgrade its space in the building and to generate charitable support for the County's residents. The debt was refinanced in 2016 as series 2016A and 2016B. As of June 30, 2019, total conduit debt outstanding related to the Economic Development Revenue Bonds is $17,215,000.

Pursuant to the bond purchase agreements, the City of Salinas has no obligation related to the repayment of these bonds. Accordingly, the bonds are not reported as liabilities in the City's financial statements.

19. Restricted Net Position:

The government-wide statement of net position reports $87,701,244 of restricted net position, of which enabling legislation restricts $1,620,200 represented by the net position held at the Sanitary Sewer Fund.

20. Unearned Revenues and Deferred Inflows of Resources, Net of Allowance:

Governmental funds report unearned revenues in connection with funds received, in advance for which assets recognition criteria have been met, but for which revenue recognition criteria have not been met. Receivables for revenues not considered available to liquidate liabilities of the current period are considered unavailable revenues and reported as deferred inflows of resources on the governmental funds. Unearned revenues are stated at $6,162,023, in the Government-Wide Statements. Governmental funds report $517,023 of unearned revenues and $9,744,864 of deferred inflows of resources that are not available resources.

Unearned revenues and unavailable revenues, net of allowance of the governmental activities at June 30, 2019 consist of the following:

Major funds:	
Assessment district debt service unavailable assessments receivable	$ 5,645,000
Special Construction Assistance unearned revenue	506,285
Special Construction Assistance unavailable grants receivable	897,648
Non-major funds:	
Housing and urban development unavailable housing loans	
Housing rehab loans	1,379,487
First time homebuyers loans	1,237,232
CDBG/home program deferred inflows or resources	18,316,773
Less: allowance for doubtful accounts	(20,723,458)
Net housing and urban development loans	210,034
Unavailable grants receivable	655,778
Total housing and urban development	865,812
Affordable Housing unavailable housing loans	
Low & moderate incoming housing loans	11,590,413
Less: allowance for doubtful accounts	(11,573,842)
Net affordable housing loans	16,571
Unavailable grants receivable	1,054,748
Total affordable housing	1,071,319
Grants	
Unearned revenue	10,738
Unavailable grants receivable	346,292
Total Grants	357,030
Special aviation	
Unavailable grants receivable	918,793
Total governmental activities	$ 10,261,887

21. Prior Period Adjustment:

Implementation of new accounting standard - for the fiscal year ended June 30, 2019, the City implemented the provisions of GASB No. 84 – *Fiduciary Activities*. As part of implementing the requirements, prior period adjustments totaling $1,745,506 were made to increase the City's beginning net position as of July 1, 2018 for amounts that had been previously reported as fiduciary activities. The adjustment included transfers $1,399,735 to the general fund, $326,682 to non-major special revenue funds, $2,186 to Airport, and $16,903 to Permit Services.

The provision of GASB No. 84 also added the OPEB and NYL pension trusts to the pension trust fund as of July 1, 2018 in the amounts of $2,306,078 and $3,168,639, respectively.

Correction of error - during 2019, management evaluated the unearned revenues of the non major funds and determined that $1,351,773 had met all revenue recognition criteria. As a result, management increased net position by $1,351,773. In addition, the City discovered that two fire vehicles and a police tactical vehicle had been inadvertently expensed in the prior year. A correction was made in the amount of $1,654,542 to increase the City's beginning net position as of July 1, 2018 and add the vehicles to the City's capital assets.

	Prior Period Adjustment	Implimentation of GASB 84	Correction for Unearned Revenues	Correction for Capital Assets
Net Position				
Governmental Activities	$ 4,732,732	$ 1,726,417	$ 1,351,773	$ 1,654,542
Business-type Activities				
Airport	2,186	2,186	-	-
Permit Services	16,903	16,903	-	-
Total Business-type Activites	19,089	19,089	-	-
Total Government-wide	$ 4,751,821	$ 1,745,506	$ 1,351,773	$ 1,654,542
Fiduciary Net Position				
Private Purpose Trust Fund	$ (1,623,506)	$ (1,623,506)	$ -	$ -
Pension Trust Fund	$ 5,474,717	$ 5,474,717	$ -	$ -
Custodial Funds	$ (122,000)	$ (122,000)	$ -	$ -

22. Fund Balance:

It is the policy of the City to maintain a minimum reserve for a reasonable level of assurance that the City's day-to-day operations will be able to continue even if circumstances occur where revenues are insufficient to cover expenditures. The minimum reserve of the General Fund is 5% of the next year's General Fund annual budgeted operating expenditures, as calculated by the Finance Director. The minimum fund balance is shown as unassigned in the General Fund.

Fund balance for governmental funds as of June 30, 2019 consists of the following:

	General, Measure E, & Measure G	Assessment District Debt Service	Special Construction Assistance	Other Nonmajor Governmental Funds	Total
Nonspendable:					
Inventory	$ 11,019	$ -	$ -	$ -	$ 11,019
Loans & Notes Receivable	-	-	-	226,605	226,605
Due from outside agencies	75,000	-	-	-	75,000
Advances	6,085,000	-	-	-	6,085,000
Land Held for Resale	-	-	-	2,507,553	2,507,553
	6,171,019	-	-	2,734,158	8,905,177
Restricted for:					
Public Safety	-	-	-	1,566,008	1,566,008
Future Development	-	-	-	15,439,654	15,439,654
Maintenance District	-	-	-	6,386,029	6,386,029
Recreation Parks	-	-	-	61,033	61,033
Community Development	-	-	-	214,885	214,885
Franchise-Cable	-	-	-	486,401	486,401
Street Repairs	-	-	-	11,256,231	11,256,231
Municipal Arts	-	-	-	21,152	21,152
Grants	-	-	-	2,544,511	2,544,511
Low/Moderate Housing	-	-	-	2,138,865	2,138,865
Capital Projects	-	-	38,135,129	1,870,321	40,005,450
Debt Service	-	1,086,619	-	3,760,248	4,846,867
	-	1,086,619	38,135,129	45,745,338	84,967,086
Committed for:					
Capital Projects	5,038,675	-	-	2,000,000	7,038,675
Assigned for:					
Other Purposes	13,027,664	-	-	-	13,027,664
Carryover Appropriations	17,364,398	-	-	-	17,364,398
Capital Projects	346,941	-	-	-	346,941
	30,739,003	-	-	-	30,739,003
Unassigned:					
Operations-Reserve	10,702,000	-	-	-	10,702,000
Other Unassigned	(378,456)	-	(897,648)	(2,982,752)	(4,258,856)
	10,323,544	-	(897,648)	(2,982,752)	6,443,144
Total Fund Balances	$ 52,272,241	1,086,619	$ 37,237,481	$ 47,496,744	$138,093,085

23. Encumbrance:

The City uses encumbrances to control expenditure commitments for the year and to enhance cash management. Encumbrances represent commitments related to contracts not yet performed and purchase orders not yet filled (executor contracts; and open purchase orders). Commitments for such expenditures of monies are encumbered to reserve a portion of applicable appropriations. Encumbrances still open at year end are not accounted for as expenditures and liabilities but, rather, as restricted, committed, or assigned governmental fund balance.

As of June 30, 2019, total governmental fund encumbrance balances for the City are as follows:

General Fund, Measure E, & Measure G	$	2,695,544
Special Construction Assistance		2,643,877
Nonmajor governmental funds		240,561
	$	5,579,982

24. Joint Venture – Salinas Valley Solid Waste Authority:

The Authority is a joint exercise of powers authority, created pursuant to an agreement dated as of January 1, 1997 (the "Authority Agreement) among the County of Monterey, and the cities of Salinas, Gonzales, Greenfield, Soledad, and King City (the "Members"). The Authority was established to acquire and manage the landfill assets of each member, ensure long-term landfill capacity of the Authority service area and provide a unified and coordinated solid waste management for the members.

The Authority is governed by a nine member governing board, consisting of three members of the Salinas City Council, two members of the Monterey County Board of Supervisors, and one City council member each from the cities of Gonzales, Greenfield, King City and Soledad. Pursuant to the Authority Agreement, while the City of Salinas does not have unilateral control over the activities of the Authority, the affirmative vote of at least one member of the Authority Board who is a member of the Salinas City Council is required to approve Board actions.

With the formation of the Authority, each participating jurisdiction contractually agreed to its responsibilities. In addition, the Authority adopted waste delivery agreements with each Member of the Authority. Each member has committed to deliver waste generated within its boundaries to the Authority's solid waste facilities, to direct its franchise/permitted solid waste haulers to dispose of waste at these facilities, and to pay tipping fees set by the Authority to cover all Authority-related costs.

The commitments provided by the Members are for a minimum period of 15 years (2012) from the date of the Authority Agreements. Thereafter, the agreement may be terminated under specific terms of withdrawal, which includes a majority vote of the City Council, repayment of all outstanding debt and funding of closure, post closure and site remediation costs upon withdrawal from or termination of the Authority. The members have made no equity contributions, or have sold their interest in their assets to the Authority, and there is no explicit, measurable equity interest in this joint venture.

The City had no measurable equity interest in the Authority and does not receive a share of operating results. The Authority is currently funding the closure, post closure and site remediation costs based on estimates of these future costs.

The Annual Financial Report of the Salinas Valley Solid Waste Authority is published and available from the Authority Treasurer at the Authority's Finance Department located at 128 Sun Street, Suite 101, Salinas, CA 93901.

25. Commitments and Contingent Liabilities:

Various claims and lawsuits are pending against the City. Although the outcome of those claims and lawsuits are not presently determinable, in the opinion of the City Attorney the resolution of these matters are within the self-insured retention and are not likely to have a material adverse effect on the financial condition of the City.

26. Successor Agency to the Salinas Redevelopment Agency:

Cash and Investments – Cash and investments at June 30, 2019 consisted of the following:

Cash and investments	$ 2,968,884
Restricted cash and investments	1,591,907
Total Cash and Investments	$ 4,560,791

Cash and investments of $1,591,907 recorded as restricted assets are restricted to cover debt service. These funds are held by the City's fiscal agent.

Capital Assets – The following is a summary of the Agency's capital assets at June 30, 2019:

	Balance June 30, 2018	Additions	Adjustments/ Retirements	Balance June 30, 2019
Fiduciary Activities				
Capital assets, not being depreciated				
Land	$ 149,270	$ -	$ -	$ 149,270
Total assets not being depreciated	149,270	-	-	149,270
Capital assets, being depreciated				
Improvements other than buildings	17,840	-	-	17,840
Total assets being depreciated	17,840	-	-	17,840
Less accumulated depreciation	(17,840)	-	-	(17,840)
Total capital assets being depreciated, net	-	-	-	-
Fiduciary Activities capital assets, net	$ 149,270	$ -	$ -	$ 149,270

Long Term Debt – The following is a summary of the long term debt at June 30, 2019:

	June 30, 2018	Increases	Decreases	June 30, 2019	Due Within One Year
Fiduciary-type Activities					
Loans and Notes Payable:					
Homeless Shelter	$ 157,500	$ -	$ -	$ 157,500	$ -
Total Loans & Notes Payable	157,500	-	-	157,500	-
Tax Allocation Refunding Bonds:					
Series A-1996	1,975,000	-	(110,000)	1,865,000	115,000
Series A-1992	926,346	-	(210,861)	715,485	197,604
Total Bonds Payable	2,901,346	-	(320,861)	2,580,485	312,604
Subtotal	3,058,846	-	(320,861)	2,737,985	312,604
Unamortized Bond Discount	(53,511)	-	8,919	(44,592)	(8,919)
Fiduciary-type Activities	$ 3,005,335	$ -	$ (311,942)	$ 2,693,393	$ 303,685

The annual requirements to amortize loans and notes and bonds outstanding as of June 30, 2019 by activity are as follows:

Year Ended June 30,	Principal	Interest	Total
2020	$ 312,604	$ 1,119,148	$ 1,431,752
2021	309,342	1,123,234	1,432,576
2022	302,406	1,128,660	1,431,066
2023	296,133	1,132,380	1,428,513
2024	1,360,000	37,400	1,397,400
2025 - 2029	-	-	-
2030 - 2034	-	-	-
2035 - 2045	157,500	-	157,500
	$ 2,737,985	$ 4,540,822	$ 7,278,807

Loans and Notes Payable

Homeless Shelter Loan – Green Gold Inn

On March 7, 1995, the Salinas Redevelopment Agency – Central Agency Revitalization Project entered into a funding agreement and received a loan from the City of Salinas Community Development Block Grant Fund for the acquisition of property, Green Gold Inn at 28-32 Soledad Street, to establish a homeless center/shelter. The Agency agreed that the property would be used solely for a homeless center/shelter for a period not less than ten years. If the Agency or the organization holding title to the property disposes of the property or alters the use of the property prior to expiration of the ten year period, the Agency will reimburse the City the full amount of the current fair market value less improvement costs.

Upon completion of the ten-year period, one half of the debt, $157,500, was forgiven. Upon cessation of the homeless center/shelter operations, the City will be reimbursed the fair market value of the property less the portion of the loan paid and improvement costs.

Debt service requirements for Green Gold Inn homeless center/shelter no interest loan is as follows:

Year Ended June 30,	Principal	Interest	Total
2029-2041	$ 157,500	$ -	$ 157,500

Tax Allocation Bonds

On August 28, 1996, the former Salinas Redevelopment Agency issued $11,145,000 of Tax Allocation Bonds Series A-1996. On October 27, 1992, the former Redevelopment Agency issued $6,541,178 of Refunding Tax Allocation Bonds Series A-1992. The bonds were issued to complete project improvements in the Central Agency Revitalization Project area. The bonds were repaid from property taxes levied within the Salinas Redevelopment Agency Central City Revitalization Project through January 31, 2012, the dissolution date. This debt is now being paid with taxes received from the Redevelopment Property Tax Trust Fund in accordance with the Recognized Obligation Payments Schedule submitted by the Successor Agency and approved by the State Department of Finance.

The annual debt service requirements for the bonds at June 30, 2019 are as follows:

Year Ended	TAB Series A-1996		TAB Series A-1992	
June 30,	Principal	Interest	Principal	Interest
2020	$ 115,000	$ 99,413	$ 197,604	$ 1,019,735
2021	125,000	92,813	184,342	1,030,421
2022	130,000	85,800	172,406	1,042,860
2023	135,000	78,513	161,133	1,053,867
2024	1,360,000	37,400	-	-
	$ 1,865,000	$ 393,939	$ 715,485	$ 4,146,883

The Series A-1996 bond issue has a term bond of $4,510,000 that matures on November 1, 2023. Debt service payments beginning in fiscal year 2011-2012 are deposits into a sinking fund. The term bonds are subject to redemption prior to maturity from the sinking fund installments on each November 1 on and after November 1, 2011 without premium according to a specified schedule, which is used in these debt service requirements.

The Series A-1992 bond issue has a term bond of $2,638,475 that matures on November 1, 2022. Debt service payments beginning in fiscal year 2009-2010 are deposits into a sinking fund. The term bonds are subject to redemption prior to maturity from the sinking fund installments on each

November 1 on and after November 1, 2009 without premium according to a specified schedule that is used in these debt service requirements.

Unamortized Bond Discount

The Statement of Net position includes an unamortized bond discount of $53,511 in Debt Payable-Due in More than One Year-Net of Discounts. The 1996 Tax Allocation Revenue Bonds were sold at a discount of $249,729. The discount is being amortized over the life of the bond issue (28 years) at an annual rate of $8,919.

At June 30, 2019 the 1996 Tax Allocation Revenue Bonds unamortized discount was as followed:

	June 30, 2018	Increases	Decreases	June 30, 2019
Tax Allocation Bond, Series A-1996	$ 53,511	$ -	$ (8,919)	$ 44,592

Commitment to Monterey Street Parking Structure – In November 2001, the City Council and the Agency entered into a Disposition and Development Agreement (DDA) with Maya Cinema Holding Company LLC for the development of a 14-Screen, 2,916-seat multiplex movie theater complex on the 100 block of Main Street. To serve this and other developments within the 100 blocks, the DDA committed the City/Agency to construct a five-level, 435-space public parking structure on the corner of Monterey Street and Market Street adjacent to the National Steinbeck Center and the Maya Cineplex Theater. The public parking garage opened in June 2005, while the Maya Cinemas Multiplex was completed and opened during July 2005. During FY 2013-14 the Certificates of Participation 2004 that funded the construction of the Monterey Street Parking Structure with a balance of $13,870,000 at January 2014, was refinanced through the Salinas Facilities Financing Authority by a direct private lease placement with Western Alliance Bancorporation. Because the debt service for the 2004 Certificates was reimbursed to the City from redevelopment tax increment, the savings from the 2004 Certificates was distributed to affected taxing entities as apportioned by the County of Monterey, including a portion for the City, due to the dissolution of the City's Redevelopment Agency. With this refinancing, the average annual debt service requirement was reduced by approximately $123,000.

27. Subsequent Events:

On December 6, 2018, the City of Salinas (the "City") issued a notice of intention to withdraw from the Joint Powers Agreement (the "Agreement") between the City of Gonzales, the City of Greenfield, the City of King, the City of Soledad, and the County of Monterey, (collectively "the Authority"). Pursuant to Section 19 of the Joint Powers Agreement, the notice serves as a one-year notice. The City's notice of intent to withdraw as a member of the Authority merely served as notice to the Authority and its remaining members, and triggered a one-year period during which the Authority would be required to take action to reflect the changed membership status. The one-year mark has passed and the City is still doing further analysis on whether to withdraw from the JPA or not.

The City understands and acknowledges its obligation to continue paying its share of the 2014 Bonds as regularly scheduled and agrees to continue paying its share of the obligation after withdrawal from the Authority, should withdrawal actually occur. In addition, the City understands and acknowledges its obligation to pay its share of the Authority's legacy costs as further described in Section 19(a) of the Agreement. If the City actually withdraws from the Authority beginning in 2020 and annually thereafter the City will have to meet this obligation.

The City has evaluated subsequent events through December 12, 2019, the date these financial statements were available to be issued.

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REQUIRED SUPPLEMENTARY INFORMATION

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CITY OF SALINAS
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Budgetary Policy and Control
Budgetary Information
Fiscal Year June 30, 2019

BUDGETING

The budget is prepared by the City Manager and adopted by the City Council. The City Council approves operating appropriations at the department and fund level prior to July 1, each year and may amend the budget during the fiscal year. Budgetary control is maintained at the program level. Formal budgetary integration was employed as a management control device during the fiscal year for the General Fund, Special Revenue Funds, Debt Service Funds, Capital Projects Funds, Enterprise Funds and Internal Service Funds.

Budgets are legally adopted for all Governmental and Proprietary Fund Types. Fiduciary Funds and Agency Funds have no adopted budgets because the City is only required to make payments to the extent funds are available. Agency Fund budgets that are approved by their respective governing boards are recorded in the City's accounting system.

The City Manager may transfer budget appropriations between departments and Department Directors may transfer appropriations between programs and accounts within their individual departments and divisions, but only the Council may appropriate funds from reserves or fund balances.

Budget policy excludes the use of taxes, accounts receivable, interest receivable assets and long-term advances that are not currently available resources for budget purposes. Condemnation deposits, are also excluded because they are returned upon right of way acquisition.

Expenditures may not legally exceed budgeted appropriations at the department level. Budgeted amounts shown are as originally adopted and as amended by the City Council during the year. During the year, Council amends the budget with the approval of supplemental appropriations and reviews and amends the budget at mid-year and at year-end.

Appropriations lapse at fiscal year end to the extent they have not been expended. New budget appropriations are approved for the coming year. Project-length financial plans are adopted for all capital projects funds and appropriations are carried forward until project completion. Grant funds are carried forward until the grant expires.

Encumbrances represent commitments related to unperformed contracts for goods or services. Encumbrance accounting, under which purchase orders, contracts, and other commitments for the expenditure of monies are recorded in order to reserve that portion of the applicable appropriation, is employed as an extension of formal budgetary integration in the governmental funds. Encumbrances outstanding at year-end are recorded as reservations of fund balance and do not constitute expenditures or liabilities because the commitments will be honored during the subsequent year.

CITY OF SALINAS
Required Supplementary Information
Budgetary Policy and Control
Budgetary Information
Fiscal Year June 30, 2019

On November 8, 2005, the voters of Salinas approved Measure V, a 0.50% transactions and use tax. Measure V is a general tax and is reported as part of the General Fund. The tax was effective April 1, 2005 and had an original sunset of ten (10) years. Measure V was revised by the voters on November 6, 2012 eliminating a termination date on the imposition of the tax through Measure E. The Measure E Oversight Committee is a fundamental provision of the voter-approved tax. The Mayor and City Council each annually appoints one member of the public to serve on the Oversight Committee. The committee is responsible for and overseeing the use of Measure E funds to assure consistency with the voter approved tax and the appropriated use of Measure E funds.

On November 4, 2014, the voters of Salinas approved Measure G (For a Safer Better Salinas), a 1.00% transactions and use tax. Measure G is a general tax and is reported as part of the General Fund. The tax was effective April 1, 2015 and had a sunset date of fifteen (15) years. The Measure G Oversight Committee is a fundamental provision of the voter-approved tax. The Mayor and City Council each annually appoints one member of the public to serve on the Oversight Committee. The committees' main responsibilities include the review of the auditor's report of the specific uses of Measure G funds and to issue a public report to the City Council regarding the use of revenue and such other matters as the City Council may assign.

BUDGETARY INFORMATION

The adopted FY 2018-19 budget represents the financial and organizational plan by which the policies and programs approved by the City Council will be implemented. It includes: (1) the programs, projects, services and activities to be provided during the fiscal year; (2) estimated revenues available to finance the operating plan; and (3) the estimated spending requirements of the operating plan. The City's goals and objectives identified by the City Council in the Strategic Plan thru 2019 was approved on June 14, 2016, following strategic planning sessions on January 23 and March 1, 2016 and are as follows:

- Economic Development and Prosperity
- Safe Livable Community - Salinas as a City of Peace
- Effective, Sustainable Government
- Excellent Infrastructure
- Quality of Life

CITY OF SALINAS
Required Supplementary Information
Budgetary Policy and Control
Budgetary Information
Fiscal Year June 30, 2019

On May 29, 2018, the City Council was introduced and reviewed the proposed operating budget for the City of Salinas and Successor Agency. The Salinas City Council adopted FY 2018-19 Annual Operating Budgets on June 5, 2018. Capital project budget is updated annually.

Annual budgets are prepared for General Governmental Funds, Internal Service, Enterprise Operations, Assessment and maintenance Districts, Block Grant and Home programs, certain Grant and City Agencies, Deferred Compensation and Retirement, Debt Service, Successor Agency and Capital Project Funds.

The annual appropriation resolution adopts the budget at an appropriation level by fund, with detail expenditure by departments and programs included in the budget document.

GENERAL FUND

The General Fund fund balance decreased $10,803,399 to $24,444,051, of which $6,171,019 is Non-spendable, $650,461 is committed, $10,996,190 is assigned and $6,626,381 is unassigned.

General Fund reserves have been set-aside by Council for specific purposes. Under the Reserved fund balance category, the General Fund Non-spendable fund balance of $6,626,381 includes Inventory ($11,019), Due from outside agencies ($75,000) and Advances ($6,085,000). Committed funds balance of $650,461 is designated for future encumbrances. Carryover Appropriations of $9,13,891, $2,500,000 assigned to fund the New York Life retirement account, and other purposes of $6,085,845 are under the $10,996,190 Assigned fund balance category.

The General Fund unassigned fund balance is made up of $6,830,000 is reserved for operations , $1,150,000 for the Deficit Reduction Reserve, coupled with ($1,353,619) of future funds required to meet the fund balance reserves at June 30, 2019.

MEASURE E

Measure E is a general tax (discretionary) and is reported as part of the General Fund. The Measure E fund balance increased $2,271,258 to $8,674,320, of which $152,884 is committed to future Capital Projects, $6,532,506 is assigned and $1,988,930 is unassigned. The $962,000 of Measure E unassigned fund balance is reserved for operations.

CITY OF SALINAS
Required Supplementary Information
Budgetary Policy and Control
Budgetary Information
Fiscal Year June 30, 2019

MEASURE G

Measure G is a general tax (discretionary) and is reported as part of the General Fund. The Measure G fund balance increased $3,883,908 to $19,153,870, of which $1,400,000 is Non-spendable, $4,235,330 is committed for future capital projects, $13,210,308 is assigned and $1,708,232 is unassigned. The Measure G Fund unassigned fund balance of $1,760,000 represents a modest reserve for operations at June 30, 2019.

BUDGETARY RESULTS RECONCILED TO GAAP

The budgetary process is based upon accounting for certain transactions on a basis other than the accounting principles generally accepted in the United States (GAAP) basis. The results of operations are presented in the accompanying budget and actual comparison schedules in accordance with the budgetary process (budgetary basis) to provide a meaningful comparison with the budget. The major differences between the budgetary basis actual and GAAP basis are as follows:

- Year-end encumbrances are recognized as the equivalent of expenditures in the budgetary basis financial statements, while encumbered amounts are not recognized as expenditures on the GAAP basis until the equipment, supplies, or services are received.
- Certain loan transactions are recognized as expenditures for the budgetary basis but not for the GAAP basis. When these loans are made, they are recorded as receivables for the GAAP basis and as expenditures for the budgetary basis. When loan repayments are received, they are recorded as reductions to receivables for the GAAP basis, but are recognized as revenues for the budgetary basis.
- Certain accounts such as the change in fair market value of investments included in the City's GAAP basis amounts, for which no formal budgets are prepared, are excluded from the budgetary basis financial statements.
- Certain grant revenues received in advance are recognized on the budgetary basis financial statements, but are deferred and not recognized as revenue on the GAAP basis financial statements. This process normally creates a variance in recognized revenue from the prior year to the current year.

CITY OF SALINAS
Required Supplementary Information
Budgetary Policy and Control
Budgetary Information
Fiscal Year June 30, 2019

BUDGET REVISIONS

The following is a summary of the actions taken after the approval on February 19, 2019 of the mid-year adjustments to the fiscal year 2018-19 budget:

- General Fund adjusted upwards its revenue by $1,200,000 for transient occupancy tax (TOT) and $400,000 for investment earnings. The operating budget was also increased by $1,077,814. The Capital Project budget increased in the same mid-year council action by $2,478,890 for a variety of projects.

The budget amounts presented in the accompanying schedule of revenues, expenditures, and changes in fund balances – budget and actual (budgetary basis) reflect such budget revisions.

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CITY OF SALINAS
REQUIRED SUPPLEMENTARY INFORMATION
BUDGETARY POLICY AND CONTROL
BUDGETARY COMPARISON SCHEDULE
GENERAL FUND, MEASURE E, & MEASURE G
FISCAL YEAR ENDED JUNE 30, 2019

	Original Budget	Final Amended Budget	Actual	Variance with Final Budget
Fund Balance, July 1, 2018	$ 35,313,076	$ 35,313,076	$ 35,313,076	$ -
Resources (inflows):				
Taxes	124,600,660	125,200,660	127,139,518	1,938,858
Licenses and Permits	942,394	942,394	7,490,908	6,548,514
Intergovernmental	631,400	631,400	933,586	302,186
Charges for Services	4,312,100	4,336,100	5,685,066	1,348,966
Interest	307,000	707,000	1,871,068	1,164,068
Rental Income	385,800	385,800	370,372	(15,428)
Fines and forfeits	280,000	280,000	321,889	41,889
Miscellaneous	580,500	580,500	990,477	409,977
Operating Transfers In	3,837,730	4,348,230	4,298,230	(50,000)
Total Resources	135,877,584	137,412,084	149,101,114	11,689,030
Charges to Appropriations (outflows):				
General Government	19,295,705	19,354,740	16,316,339	3,038,401
Public Safety	73,520,633	74,202,584	72,741,824	1,460,760
Public Works	11,558,120	12,048,438	11,235,904	812,534
Recreation	3,455,945	3,864,793	3,807,537	57,256
Library	5,078,563	5,085,510	4,739,101	346,409
Capital Outlay	575,067	898,262	746,267	151,995
Transfers Out	25,152,817	38,963,864	22,554,977	16,408,887
Total Charges to Appropriations	138,636,850	154,418,191	132,141,949	22,276,242
Excess of Resources Over (Under) Charges to Appropriations	(2,759,266)	(17,006,107)	16,959,165	33,965,272
Fund Balance, June 30, 2019	$ 32,553,810	$ 18,306,969	$ 52,272,241	$ 33,965,272

CITY OF SALINAS
REQUIRED SUPPLEMENTARY INFORMATION
BUDGETARY POLICY AND CONTROL
BUDGETARY COMPARISON SCHEDULE
MEASURE E FUND
FISCAL YEAR ENDED JUNE 30, 2019

	Original Budget	Final Amended Budget	Actual	Variance with Final Budget
Fund Balance, July 1, 2018	$ 6,403,062	$ 6,403,062	$ 6,403,062	$ -
Resources (inflows):				
Taxes	12,555,000	12,555,000	13,688,397	1,133,397
Interest	33,000	33,000	121,120	88,120
Miscellaneous	-	-	2,242	2,242
Transfers In	699,460	699,460	699,460	-
Total Resources	13,287,460	13,287,460	14,511,219	1,223,759
Charges to Appropriations (outflows):				
General Government	497,820	442,820	291,777	151,043
Public Safety	4,075,860	4,097,365	3,826,788	270,577
Public Works	729,700	729,700	746,311	(16,611)
Recreation	1,377,170	1,371,581	1,429,249	(57,668)
Library	5,078,563	5,085,510	4,739,101	346,409
Capital Outlay	35,000	144,467	142,867	1,600
Transfers Out	4,261,810	3,558,878	1,063,868	2,495,010
Total Charges to Appropriations	16,055,923	15,430,321	12,239,961	3,190,360
Excess of Resources Over (Under) Charges to Appropriations	(2,768,463)	(2,142,861)	2,271,258	4,414,119
Fund Balance, June 30, 2019	$ 3,634,599	$ 4,260,201	$ 8,674,320	$ 4,414,119

CITY OF SALINAS
REQUIRED SUPPLEMENTARY INFORMATION
BUDGETARY POLICY AND CONTROL
BUDGETARY COMPARISON SCHEDULE
MEASURE G FUND
FISCAL YEAR ENDED JUNE 30, 2019

	Original Budget	Final Amended Budget	Actual	Variance with Final Budget
Fund Balance, July 1, 2018	$ 15,269,962	$ 15,269,962	$ 15,269,962	$ -
Resources (inflows):				
Taxes	24,943,000	24,943,000	27,453,643	2,510,643
Interest	70,000	70,000	307,579	237,579
Miscellaneous	500	500	-	(500)
Total Resources	25,013,500	25,013,500	27,761,222	2,747,722
Charges to Appropriations (outflows):				
General Government	1,314,660	1,314,660	1,227,190	87,470
Public Safety	10,259,290	10,318,962	10,109,246	209,716
Public Works	1,361,510	1,384,210	1,093,042	291,168
Recreation	1,090,400	1,494,492	1,428,727	65,765
Capital Outlay	135,300	159,980	127,745	32,235
Transfers Out	10,697,525	22,161,412	9,891,364	12,270,048
Total Charges to Appropriations	24,858,685	36,833,716	23,877,314	12,956,402
Excess of Resources Over (Under) Charges to Appropriations	154,815	(11,820,216)	3,883,908	15,704,124
Fund Balance, June 30, 2019	$ 15,424,777	$ 3,449,746	$ 19,153,870	$ 15,704,124

CITY OF SALINAS
REQUIRED SUPPLEMENTARY INFORMATION
BUDGETARY POLICY AND CONTROL
BUDGETARY COMPARISON SCHEDULE
DEVELOPMENT FEES FUND
FISCAL YEAR ENDED JUNE 30, 2019

	Original Budget	Final Amended Budget	Actual	Variance with Final Budget
Fund Balance, July 1, 2018	$ 14,483,405	$ 14,483,405	$ 14,483,405	$ -
Resources (inflows):				
Charges for Services	543,500	543,500	1,653,947	1,110,447
Interest	70,000	70,000	321,475	251,475
Total Resources	613,500	613,500	1,975,422	1,361,922
Charges to Appropriations (outflows):				
Transfers Out	255,000	12,544,293	1,019,173	11,525,120
Total Charges to Appropriations	255,000	12,544,293	1,019,173	11,525,120
Excess of Resources Over (Under) Charges to Appropriations	358,500	(11,930,793)	956,249	12,887,042
Fund Balance, June 30, 2019	$ 14,841,905	$ 2,552,612	$ 15,439,654	$ 12,887,042

CITY OF SALINAS

REQUIRED SUPPLEMENTARY INFORMATION

CLAIMS DEVELOPMENT

INTERNAL SERVICE FUNDS-GENERAL LIABILITY INSURANCE

LAST TEN FISCAL YEARS

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Net earned required contribution and investment revenues	$ 1,343,428	$ 814,131	$ 910,555	$ 952,735	$ 971,785	$ 1,892,297	$ 1,019,378	$ 1,074,526	$ 863,563	$ 342,324
Unallocated expenses	348,331	315,065	350,753	338,630	353,537	334,291	339,171	314,127	374,303	651,645
Estimated incurred claims and expenses, end of policy year	39,595	102,556	83,079	522,131	161,668	965,536	234,565	36,271	7,532	892,986
Paid Claims as of:										
End of policy year	5,487	14,877	7,665	30,214	18,140	55,188	116,262	15,603	6,310	75,401
One year later	150,457	93,839	245,112	172,798	635,352	282,538	20,991	227,379	22,088	
Two years later	789,862	190,588	466,599	375,290	842,560	570,687	64,153	846,232		
Three years later	1,307,381	224,592	983,571	1,021,746	1,345,021	679,871	65,043			
Four years later	1,466,325	224,959	1,081,157	1,133,620	1,635,636	732,404				
Five years later	1,467,548	224,959	935,894	1,135,208	1,676,450					
Six years later	1,515,447	721,261	935,894	1,217,035						
Seven years later	787,412	721,261	935,894							
Eight years later	787,412	721,261								
Nine years later	787,412									
Reestimated incurred claims and expenses:										
End of policy year	39,595	102,556	83,079	522,131	161,668	965,536	234,565	36,271	7,532	892,986
One year later	280,903	174,137	870,512	638,797	2,233,535	865,213	194,433	357,416	796,619	
Two years later	1,463,367	219,220	942,962	1,085,173	2,280,849	1,554,039	79,955	1,714,261		
Three years later	1,580,287	225,383	1,371,990	1,046,887	1,960,665	730,656	94,678			
Four years later	1,552,896	224,959	1,439,018	1,549,402	1,748,340	1,742,087				
Five years later	1,548,767	224,959	935,894	1,697,321	9,802,320					
Six years later	1,563,767	752,370	934,894	9,802,320						
Seven years later	787,412	721,261	935,894							
Eight years later	787,412	721,261								
Nine years later	787,412									
Increase/(Decrease) in estimated incurred claims and expenses										
End of policy year	747,817	618,705	852,815	9,280,189	9,640,652	776,551	(139,887)	1,677,991	789,087	-

CITY OF SALINAS

REQUIRED SUPPLEMENTARY INFORMATION

CLAIMS DEVELOPMENT

INTERNAL SERVICE FUNDS-WORKERS COMPENSATION INSURANCE

LAST TEN FISCAL YEARS

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Net earned required contribution and investment revenues	$ 4,505,413	$ 5,353,747	$ 9,173,838	$ 7,472,705	$ 4,377,425	$ 6,130,921	$ 13,748,053	$ 4,743,276	$ 4,922,253	$ 6,079,547
Unallocated expenses	249,818	285,858	292,754	323,122	360,203	335,408	471,472	334,542	1,056,134	210,341
Estimated incurred claims and expenses, end of policy year	1,460,583	937,398	1,720,157	2,243,630	1,666,909	1,432,029	813,874	953,545	1,284,514	1,222,180
Paid claims (cumulative) as of:										
End of policy year	660,835	403,754	533,708	646,857	950,284	334,254	333,561	357,390	346,475	722,652
One year later	2,113,115	1,308,910	1,864,818	1,634,364	1,371,978	1,597,521	1,061,264	1,070,983	1,177,834	
Two years later	2,835,706	1,711,483	2,854,520	1,959,739	1,927,023	2,162,775	1,602,857	1,997,607		
Three years later	3,543,291	1,962,598	3,136,125	2,340,805	2,409,062	2,554,090	1,895,742			
Four years later	4,112,174	2,198,461	3,456,515	2,907,257	2,621,000	2,706,246				
Five years later	4,292,478	2,297,187	3,656,404	3,137,059	2,699,388					
Six years later	4,469,158	2,499,906	3,941,332	4,169,602						
Seven years later	4,461,874	2,637,234	4,403,885							
Eight years later	4,731,649	2,760,940								
Nine years later	4,839,006									
Reestimated incurred claims and expenses:										
End of policy year	1,460,583	937,398	1,720,157	2,243,630	1,666,909	1,432,029	813,874	953,545	1,284,514	1,222,180
One year later	3,280,511	2,328,492	4,335,777	3,285,111	2,218,693	2,641,671	1,711,199	1,934,390	1,833,783	
Two years later	5,310,361	2,538,085	4,746,128	3,764,688	3,204,843	3,520,776	2,433,616	2,924,696		
Three years later	5,982,979	2,654,485	4,801,869	4,196,279	3,674,042	3,793,217	2,406,924			
Four years later	5,975,348	2,883,206	4,995,945	4,760,993	3,643,183	3,694,285				
Five years later	6,094,953	3,103,844	4,894,789	4,849,355	3,745,001					
Six years later	6,265,087	3,166,662	5,124,129	5,004,810						
Seven years later	5,858,308	3,195,849	5,937,210							
Eight years later	5,984,201	3,262,966								
Nine years later	5,994,094									
Increase/(Decrease) in estimated incurred claims and expenses										
End of policy year	4,533,511	2,325,568	4,217,053	2,761,180	2,078,092	2,262,256	1,593,050	1,971,151	549,269	-

CITY OF SALINAS
REQUIRED SUPPLEMENTARY INFORMATION
AGENT MULTIPLE-EMPLOYER DEFINED BENEFIT PENSION PLAN
SCHEDULE OF CITY'S NET PENSION LIABILITY AND RELATED RATIOS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
LAST 10 FISCAL YEARS^

Fiscal Year	2018-19		2017-18		2016-17		2015-16		2014-15	
	Miscellaneous	Police	Miscellaneous	Police	Miscellaneous	Police	Miscellaneous	Police	Miscellaneous	Police
TOTAL PENSION LIABILITY										
Service Cost	$ 3,099,429	$ 5,603,486	$ 2,873,548	$ 5,171,913	$ 2,135,480	$ 4,462,598	$ 2,197,484	$ 4,440,981	$ 2,331,545	$ 4,932,982
Interest on Total Pension Liability	7,806,166	19,772,458	7,282,974	18,658,643	6,801,939	17,933,618	6,445,778	17,475,350	6,154,034	17,097,550
Changes of Benefit Terms	-	-	-	-	-	-	-	-	-	-
Difference between Expected and Actual Experience	1,457,261	6,096,574	489,759	(2,807)	(996,921)	(4,299,665)	(1,789,044)	(5,739,808)	-	-
Changes of Assumptions	(752,607)	(1,307,343)	6,388,079	16,117,523	-	-	(1,686,636)	(4,436,648)	-	-
Benefit Payments, Including Refunds of Employee Contributions	(3,952,236)	(13,742,608)	(3,361,268)	(12,772,896)	(3,116,204)	(11,890,953)	(2,803,130)	(11,383,179)	(2,673,091)	(10,895,705)
Net Change in Total Pension Liability	7,658,013	16,422,567	13,673,092	27,172,376	4,824,294	6,205,598	2,364,452	356,696	5,812,488	11,134,827
Total Pension Liability - Beginning	108,898,886	275,818,189	95,225,794	248,645,813	90,401,500	242,440,215	88,037,048	242,083,519	82,224,560	230,948,692
Total Pension Liability - Ending (a)	116,556,899	292,240,756	108,898,886	275,818,189	95,225,794	248,645,813	90,401,500	242,440,215	88,037,048	242,083,519
PLAN FIDUCIARY NET POSITION										
Contributions - Employer	3,133,948	8,260,458	3,232,477	7,798,560	2,635,818	6,462,584	2,037,528	5,540,793	2,010,590	5,285,903
Contributions - Employee	1,403,836	1,816,971	1,331,850	1,625,541	1,339,737	1,512,655	987,786	1,350,215	959,420	1,375,826
Net Investment Income	6,712,207	15,347,329	7,844,830	18,439,075	375,028	800,238	1,500,373	3,733,737	9,911,526	25,664,291
Benefit Payments, Including Refunds of Employee Contributions	(3,952,236)	(13,742,608)	(3,361,268)	(12,772,896)	(3,116,204)	(11,890,953)	(2,803,130)	(11,383,179)	(2,673,091)	(10,895,705)
Net Plan to Plan Resource Movement	(199)	(447)	-	-	365	19,216	-	-	-	-
Administrative Expense	(122,563)	(282,146)	(102,919)	(245,410)	(41,756)	(103,251)	(77,059)	(190,690)	-	-
Other Miscellaneous Income/(Expense)**	(232,749)	(535,801)	-	-	-	-	-	-	-	-
Net Change in Fiduciary Net Position	6,942,244	10,863,756	8,944,970	14,844,870	1,192,988	(3,199,511)	1,645,498	(949,124)	10,208,445	21,430,315
Plan Fiduciary Net Position - Beginning	78,652,940	181,063,160	69,707,970	166,218,290	68,514,982	169,417,801	66,869,484	170,366,925	56,661,039	148,936,610
Plan Fiduciary Net Position - Ending (b)	85,595,184	191,926,916	78,652,940	181,063,160	69,707,970	166,218,290	68,514,982	169,417,801	66,869,484	170,366,925
Plan Net Pension Liability/(Asset) - Ending (a)-(b)	$ 30,961,715	$ 100,313,840	$ 30,245,946	$ 94,755,029	$ 25,517,824	$ 82,427,523	$ 21,886,518	$ 73,022,414	$ 21,167,564	$ 71,716,594
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	73.44%	65.67%	72.23%	65.65%	73.20%	66.85%	75.79%	69.88%	75.96%	70.38%
Covered Employee Payroll*	$ 20,051,944	$ 17,967,376	$ 18,618,295	$ 16,214,420	$ 15,300,421	$ 15,715,033	$ 15,513,480	$ 15,494,316	$ 15,831,777	$ 16,589,818
Plan Net Pension Liability/(Asset) as a Percentage of Covered-Employee Payroll	154.41%	558.31%	162.45%	584.39%	166.78%	524.51%	141.08%	471.29%	133.70%	432.29%

Notes to Schedule of Changes in Net Pension Liability and Related Ratios:

Benefit Changes: The figures above do not include any liability impact that may have resulted from plan changes which occurred after the June 30, 2017 valuation date. This applies for voluntary benefit changes as well as any offers of Two Years Additional Service Credit (a.k.a. Golden Handshakes).

Changes of Assumptions: In 2018, demographic assumptions and inflation rate were changed in accordance to the CalPERS Experience Study and Review of Actuarial Assumptions December 2017. There were no changes in the discount rate. In 2017, the discount rate was reduced from 7.65 percent to 7.15 percent. In 2016, there were no changes. In 2015, amounts reported reflect an adjustment of the discount rate from 7.5 percent (net of administrative expense) to 7.65 percent (without a reduction for pension plan administrative expense.) In 2014, amounts reported were based on the 7.5 percent discount rate.

* For the year ending on the measurement date

^ Fiscal year 2015 was the 1st year of implementation

CITY OF SALINAS
REQUIRED SUPPLEMENTARY INFORMATION
AGENT MULTIPLE-EMPLOYER DEFINED BENEFIT PLAN
SCHEDULE OF THE CITY'S PENSION PLAN CONTRIBUTIONS AND NOTES
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
LAST 10 FISCAL YEARS^

Fiscal Year	2018-19		2017-18		2016-17		2015-16		2014-15	
	Miscellanous	Police	Miscellanous	Police	Miscellanous	Police	Miscellanous	Police	Miscellanous	Police
Actuarially Determined Contribution	$ 3,511,716	$ 9,481,034	$ 3,133,731	$ 8,260,675	$ 3,231,650	$ 7,799,085	$ 2,635,818	$ 6,462,584	$ 2,037,528	$ 5,540,793
Contributions in Relation to the Actuarially Determined Contribution	3,511,716	9,481,034	3,133,731	8,260,675	3,231,650	7,799,085	2,635,818	6,462,584	2,037,528	5,540,793
Contribution Deficiency (Excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Covered Employee Payroll*	$ 21,485,315	$ 19,620,883	$ 20,577,688	$ 18,758,911	$ 19,120,162	$ 17,091,655	$ 16,519,247	$ 16,062,098	$ 13,444,769	$ 14,664,280
Contributions as a Percentage of Covered-Employee Payroll	16.34%	48.32%	15.23%	44.04%	16.90%	45.63%	15.96%	40.23%	15.15%	37.78%

Notes to Schedules

The actuarial methods and assumptions used to set the actuarilly determined contributions for the fiscal year 2018-19 were from the June 30, 2016 Valuations.

Actuarial Cost Method	Entry Age Normal
Amortization Method/Period	For details, see June 30, 2016 Funding Valuation Report
Asset Valuation Method	Actuarial Value of Assets. For details, see June 30, 2016 Funding Valuation Report
Inflation	2.75%
Salary Increases	Varies by Entry Age and Service
Payroll Growth	3% compounded annually
Investment Rate of Return	7.25% Net of Pension Plan Investment and Administrative Expenses; includes inflation.
Retirement Age	The probabilities of Retirement are based on the 2014 CalPERS Experience Study for the period from 1997 to 2011.
Mortality	The probabilities of mortality are based on the 2014 CalPERS Experience Study for the period from 1997 to 2011. Post-retirement mortality rates include 20 years of projected mortality improvement using Scale BB published by the Society of Actuaries.

CITY OF SALINAS
REQUIRED SUPPLEMENTARY INFORMATION
COST -SHARING SAFETY MULTIPLE-EMPLOYER DEFINED BENEFIT PENSION PLAN
SCHEDULE OF CITY'S PROPORTIONATE SHARE OF THE PLAN'S (PERF C)
NET PENSION LIABILITY AND RELATED RATIOS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
LAST 10 FISCAL YEARS^

	Fire (Tier 1 & Tier 2)				
Fiscal Year	**2018-19**	**2017-18**	**2016-17**	**2015-16**	**2014-15**
Measurement Date	06/30/2018	06/30/2017	06/30/2016	06/30/2015	06/30/2014
City's Proportion of the Net Pension Liability	0.469674%	0.580096%	0.600385%	0.643619%	0.641945%
City's Proportionate Share of the Net Pension Liability	$45,259,034	$ 57,529,594	$ 51,951,899	$ 44,177,449	$ 39,944,785
City's Covered - Employee Payroll*	9,763,022	9,636,368	9,436,688	9,158,594	9,531,935
City's Proportionate Share of the Net Pension Liability as a percentage of Covered Payroll	463.58%	597.00%	550.53%	482.36%	419.06%
Plan's Fiduciary Net Position as a percentage of the Plan's Total Pension Liability	75.26%	73.31%	74.06%	78.40%	79.82%

^Fiscal year 2015 was the 1st year of implementation
* For the year ending on the measurement date

CITY OF SALINAS
REQUIRED SUPPLEMENTARY INFORMATION
COST-SHARING MULTIPLE-EMPLOYER DEFINED BENEFIT PLAN
SCHEDULE OF THE CITY'S PENSION PLAN CONTRIBUTIONS AND NOTES
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
LAST 10 FISCAL YEARS^

	Fire (Tier 1 & Tier 2)				
Fiscal Year	**2018-19**	**2017-18**	**2016-17**	**2015-16**	**2014-15**
Actuarially Determined Contribution	$ 4,369,284	$ 5,440,481	$ 5,132,440	$ 4,732,759	$ 3,811,507
Contributions in Relation to the Actuarially Determined Contribution	4,369,284	16,741,091	5,132,440	4,732,759	3,811,507
Contribution Deficiency (Excess)	$ -	$ (11,300,610)	$ -	$ -	$ -
City's Covered-Employee Payroll*	$ 10,748,465	$ 9,763,022	$ 9,636,368	$ 9,436,688	$ 9,158,594
Contributions as a Percentage of Covered-Employee Payroll	40.65%	171.47%	53.26%	50.15%	41.62%

^Fiscal year 2015 was the 1st year of implementation

*For the fiscal year ending on the date shown

CITY OF SALINAS
REQUIRED SUPPLEMENTARY INFORMATION
SINGLE - EMPLOYER DEFINED BENEFIT PENSION PLAN
SCHEDULE OF CITY'S NET PENSION LIABILITY AND RELATED RATIOS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
LAST 10 FISCAL YEARS^

Fiscal Year	**2018-19**	**2017-18**	**2016-17**	**2015-16**
CHANGE IN TOTAL PENSION LIABILITY				
Service Cost	$ 302,184	$ 279,000	$ 336,000	$ 436,000
Interest	679,330	537,000	655,000	676,000
Changes of Benefit Terms	-	-	531,000	-
Difference between Expected and Actual Experience	-	2,172,000	-	-
Changes of Assumptions	-	(106,000)	-	-
Benefit Payments, Including Refunds of Employee Contributions	(199,769)	(3,508,000)	(87,000)	(3,139,000)
Net Change in Total Pension Liability	781,745	(626,000)	1,435,000	(2,027,000)
Total Pension Liability - Beginning	19,778,000	20,404,000	18,969,000	20,996,000
Total Pension Liability - Ending (a)	20,559,745	19,778,000	20,404,000	18,969,000
CHANGE IN PLAN FIDUCIARY NET POSITION				
Contributions - Employer	1,927,686	1,654,000	1,483,000	1,340,000
Contributions - Employee	70,043	69,000	82,000	77,000
Net Investment Income	60,254	(506,000)	84,000	(85,000)
Benefit Payments, Including Refunds of Employee Contributions	(199,769)	(3,508,000)	(87,000)	(3,139,000)
Administrative Expense	(54,195)	(75,000)	(83,000)	(100,000)
Net Change in Fiduciary Net Position	1,804,019	(2,366,000)	1,479,000	(1,907,000)
Plan Fiduciary Net Position - Beginning	2,660,000	5,026,000	3,547,000	5,454,000
Plan Fiduciary Net Position - Ending (b)	4,464,019	2,660,000	5,026,000	3,547,000
Plan Net Pension Liability/(Asset) - Ending (a)-(b)	$16,095,726	$ 17,118,000	$ 15,378,000	$ 15,422,000
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	21.71%	13.45%	24.63%	18.70%
Covered Employee Payroll*	$ 1,610,679	$ 1,649,359	$ 1,461,000	$ 1,738,432
Plan Net Pension Liability/(Asset) as a Percentage of Covered-Employee Payroll	999.31%	1037.86%	1052.57%	887.12%

* For the year ending on the measurement date
^ Fiscal year 2016 was the 1st year of implementation

Notes to schedule of Changes in Net Pension Liability and Related Ratios:

Benefit Changes: The figures above do not include any liability impact that may have resulted from plan changes which occurred after Septembet 1, 2017 valuation date.

Changes in Assumptions: The discount rate was updated since the last measurement date August 31, 2016 from 2.84% to 3.40%. Mortality, termination, and disability rates were updated from the CalPERS 1997-2011 experience study to the CalPERS 1997-2015 experience study. Mortality improvements were updated from modified scale MP-2014 to MP-2017. Interest rate for lump sum was updated from 1.50% to 1.00%.

CITY OF SALINAS
REQUIRED SUPPLEMENTARY INFORMATION
SINGLE-EMPLOYER DEFINED BENEFIT PENSION PLAN
SCHEDULE OF THE CITY'S PENSION PLAN CONTRIBUTIONS AND NOTES
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
LAST 10 FISCAL YEARS^

Fiscal Year	**2018-19***	**2017-18***	**2016-17***	**2015-16***
Actuarially Determined Contribution	$2,000,000	$ 1,932,000	$ 1,583,000	$ 1,520,000
Contributions in Relation to the Actuarially Determined Contribution	2,135,107	1,614,000	1,571,000	1,107,000
Contribution Deficiency (Excess)	$ (135,107)	$ 318,000	$ 12,000	$ 413,000
City's Covered-Employee Payroll**	$1,664,538	$ 1,693,493	$ 1,796,000	$ 1,872,000
Contributions as a Percentage of Covered-Employee Payroll	128.27%	95.31%	87.47%	59.13%

^Fiscal year 2016 was the 1st year of implementation
*Rounded to the nearest thousand of a dollar
**For the fiscal year ending on the date shown

Notes to Schedules

Actuarial Methods and Assumptions:

Valuation Date	September 1, 2017
Actuarial Cost Method	Individual Aggregate Cost Method
Amortization Method/Period	N/A
Asset Valuation Method	Cash value as reported by New York Life Investment Management LLC
Discount Rate	5.00%
Salary Increases	2.00%
Mortality	2017 IRS Combined Mortality Table for males and females
Payment Form	All Participants Assumed to elect lump sum at retirement, termination,or disability. Lump sums valued using UP 84 Unisex Mortality table and 0.75% interest

CITY OF SALINAS
REQUIRED SUPPLEMENTARY INFORMATION
SINGLE-EMPLOYER DEFINED BENEFIT PENSION PLAN
SCHEDULE OF THE CITY'S INVESTMENT RETURNS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019
LAST 10 FISCAL YEARS^

Fiscal Year	**2018-19**
Annual Money Weighted Rate of Return, Net of Investment Expense	2.00%

^GASB Statement No. 67, which requires a ten year history for this schedule, was implemented during fiscal year ended June 30. 2018 as a result of the implementation of GASB Statement Statement No. 84. Additional years will be added as they become available in the future.

CITY OF SALINAS
REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF CHANGES IN THE CITY'S NET OPEB LIABILITY
AND RELATED RATIOS AS OF MEASUREMENT DATE
LAST 10 YEARS^

	Fiscal Year End	Fiscal Year En
	06/30/19	06/30/18
Measurement Date	06/30/18	06/30/17
Changes in total OPEB liability		
Service cost	$ 1,085,475	$ 1,209,000
Interest	1,064,391	951,000
Difference between actual and expected experience	-	-
Assumption changes	(609,871)	(1,765,000)
Benefit payments including refunds	(915,000)	(861,000)
Changes in benefits terms	-	-
Net changes in total OPEB liability	624,995	(466,000)
Total OPEB liability - beginning of year	21,875,000	22,341,000
Total OPEB liability - end of year	$ 22,499,995	$ 21,875,000
Changes in plan fiduciary net position		
Contributions - employer	$ 1,165,000	$ 1,111,000
Contributions - employee	-	-
Net investment income	159,215	171,000
Benefit payments and refunds	(915,000)	(861,000)
Administrative expenses	(3,619)	(1,000)
Other changes	-	-
Net changes in plan fiduciary net position	$ 405,596	$ 420,000
Plan fiduciary net position - beginning of year	1,899,000	1,479,000
Plan fiduciary net position - end of year	$ 2,304,596	$ 1,899,000
Net OPEB liability		
Total OPEB liability	$ 22,499,995	$ 21,875,000
Plan fiduciary net position	2,304,596	1,899,000
Net OPEB liability	$ 20,195,399	$ 19,976,000
Net OPEB liability funded percentage	10.2%	8.7%
Covered employee payroll *	$ 62,965,263	$ 48,821,000
Net OPEB liability as a percent of covered-employee payroll	32.1%	40.9%

^ Fiscal year 2018 was the 1st year of implementation, therefore only two years are shown.

* For the year ending on the measurement date.

CITY OF SALINAS
REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF EMPLOYER OPEB CONTRIBUTIONS
AS OF JUNE 30, 2019
LAST 10 YEARS^

Contributions for the fiscal year ended:	**06/30/19**	**06/30/18**
Actuarially determined contribution (ADC)	$ 2,322,000	$ 2,188,000
Contributions in relation to the actuarially determined contribution	1,195,329	1,165,000
Contribution deficiency (excess)	$ 1,126,671	$ 1,023,000
City's covered-employee payroll *	$ 64,026,452	$ 51,530,000
Contributions as a percentage of covered-employee payroll	1.9%	2.3%

^ Fiscal year 2018 was the 1st year of implementation, therefore only two years are shown.

* For the fiscal year ended on the date shown.

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SUPPLEMENTARY INFORMATION

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NON-MAJOR GOVERNMENTAL FUNDS

SPECIAL REVENUE FUNDS

Special Revenue Funds are used to account for specific revenues that are legally restricted to expenditure for specified purposes. The Special Revenue Funds used by the City in this report are as follows:

Lighting, Landscape and Maintenance District - This fund accounts for monies received from the various maintenance districts throughout the City. Funds are used to pay for the lighting and landscape maintenance of the respective districts.

Local Public Safety Fund - This fund accounts for monies received from federal and state grants, which are expended to enhance law enforcement services.

Development Fees - This fund accounts for the fees that subdividers and developers of property are required to pay, by Resolution 3823 (N.C.S.), covering traffic impact, annexation, use of existing or new sewers, storm drains, park facilities, library facilities and street trees.

Gas Tax - This fund accounts for gas tax revenues received from State apportionments of gasoline taxes. Expenditures are restricted to street maintenance and street improvements. No expenditures are made directly from this fund, but transfers are made to the General Fund for street maintenance and engineering salaries and to the Capital Projects Fund for street improvements based on actual expenditures.

Emergency Medical Services Fund - This fund accounts for monies received from County Service Area (CSA) 74. Funds are used to purchase emergency medical and safety equipment under the capital improvement program.

Asset Seizure - This fund accounts for the proceeds from sale of assets seized primarily from illegal narcotics activity. These funds are used for law enforcement.

Traffic Safety - This fund accounts for revenues derived from traffic violations whose use is restricted by State statute for traffic safety and street maintenance purposes. No expenditures are made directly from this fund, but transfers are made to the General Fund for traffic safety expenditures and street maintenance.

Vehicle Abatement - This fund accounts for monies allocated by the State to fund the vehicle abatement program.

Recreation Parks Fund - This fund accounts for revenues received from an admission fee charge that is imposed to events held at the Salinas Sports Complex (Rodeo Grounds stadium). Funds are designated for Parks and Recreation activities.

Cable - This funds accounts for revenues received for public, educational and governmental (PEG) fees from video service providers. Its use is restricted to provide non-commercial public, educational and government channels.

Municipal Art - This fund accounts for revenues received from a 0.5% charge on certain City capital improvement projects. Funds are designated for spending on public art to be located in public places throughout the City.

Contributions and Donations - This fund accounts for contributions and donations from different individuals and agencies to the Library, Rec-Park, Fire and Police Department. Use of the funds are restricted for use of the appropriate Department.

KDF Los Padres Dev Social Services - This fund accounts for social services provided by the City of Salinas to lower income residents of the Development. On June 1, 2003, the Salinas Redevelopment Agency, the City of Salinas and the KDF Los Padres, L.P. entered into a loan agreement where loan payments will be collected annually by the City and used to provide recreational and social services to lower income residents of the Development. Term of the loan is 55 years commencing in 2006. Payment will increase by 3% annually.

Measure X Transport Safety & Inv Plan Fund - This fund accounts for revenues allocated by TAMC from the transportation sales and use tax. Expenditures are restricted to road improvements, pothole repairs, street and road maintenance, traffic deduction and regional safety, mobility and walkability.

SB1 Road Maintenance & Rehab & SB1 Traffic Congestion Relief - This fund accounts for gas tax revenues received from State apportionments of an increased tax on gasoline and a new vehicle license fee from Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017. Expenditures are restricted to street maintenance and street improvements including facilities for bicycles and pedestrians. No expenditures are made directly from this fund, but transfers are made to the General Fund for street maintenance and engineering salaries and to the Capital Projects Fund for street improvements based on actual expenditures.

SRA Public Improvement Grant - This fund accounts for the use of monies received from proceeds of the land sale located in Main Street where the "Taylor Farms" headquarters is constructed and other properties held for re-sale.

Affordable Housing Fund - These funds are used to improve and increase the supply of low income housing within the City.

Housing and Urban Development Grant - This fund accounts for the use of community development block grant funds received from the federal government. Other revenues in this fund include repayments of commercial and residential loans and rental income from City property. Funds are used for programs or projects that increase affordable housing and benefit people with special needs such as senior and handicapped citizens.

Grants Fund - This fund accounts for various minor grants received for purposes ranging from library to police operations.

CITY OF SALINAS
COMBINING BALANCE SHEET
SPECIAL REVENUE FUNDS
JUNE 30, 2019

	Lighting, Landscape and Maintenance District	Local Public Safety	Development Fees	Gas Tax	Emergency Medical Services	Asset Seizure	Traffic Safety
ASSETS							
Cash and investments	$ 6,490,812	$ 609,329	$ 15,211,868	$ 1,119,191	$ 407,457	$ 50,702	$ -
Receivables, net:							
Accounts receivable	-	-	185,498	-	-	-	-
Accrued interest	31,400	1,243	72,245	8,699	1,326	663	-
Due from outside agencies	-	140,488	-	237,218	-	-	53,445
Loan receivables	-	-	-	-	-	-	-
Land and properties held for resale	-	-	-	-	-	-	-
Total assets	$ 6,522,212	$ 751,060	$ 15,469,611	$ 1,365,108	$ 408,783	$ 51,365	$ 53,445
LIABILITIES							
Accounts payable	$ 88,202	$ -	$ -	$ -	$ 33,313	$ -	$ -
Due to other funds	47,981	-	29,957	69,777	14,557	-	20,184
Unearned revenues	-	-	-	-	-	-	-
Total liabilities	136,183	-	29,957	69,777	47,870	-	20,184
DEFERRED INFLOWS OF RESOURCES							
Unavailable revenues - housing loans	-	-	-	-	-	-	-
Unavailable revenues - grants	-	-	-	-	-	-	-
Total deferred inflows of resources	-	-	-	-	-	-	-
FUND BALANCE							
Nonspendable	-	-	-	-	-	-	-
Restricted	6,386,029	751,060	15,439,654	1,295,331	360,913	51,365	33,261
Committed	-	-	-	-	-	-	-
Unassigned	-	-	-	-	-	-	-
Total fund balances	6,386,029	751,060	15,439,654	1,295,331	360,913	51,365	33,261
Total liabilities, deferred inflows, and fund balances	$ 6,522,212	$ 751,060	$ 15,469,611	$ 1,365,108	$ 408,783	$ 51,365	$ 53,445

CITY OF SALINAS
COMBINING BALANCE SHEET
SPECIAL REVENUE FUNDS
JUNE 30, 2019

	Vehicle Abatement	Recreation Parks	Cable	Municipal Art	Contributions & Donations	KDF Los Padres Dev Social Services	Measure X Transport Safety & Inv Plan
ASSETS							
Cash and investments	$ 375,342	$ 61,729	$ 474,415	$ 21,152	$ 122,475	$ 204,774	$ 4,632,315
Receivables, net:							
Accounts receivable	-	-	-	-	-	-	-
Accrued interest	-	-	-	-	580	994	23,612
Due from outside agencies	-	-	43,899	-	-	-	2,208,071
Loan receivables	-	-	-	-	-	-	-
Land and properties held for resale	-	-	-	-	-	-	-
Total assets	$ 375,342	$ 61,729	$ 518,314	$ 21,152	$ 123,055	$ 205,768	$ 6,863,998
LIABILITIES							
Accounts payable	$ 5,933	$ 696	$ 31,913	$ -	$ -	$ 3,515	$ -
Due to other funds	-	-	-	-	-	-	25,395
Unearned revenues	-	-	-	-	-	-	-
Total liabilities	5,933	696	31,913	-	-	3,515	25,395
DEFERRED INFLOWS OF RESOURCES							
Unavailable revenues - housing loans	-	-	-	-	-	-	-
Unavailable revenues - grants	-	-	-	-	-	-	-
Total deferred inflows of resources	-	-	-	-	-	-	-
FUND BALANCE							
Nonspendable	-	-	-	-	-	-	-
Restricted	369,409	61,033	486,401	21,152	123,055	202,253	6,838,603
Committed	-	-	-	-	-	-	-
Unassigned	-	-	-	-	-	-	-
Total fund balances	369,409	61,033	486,401	21,152	123,055	202,253	6,838,603
Total liabilities, deferred inflows, and fund balances	$ 375,342	$ 61,729	$ 518,314	$ 21,152	$ 123,055	$ 205,768	$ 6,863,998

CITY OF SALINAS
COMBINING BALANCE SHEET
SPECIAL REVENUE FUNDS
JUNE 30, 2019

	SB1 Road Maintenance & Rehab	SB1 Traffic Congestion Relief	SRA Public Impvt Grant	Affordable Housing	Housing and Urban Development Grant	Grants	Total
ASSETS							
Cash and investments	$ 2,215,173	$ 370,693	$ 1,580,491	$ 877,804	$ 430,358	$ 882,253	$ 36,138,333
Receivables, net:							
Accounts receivable	-	-	-	-	-	15,271	200,769
Accrued interest	13,090	1,740	7,539	1,075,379	911	-	1,239,421
Due from outside agencies	529,491	-	-	-	710,558	475,122	4,398,292
Loan receivables	-	-	-	16,571	210,034	-	226,605
Land and properties held for resale	-	-	850,000	1,657,553	-	-	2,507,553
Total assets	$ 2,757,754	$ 372,433	$ 2,438,030	$ 3,627,307	$ 1,351,861	$ 1,372,646	$ 44,710,973
LIABILITIES							
Accounts payable	$ -	$ -	$ -	$ -	$ 224,783	$ 114,856	$ 503,211
Due to other funds	7,890	-	-	-	492,125	413,626	1,121,492
Unearned revenues	-	-	-	-	-	10,738	10,738
Total liabilities	7,890	-	-	-	716,908	539,220	1,635,441
DEFERRED INFLOWS OF RESOURCES							
Unavailable revenues - housing loans	-	-	-	16,571	210,034	-	226,605
Unavailable revenues - grants	-	-	-	1,054,748	655,778	346,292	2,056,818
Total deferred inflows of resources	-	-	-	1,071,319	865,812	346,292	2,283,423
FUND BALANCE							
Nonspendable	-	-	850,000	1,674,124	210,034	-	2,734,158
Restricted	2,749,864	372,433	1,588,030	1,936,612	214,885	833,426	40,114,769
Committed	-	-	-	-	-	-	-
Unassigned	-	-	-	(1,054,748)	(655,778)	(346,292)	(2,056,818)
Total fund balances	2,749,864	372,433	2,438,030	2,555,988	(230,859)	487,134	40,792,109
Total liabilities, deferred inflows, and fund balances	$ 2,757,754	$ 372,433	$ 2,438,030	$ 3,627,307	$ 1,351,861	$ 1,372,646	$ 44,710,973

CITY OF SALINAS
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
SPECIAL REVENUE FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

	Lighting, Landscape and Maintenance District	Local Public Safety	Development Fees	Gas Tax	Emergency Medical Services	Asset Seizure	Traffic Safety
REVENUES							
Taxes	$ -	$ 623,984	$ -	$ -	$ -	$ -	$ -
Taxes - special assessments	1,775,930	-	-	-	-	-	-
Intergovernmental	7,000	373,260	-	2,942,421	138,566	5,599	-
Charges for services	61,915	-	1,653,947	-	-	-	-
Interest	130,801	7,695	321,475	41,855	9,162	3,027	-
Rental income	-	-	-	176,882	-	-	-
Fines and forfeits	-	-	-	-	-	-	227,942
Miscellaneous	-	-	-	-	-	-	-
Total revenues	1,975,646	1,004,939	1,975,422	3,161,158	147,728	8,626	227,942
EXPENDITURES							
Current:							
General government	41,604	-	-	-	-	-	-
Public safety	-	782,866	-	-	1,037,404	27,380	-
Public works	1,118,512	-	-	-	-	-	-
Recreation	-	-	-	-	-	-	-
Library	-	-	-	-	-	-	-
Capital outlay	-	-	-	-	28,524	10,980	-
Total expenditures	1,160,116	782,866	-	-	1,065,928	38,360	-
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	815,530	222,073	1,975,422	3,161,158	(918,200)	(29,734)	227,942
OTHER FINANCING SOURCES (USES)							
Operating transfers in	-	-	-	-	640,000	-	-
Operating transfers out	(100,151)	(298,447)	(1,019,173)	(3,683,596)	(140,530)	-	(250,000)
Total other financing sources (uses)	(100,151)	(298,447)	(1,019,173)	(3,683,596)	499,470	-	(250,000)
NET CHANGE IN FUND BALANCE	715,379	(76,374)	956,249	(522,438)	(418,730)	(29,734)	(22,058)
FUND BALANCES, BEGINNING OF YEAR	5,670,650	827,434	14,483,405	1,817,769	779,643	81,099	55,319
PRIOR PERIOD ADJUSTMENT	-	-	-	-	-	-	-
FUND BALANCE BEGINNING OF YEAR, AS RESTATED	5,670,650	827,434	14,483,405	1,817,769	779,643	81,099	55,319
FUND BALANCES, END OF YEAR	$ 6,386,029	$ 751,060	$ 15,439,654	$ 1,295,331	$ 360,913	$ 51,365	$ 33,261

CITY OF SALINAS
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
SPECIAL REVENUE FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

	Vehicle Abatement	Recreation Parks	Cable	Municipal Art	Contributions & Donations	KDF Los Padres Dev Social Services	Measure X Transport Safety & Inv Plan
REVENUES							
Taxes	$ -	$ -	$ 176,041	$ -	$ -	$ -	$ -
Taxes - special assessments	-	-	-	-	-	-	-
Intergovernmental	174,444	-	-	-	-	-	4,639,063
Charges for services	-	-	-	31,163	-	-	-
Interest	-	-	-	319	789	1,352	83,094
Rental income	-	42,506	-	-	-	-	-
Fines and forfeits	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-
Total revenues	174,444	42,506	176,041	31,482	789	1,352	4,722,157
EXPENDITURES							
Current:							
General government	-	-	156,250	-	-	-	-
Public safety	198,059	-	-	-	-	-	-
Public works	-	-	-	-	-	-	-
Recreation	-	22,182	-	-	-	3,515	-
Library	-	-	-	33,489	-	-	-
Capital outlay	-	-	1,830	-	-	-	-
Total expenditures	198,059	22,182	158,080	33,489	-	3,515	-
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	(23,615)	20,324	17,961	(2,007)	789	(2,163)	4,722,157
OTHER FINANCING SOURCES (USES)							
Operating transfers in	50,000	-	-	-	-	-	-
Operating transfers out	-	-	-	-	-	-	(1,807,387)
Total other financing sources (uses)	50,000	-	-	-	-	-	(1,807,387)
NET CHANGE IN FUND BALANCE	26,385	20,324	17,961	(2,007)	789	(2,163)	2,914,770
FUND BALANCES, BEGINNING OF YEAR	343,024	40,709	468,440	23,159	-	-	3,923,833
PRIOR PERIOD ADJUSTMENT	-	-	-	-	122,266	204,416	-
FUND BALANCE BEGINNING OF YEAR, AS RESTATED	343,024	40,709	468,440	23,159	122,266	204,416	3,923,833
FUND BALANCES, END OF YEAR	$ 369,409	$ 61,033	$ 486,401	$ 21,152	$ 123,055	$ 202,253	$ 6,838,603

CITY OF SALINAS
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
SPECIAL REVENUE FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

	SB1 Road Maintenance & Rehab	SB1 Traffic Congestion Relief	SRA Public Improvement Grant	Affordable Housing	Housing and Urban Development Grant	Grants	Total
REVENUES							
Taxes	$ -	$ -	$ -	$ -	$ -	$ -	$ 800,025
Taxes - special assessments	-	-	-	-	-	-	1,775,930
Intergovernmental	2,966,828	182,445	-	-	1,873,866	1,557,491	14,860,983
Charges for services	-	-	-	-	-	38,783	1,785,808
Interest	41,255	5,288	34,045	17,836	2,443	-	700,436
Rental income	-	-	-	-	-	46,122	265,510
Fines and forfeits	-	-	-	-	-	-	227,942
Miscellaneous	-	-	-	75,032	341,381	-	416,413
Total revenues	3,008,083	187,733	34,045	92,868	2,217,690	1,642,396	20,833,047
EXPENDITURES							
Current:							
General government	-	-	-	19,984	2,546,179	-	2,764,017
Public safety	-	-	-	-	-	1,150,846	3,196,555
Public works	-	-	-	-	-	15,109	1,133,621
Recreation	-	-	-	-	-	130,359	156,056
Library	-	-	-	-	-	341,315	374,804
Capital outlay	-	-	-	-	500	1,026,673	1,068,507
Total expenditures	-	-	-	19,984	2,546,679	2,664,302	8,693,560
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	3,008,083	187,733	34,045	72,884	(328,989)	(1,021,906)	12,139,487
OTHER FINANCING SOURCES (USES)							
Operating transfers in	-	-	-	-	29,375	-	719,375
Operating transfers out	(1,211,995)	-	-	-	(138,753)	-	(8,650,032)
Total other financing sources (uses)	(1,211,995)	-	-	-	(109,378)	-	(7,930,657)
NET CHANGE IN FUND BALANCE	1,796,088	187,733	34,045	72,884	(438,367)	(1,021,906)	4,208,830
FUND BALANCES, BEGINNING OF YEAR	953,776	184,700	2,403,985	2,483,104	207,508	1,509,040	36,256,597
PRIOR PERIOD ADJUSTMENT	-	-	-	-	-	-	326,682
FUND BALANCE BEGINNING OF YEAR, AS RESTATED	953,776	184,700	2,403,985	2,483,104	207,508	1,509,040	36,583,279
FUND BALANCES, END OF YEAR	$ 2,749,864	$ 372,433	$ 2,438,030	$ 2,555,988	$ (230,859)	$ 487,134	$ 40,792,109

NON-MAJOR GOVERNMENTAL FUNDS

DEBT SERVICE FUNDS

Debt Service Funds are used for the accumulation and disbursement of financial resources that will be used to make principal and interest payments on general long-term debt. The debt service funds include the following debt issuances:

COP 1999 & COP 2004 Consolidation (2014) - This fund is used to accumulate funds for the payment of principal and interest on the 2014 Lease Purchase/Agreement that was issued on January 29, 2014 to refinance the portion of the 1999 Certificates of Participation that were used to finance the construction of the City Animal Shelter. Debt service for the Animal Shelter is used to finance the City's General Fund.

2018 Lease-PS Building Police - This fund is used to accumulate monies for the designing, permitting, constructing and equipping the new public safety building, including ancillary parking and related facilities, located at 312 E Alisal Street in Salinas. Salinas Public Safety Facilities Inc. (SPF) issued lease revenue bonds to finance the construction of the new building. Lease payments are made from the City's Measure G Funds.

COP 2018B T.R.I.P. Total Rd Impv - This fund is used to accumulate monies for the principal and interest payments for the Transportation Revenue COP Certificates issued to finance large scale street improvement projects. COPs will be secured by Measure X Revenues the City receives from the Transportation Agency of Monterey County (TAMC).

Energy Improvement Lease Fund - This fund is used to account for lease payments on debt incurred in fiscal year 2014-15 that funds the City's ongoing efforts to reduce energy consumption and to develop long-term cost savings through increased energy efficiency. The project will install LED lighting on street lights and parking lots in addition to building solar PV installations at the Hitchcock Road Animal Shelter, the Industrial Waste Treatment Plant, the Salinas Municipal Airport, the Permit Center, Sherwood Hall, and the Sewer Lift Station site off Work Street. The Funding came through a private placement in the amount of $21,908,000. The Debt Service repayment will be over a 17 year period at an interest rate of 3.03%.

Certificates of Participation (2005 A & B) 2015 Refunding Fund - This fund is used to accumulate funds for the payment of principal and interest on the 2005B Certificates of Participation. Proceeds were used to refund the Certificates of Participation 1997. The proceeds from the Certificates of Participation 1997 were used for capital improvements and to refund the Salinas Public Financing Authority's Variable Rate Lease Revenue Bonds that were used to purchase the 65 W. Alisal building. Debt service is financed from installment payments from the Salinas Valley Solid Waste Authority (SVSWA) for the purchase of Crazy Horse Landfill and a lease on the 65 W. Alisal Building.

2018 Lease-El Gabilan Library - This fund is used to accumulate monies for the designing, permitting, constructing and equipping the El Gabilan Library expansion, including ancillary parking, located at 1400 N Main Street in Salinas. Salinas Public Safety Facilities, Inc. (SPF) issued lease revenue bonds to facilitate the construction of the El Gabilan Library. Lease payments are made from the City's Measure E Funds.

Assessment District Administration Fund - This fund accounts for the cost of administering the City's assessment district bonds used to finance improvements within those districts. Funding is provided by an assessment equal to 5% of the assessment amount with a maximum $16 levy per parcel per bond.

Assessment District Reserve Fund - This fund accounts for the reserves on outstanding assessment districts bonds.

2019 Special Tax Bond Monte Bella - This fund is used to accumulate monies for the principal and interest payments for the 2019 Special Tax Bonds to finance the acquisition and/or construction of certain public facilities and improvements within the Community Facilities District No. 2016-1 (Monte Bella) Area No. 1.The annual levy of special taxes on that area would be used to pay for principal and interest payments on the bonds.

CITY OF SALINAS
COMBINING BALANCE SHEET
DEBT SERVICE FUNDS
JUNE 30, 2019

	COP 1999 & 2004 Consolidation (2014)	2018 Lease-PS Building Police	COP 2018B T.R.I.P. Total Rd Impv	Energy Improvement Lease	COP 2005 A & B 2015 Refunding
ASSETS					
Cash and investments	$ 837,623	$ -	$ 701,038	$ 35,665	$ 84,644
Receivables:					
Accrued interest	3,977	-	2,817	-	414
Total assets	$ 841,600	$ -	$ 703,855	$ 35,665	$ 85,058
LIABILITIES					
Due to other funds	$ -	$ 3,163	$ -	$ -	$ -
Total liabilities	-	3,163	-	-	-
FUND BALANCE					
Restricted	841,600	-	703,855	35,665	85,058
Unassigned	-	(3,163)	-	-	-
Total fund balance	841,600	(3,163)	703,855	35,665	85,058
Total liabilities and fund balances	$ 841,600	$ -	$ 703,855	$ 35,665	$ 85,058

CITY OF SALINAS
COMBINING BALANCE SHEET
DEBT SERVICE FUNDS
JUNE 30, 2019

	2018 Lease-El Gabilan Library	Assessment District Administration	Assessment District Reserve	2019 Special Tax Bond Monte Bella	Totals
ASSETS					
Cash and investments	$ -	$ -	$ 1,793,480	$ 292,056	$ 3,744,506
Receivables:					
Accrued interest	-	-	8,534	-	15,742
Total assets	$ -	$ -	$ 1,802,014	$ 292,056	$ 3,760,248
LIABILITIES					
Due to other funds	$ 1,800	$ 2,178	$ -	$ -	$ 7,141
Total liabilities	1,800	2,178	-	-	7,141
FUND BALANCE					
Restricted	-	-	1,802,014	292,056	3,760,248
Unassigned	(1,800)	(2,178)	-	-	(7,141)
Total fund balance	(1,800)	(2,178)	1,802,014	292,056	3,753,107
Total liabilities and fund balances	$ -	$ -	$ 1,802,014	$ 292,056	$ 3,760,248

CITY OF SALINAS
COMBINING STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES
DEBT SERVICE FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

	COP 1999 & 2004 Consolidation (2014)	2018 Lease-PS Building Police	COP 2018B T.R.I.P. Total Rd Impv	Energy Improvement Lease	COP 2005 A & B 2015 Refunding
REVENUES					
Charges for services	$ -	$ -	$ -	$ -	$ -
Interest	24,965	-	706,067	1,573	2,351
Miscellaneous	-	-	-	-	-
Total revenues	24,965	-	706,067	1,573	2,351
EXPENDITURES					
Debt service:					
Principal retirement	145,000	-	-	927,236	555,000
Interest and fiscal charges	87,455	3,163	2,220,342	612,942	144,082
Total expenditures	232,455	3,163	2,220,342	1,540,178	699,082
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	(207,490)	(3,163)	(1,514,275)	(1,538,605)	(696,731)
OTHER FINANCING SOURCES (USES)					
Housing loan repayment from Successor Agency	-	-	-	1,308	-
Operating transfers in	-	-	2,218,130	1,538,870	699,020
Operating transfers out	(529,111)	-	-	-	-
Total other financing sources (uses)	(529,111)	-	2,218,130	1,540,178	699,020
NET CHANGE IN FUND BALANCES	(736,601)	(3,163)	703,855	1,573	2,289
FUND BALANCES, BEGINNING OF YEAR	1,578,201	-	-	34,092	82,769
FUND BALANCES, END OF YEAR	$ 841,600	$ (3,163)	$ 703,855	$ 35,665	$ 85,058

CITY OF SALINAS
COMBINING STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES
DEBT SERVICE FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

	2018 Lease-El Gabilan Library	Assessment District Administration	Assessment District Reserve	2019 Special Tax Bond Monte Bella	Totals
REVENUES					
Charges for services	$ -	$ 11,089	$ -	$ 3,500	$ 14,589
Interest	-	-	41,441	-	776,397
Miscellaneous	-	-	(95)	-	(95)
Total revenues	-	11,089	41,346	3,500	790,891
EXPENDITURES					
Debt service:					
Principal retirement	-	-	-	-	1,627,236
Interest and fiscal charges	1,800	-	-	150,098	3,219,882
Total expenditures	1,800	-	-	150,098	4,847,118
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	(1,800)	11,089	41,346	(146,598)	(4,056,227)
OTHER FINANCING SOURCES (USES)					
Housing loan repayment from Successor Agency	-	-	-	-	1,308
Operating transfers in	-	-	-	438,654	4,894,674
Operating transfers out	-	-	(220,027)	-	(749,138)
Total other financing sources (uses)	-	-	(220,027)	438,654	4,146,844
NET CHANGE IN FUND BALANCES	(1,800)	11,089	(178,681)	292,056	90,617
FUND BALANCES, BEGINNING OF YEAR	-	(13,267)	1,980,695	-	3,662,490
FUND BALANCES, END OF YEAR	$ (1,800)	$ (2,178)	$ 1,802,014	$ 292,056	$ 3,753,107

NON-MAJOR GOVERNMENTAL FUNDS

CAPITAL PROJECT FUNDS

Capital Projects Funds are used to account for major capital acquisition and construction activities. The Capital Projects Funds used by the City in this report are as follows:

Special Aviation Fund - This fund accounts for federal and state airport grants. Funds are used to reimburse the Capital Projects Fund for airport capital expenditures.

Assessment District Projects Fund - This fund accounts for bond proceeds from assessment districts used for capital improvements. Funds are used to reimburse the Capital Projects Fund for assessment district capital project expenditures.

2019 Spec Tax Bond Monte Bella - This fund accounts for bond proceeds from assessments from the Monte Bella District for Capital Improvements. Funds are used to reimburse the Capital Projects Fund for Monte Bella District Capital Project Expenditures.

Capital Projects - This fund accounts for all capital project expenditures. Funds are transferred in from various other funds after expenditures are made. This revolving fund was established with $2,000,000 and is used to advance capital project expenditures prior to reimbursement of Federal, State, and other construction grants and bond financing.

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CITY OF SALINAS
COMBINING BALANCE SHEET
CAPITAL PROJECTS FUNDS
JUNE 30, 2019

	Special Aviation	Assessment District Project	2019 Spec Tax Bond Monte Bella	Capital Projects	Totals
ASSETS					
Cash and investments	$ 1,107,821	$ 405,279	$ 2,658	$ 2,000,000	$ 3,515,758
Receivables, net:					
Accrued interest	5,800	1,988	7,374	-	15,162
Due from outside agencies	918,793	-	-	-	918,793
Due from other funds	-	-	-	560,636	560,636
Restricted cash and investments	-	-	301,112	-	301,112
Total assets	$ 2,032,414	$ 407,267	$ 311,144	$ 2,560,636	$ 5,311,461
LIABILITIES					
Accounts payable	$ 594,538	$ -	$ -	$ 560,636	$ 1,155,174
Due to other funds	-	-	285,966	-	285,966
Total liabilities	594,538	-	285,966	560,636	1,441,140
DEFERRED INFLOWS OF RESOURCES					
Unavailable revenues - grants	918,793	-	-	-	918,793
Total deferred inflows of resources	918,793	-	-	-	918,793
FUND BALANCE					
Restricted	1,437,876	407,267	25,178	-	1,870,321
Committed	-	-	-	2,000,000	2,000,000
Unassigned	(918,793)	-	-	-	(918,793)
Total fund balance	519,083	407,267	25,178	2,000,000	2,951,528
Total liabilities, deferred inflows, and fund balance	$ 2,032,414	$ 407,267	$ 311,144	$ 2,560,636	$ 5,311,461

CITY OF SALINAS
COMBINING STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
CAPITAL PROJECTS FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

	Special Aviation	Assessment District Project	2019 Spec Tax Bond Monte Bella	Capital Projects	Totals
REVENUES					
Intergovernmental	$ 38,831	$ -	$ -	$ -	$ 38,831
Interest	30,073	8,805	25,178	-	64,056
Total revenues	68,904	8,805	25,178	-	102,887
EXPENDITURES					
Current:					
General government	-	-	-	620	620
Public works	-	-	-	295,599	295,599
Capital outlay	18,530	-	1,633,604	13,956,489	15,608,623
Debt service:					
Principal retirement	-	-	-	727,102	727,102
Interest and fiscal charges	-	-	-	89,575	89,575
Total expenditures	18,530	-	1,633,604	15,069,385	16,721,519
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	50,374	8,805	(1,608,426)	(15,069,385)	(16,618,632)
OTHER FINANCING SOURCES (USES)					
Loan proceeds	-	-	2,749,934	-	2,749,934
Operating transfers in	-	-	-	15,069,385	15,069,385
Operating transfers out	(1,012,835)	-	(1,116,330)	-	(2,129,165)
Total other financing sources (uses)	(1,012,835)	-	1,633,604	15,069,385	15,690,154
NET CHANGE IN FUND BALANCE	(962,461)	8,805	25,178	-	(928,478)
FUND BALANCE, BEGINNING OF YEAR	1,481,544	398,462	-	2,000,000	3,880,006
FUND BALANCE, END OF YEAR	$ 519,083	$ 407,267	$ 25,178	$ 2,000,000	$ 2,951,528

INTERNAL SERVICE FUNDS

Internal Service Funds are used to account for the financing of goods or services provided by one department or agency to other departments or agencies of the government and to other government units, on a cost reimbursement basis.

Risk Management Fund - This fund is used to account for the City's risk management program which administers employee benefits and the Internal Service Funds insurance programs.

General Insurance Fund - This fund is used to account for city-wide safety programs, employee assistance programs, unemployment claims, biennial physical exams, and insurance for property, fine arts, and reimbursable damages.

Workers Compensation Fund - This fund is used to account for the City's self-insured workers compensation program.

General Liability Fund - This fund is used to account for the City's self-insured general liability insurance program.

Fleet Maintenance Fund - This fund is used to account for the inspection, maintenance, and repair of all the City's vehicles and equipment.

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CITY OF SALINAS
COMBINING STATEMENT OF FUND NET POSITION (DEFICITS)
INTERNAL SERVICE FUNDS
JUNE 30, 2019

	Risk Management	General Insurance	Workers Compensation	General Liability	Fleet Maintenance	Total
ASSETS						
Current Assets:						
Cash and cash equivalents	$ 1,941,621	$ 4,007,984	$ 5,034,194	$ 4,113,153	$ 868,207	$ 15,965,159
Receivables, net						
Excess insurance receivable	-	-	-	8,000,000	-	8,000,000
Accrued interest	-	-	23,447	16,819	-	40,266
Due from general fund	-	-	15,396,150	-	-	15,396,150
Total current assets	1,941,621	4,007,984	20,453,791	12,129,972	868,207	39,401,575
Noncurrent Assets:						
Restricted cash and investments	-	-	283,770	129,851	-	413,621
Total noncurrent assets	-	-	283,770	129,851	-	413,621
Total assets	1,941,621	4,007,984	20,737,561	12,259,823	868,207	39,815,196
DEFERRED OUTFLOWS OF RESOURCES						
Related to pensions	-	-	-	85,929	343,717	429,646
Related to OPEB	-	-	1,503	5,796	10,367	17,666
Total deferred outflows of resources	-	-	1,503	91,725	354,084	447,312
Total assets and deferred outflows	1,941,621	4,007,984	20,739,064	12,351,548	1,222,291	40,262,508
LIABILITIES						
Current Liabilities:						
Accounts payable	-	16,818	20,806	12,702	81,560	131,886
Insurance claims payable	-	-	20,611,511	9,973,263	-	30,584,774
Long term debt - due within one year	-	-	362	2,795	21,978	25,135
Total current liabilities	-	16,818	20,632,679	9,988,760	103,538	30,741,795
Noncurrent Liabilities:						
Long term debt - due in more than one year	-	-	1,447	11,181	87,914	100,542
Net pension liability	-	-	-	309,617	1,238,469	1,548,086
Net OPEB liability	-	-	25,390	97,925	175,157	298,472
Total noncurrent liabilities	-	-	26,837	418,723	1,501,540	1,947,100
Total liabilities	-	16,818	20,659,516	10,407,483	1,605,078	32,688,895
DEFERRED INFLOWS OF RESOURCES						
Related to pensions	-	-	-	12,802	51,202	64,004
Related to OPEB	-	-	2,508	9,668	17,293	29,469
Total deferred inflows	-	-	2,508	22,470	68,495	93,473
NET POSITION (DEFICIT)						
Restricted	-	-	-	-	-	-
Unrestricted	1,941,621	3,991,166	77,040	1,921,595	(451,282)	7,480,140
Total net position (deficit)	$ 1,941,621	$ 3,991,166	$ 77,040	$ 1,921,595	$ (451,282)	$ 7,480,140

CITY OF SALINAS
COMBINING STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN FUND NET POSITION (DEFICIT)
INTERNAL SERVICE FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

	Risk Management	General Insurance	Workers Compensation	General Liability	Fleet Maintenance	Total
OPERATING REVENUES						
Charges for services	$ 514	$ 154,527	$ 4,625,881	$ 267,284	$ 559	$ 5,048,765
Total operating revenues	514	154,527	4,625,881	267,284	559	5,048,765
OPERATING EXPENSES						
Personnel services	-	-	28,093	476,687	1,375,734	1,880,514
Contractual services	-	29,074	10,500	66,807	334,990	441,371
Supplies	731	-	-	-	606,086	606,817
Insurance	-	326,261	520,593	584,837	-	1,431,691
Insurance claims	-	-	3,758,797	1,271,749	-	5,030,546
Utilities	-	-	-	-	191	191
Other	-	243,094	297,211	-	15,024	555,329
Total operating expenses	731	598,429	4,615,194	2,400,080	2,332,025	9,946,459
OPERATING INCOME (LOSS)	(217)	(443,902)	10,687	(2,132,796)	(2,331,466)	(4,897,694)
NONOPERATING REVENUES (EXPENSES)						
Investment income	-	-	100,886	75,040	-	175,926
Total nonoperating revenues (expenses)	-	-	100,886	75,040	-	175,926
INCOME (LOSS) BEFORE CONTRIBUTIONS AND TRANSFERS	(217)	(443,902)	111,573	(2,057,756)	(2,331,466)	(4,721,768)
Transfers in	350,000	650,000	-	2,202,900	2,111,704	5,314,604
CHANGE IN NET POSITION	349,783	206,098	111,573	145,144	(219,762)	592,836
NET POSITION (DEFECIT), BEGINNING OF YEAR	1,591,838	3,785,068	(34,533)	1,776,451	(231,520)	6,887,304
NET POSITION (DEFICIT), END OF YEAR	$ 1,941,621	$ 3,991,166	$ 77,040	$ 1,921,595	$ (451,282)	$ 7,480,140

CITY OF SALINAS
COMBINING STATEMENT OF CASH FLOWS
INTERNAL SERVICE FUNDS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019

	Risk Management Fund	General Insurance Fund	Workers Compensation Fund	General Liability Fund	Fleet Maintenance Fund	Totals
Cash Flows from Operating Activities:						
Receipts from interfund services provided	$ 514	$ 154,527	$ 4,625,881	$ (7,732,716)	$ 559	$ (2,951,235)
Payments to Suppliers	(731)	(591,265)	(828,306)	(653,388)	(987,155)	(3,060,845)
Payments to Employees	-	-	(105,816)	(398,416)	(870,494)	(1,374,726)
Payments to Claimants	-	-	(4,533,928)	6,928,161	-	2,394,233
Net Cash Provided (Used) by Operating Activities	(217)	(436,738)	(842,169)	(1,856,359)	(1,857,090)	(4,992,573)
Cash Flows from Non-Capital Financing Activities:						
Operating Transfers In	350,000	650,000	1,352,779	2,202,900	2,111,704	6,667,383
Net Cash Provided by (Used for) Non-capital Financing Activities	350,000	650,000	1,352,779	2,202,900	2,111,704	6,667,383
Cash Flows from Investing Activities:						
Interest received	-	-	100,886	75,040	-	175,926
Increase (decrease) in fair value of LAIF investments	-	-	(3,471)	(3,242)	-	(6,713)
Net Cash Provided by (Used for) Investing Activities	-	-	97,415	71,798	-	169,213
Net increase (decrease) in cash and cash equivalents	349,783	213,262	608,025	418,339	254,614	1,844,023
Cash and cash equivalents at beginning of year	1,591,838	3,794,722	4,709,939	3,824,665	613,593	14,534,757
Cash and cash equivalents at end of year	$ 1,941,621	$ 4,007,984	$ 5,317,964	$ 4,243,004	$ 868,207	$ 16,378,780

CITY OF SALINAS
COMBINING STATEMENT OF CASH FLOWS
INTERNAL SERVICE FUNDS
FOR THE FISCAL YEAR ENDED JUNE 30, 2019

	Risk Management Fund	General Insurance Fund	Workers Compensation Fund	General Liability Fund	Fleet Maintenance Fund	Totals
Reconciliation of cash and cash equivalents to the Statement of Net Position						
Ending cash and cash equivalents - statement of cash flows	$ 1,941,621	$ 4,007,984	$ 5,317,964	$ 4,243,004	$ 868,207	$ 16,378,780
Less amounts reported in restricted cash and investments	-	-	(283,770)	(129,851)	-	(413,621)
Cash and cash equivalents - statement of net position	$ 1,941,621	$ 4,007,984	$ 5,034,194	$ 4,113,153	$ 868,207	$ 15,965,159
Reconciliation of operating income to net cash provided (used) by operating activities:						
Operating income (loss)	$ (217)	$ (443,902)	$ 10,687	$ (2,132,796)	$ (2,331,466)	$ (4,897,694)
Adjustments to Reconcile Net Income to Net Cash Provided by Operating Activities:						
(Increase) Decrease in Excess Insurance Receivable	-	-	-	(8,000,000)	-	(8,000,000)
(Increase) decrease in deferred outflows - pension	-	-	32,769	(20,390)	(147,093)	(134,714)
(Increase) decrease in deferred outflows - OPEB	-	-	(38)	(147)	(263)	(448)
Increase (decrease) in accounts payable	-	7,164	555	1,056	(19,918)	(11,143)
Increase (decrease) in insurance claims	-	-	(775,131)	8,199,910	-	7,424,779
Increase (decrease) in accrued leave	-	-	(1,241)	(8,233)	9,970	496
Increase (decrease) in Net pension liability	-	-	(104,651)	100,315	610,533	606,197
Increase (decrease) in Net OPEB liability	-	-	276	1,063	1,903	3,242
Increase (decrease) in deferred inflows - pension	-	-	(5,855)	1,094	16,079	11,318
Increase (decrease) in deferred inflows - OPEB	-	-	460	1,769	3,165	5,394
Total Adjustments to Net Income	-	7,164	(852,856)	276,437	474,376	(94,879)
Net Cash Provided (Used) by Operating Activities	$ (217)	$ (436,738)	$ (842,169)	$ (1,856,359)	$ (1,857,090)	$ (4,992,573)

Fiduciary Funds

PRIVATE-PURPOSE TRUST FUNDS

The private-purpose trust funds accounts for assets and activities of the dissolved Redevelopment Agency, which is accounted for in the Successor Agency Trust, and other trust arrangement not properly reported in a pension trust.

Successor Agency –

RORF - This fund accounts for all the financial activities of the Redevelopment Obligation Retirement Fund (RORF) related to the former Redevelopment Project Area in accordance with AB 1x26 and AB 1484 which unwind the Redevelopment Agency of the City of Salinas.

Administration – This fund accounts for the administrative activities of the Successor Agency to the former Salinas Redevelopment Agency which was dissolved on February 1, 2012 in accordance with AB 1x26 (enacted June 28, 2011).

Other Private Purpose Trust Funds – These funds are used to account for other trust arrangements not properly reported in a pension trust fund under which principal and income benefit individuals, private organizations, or other governments. The City accounts for the following trust funds: Community Center, Monterey Regional Water Pollution Control Agency (MRWPCA) Fees, Sales Tax, Payroll Taxes, Developer Deposits, Evidence Room, Construction Bonds, Monterey County Tourism Improvement District, Leadership Salinas, and miscellaneous.

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CITY OF SALINAS
COMBINING STATEMENT OF NET POSITION (DEFICIT)
PRIVATE PURPOSE TRUST FUNDS
JUNE 30, 2019

	Successor Agency Trust				
	Redevelopment Obligation Retirement Fund	Administration	Total Sucessor Agency Trust	Other Private Purpose Trust	Total
ASSETS					
Cash and investments	$ 2,919,670	$ 49,214	$ 2,968,884	$ 699,249	$ 3,668,133
Cash and investments held by fiscal agent	1,591,907	-	1,591,907	-	1,591,907
Receivables					
Accounts	-	-	-	7,618	7,618
Interest	10,853	-	10,853	-	10,853
Loans and notes receivable	173,900	-	173,900	-	173,900
Capital assets, net of accumulated depreciation	149,270	-	149,270	-	149,270
Total assets	4,845,600	49,214	4,894,814	706,867	5,601,681
LIABILITIES					
Accounts payable	-	4,159	4,159	91,497	95,656
Interest payable	690,029	-	690,029	-	690,029
Long term debt					
Due within one year	303,685	-	303,685	-	303,685
Due in more than one year	2,389,708	-	2,389,708	-	2,389,708
Total liabilities	3,383,422	4,159	3,387,581	91,497	3,479,078
DEFERRED INFLOWS OF RESOURCES					
Future ROPS	2,137,415	10,000	2,147,415	-	2,147,415
Total deferred inflows of resources	2,137,415	10,000	2,147,415	-	2,147,415
NET POSITION (DEFICIT)					
Restricted for:					
Individuals and organizations	(675,237)	35,055	(640,182)	615,370	(24,812)
Total net position	$ (675,237)	$ 35,055	$ (640,182)	$ 615,370	$ (24,812)

CITY OF SALINAS
COMBINING STATEMENT OF CHANGES IN NET POSITION (DEFICIT)
PRIVATE PURPOSE TRUST FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

	Successor Agency Trust				
	Redevelopment Obligation Retirement Fund	Administration	Total Sucessor Agency Trust	Other Private Purpose Trust	Total
ADDITIONS					
Taxes	$ 4,442,475	$ 157,750	$ 4,600,225	$ -	$ 4,600,225
Contributions					
Private contributions	-	-	-	1,686,812	1,686,812
Investment earnings					
Interest	124,082	-	124,082	-	124,082
Total additions	4,566,557	157,750	4,724,307	1,920,227	6,644,534
DEDUCTIONS					
Expenses	1,245,778	172,716	1,418,494	238,518	1,657,012
Benefit payments	-	-	-	-	-
Payments on behalf of trustees	1,925,779	81,777	2,007,556	1,692,929	3,700,485
Contribution to other agencies	950,407	1,308	951,715	-	951,715
Total deductions	4,121,964	255,801	4,377,765	1,931,447	6,309,212
CHANGE IN NET POSITION (DEFICIT)	444,593	(98,051)	346,542	(11,220)	335,322
NET POSITION (DEFICIT), BEGINNING OF YEAR	(1,119,830)	133,106	(986,724)	2,250,096	1,263,372
Prior Period Adjustment	-	-	-	(1,623,506)	(1,623,506)
NET POSITION (DEFICIT), BEGINNING OF YEAR - AS RESTATED	(1,119,830)	133,106	(986,724)	626,590	(360,134)
END OF YEAR	$ (675,237)	$ 35,055	$ (640,182)	$ 615,370	$ (24,812)

CUSTODIAL FUNDS

Agency Funds are used to account for assets held by the City as an agent for individuals, private organizations, other governments and/or other funds. Agency Funds operate as a clearing mechanism. Cash resources are collected, held for a brief period and then distributed to the proper recipients. The City has a fiduciary responsibility for the assets, which it does not own outright.

Business Improvements District Fund - This fund accounts for the business license surcharged assessment imposed on Alisal businesses, and are used to promote and revitalize the business district. Expenditures are determined by the districts' Board of Directors and approved by the City Council.

Economic Development - This fund is used to account for the activities related to enhancing economic development in the City with the purpose of increasing employment opportunities, better paying employment, assisting local businesses to remain competitive and attracting new, desirable business and promoting expansion of tourism industry while enhancing revenue stream for the City. Fund balance was transferred to the general fund after implementation of GASB 84.

Flexible Spending - This fund is used to account for revenues resulting of employee concessions contributions used to reduce the cost of medical, vision and dental health insurance premiums.

Cafeteria Plan - This fund is used to account for the City's Cafeteria Plan for unreimbursed medical and dependent care payments (Flexible Spending Account) operated under Section 125 of the Internal Revenue Code. Pre-tax monies are deducted from employees in accordance with their Salary Redirection Agreements and used to reimburse employees for qualified unreimbursed medical and dependent care expenses after obtaining approval from the City's cafeteria plan administrator.

Downtown Community Benefit District - This fund accounts for the property assessment generated revenues imposed on the Downtown Community Benefit District. The concept is that eventually the Downtown Community Benefit District will grow and receive revenues from multiple sources within a defined boundary that can among other things, including entrepreneurial activities, special mandate, are not be excluded, and no exemptions for not-for-profit entities are being considered. It can be governed by a 501(c)3 non-profit corporation, merging the existing energies in Downtown into just one organization, rather than the 501(c)6 BID and the OSA Foundation. It can receive grants and donations, and merge these with more assessments that are powerful.

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CITY OF SALINAS
COMBINING STATEMENT OF NET POSITION
CUSTODIAL FUNDS
JUNE 30, 2019

	SUBA Business Improvement District	Economic Development	Flexible Spending	Cafeteria Plan	Downtown Community Benefit District	Total
ASSETS						
Cash and investments	$ 959	$ -	$ 135,195	$ 1	$ -	$ 136,155
Receivables						
Accounts	-	-	151,807	-	-	151,807
Total assets	959	-	287,002	1	-	287,962
LIABILITIES						
Accounts payable	959	-	195,164	-	-	196,123
Total liabilities	959	-	195,164	-	-	196,123
NET POSITION						
Restricted for:						
Individuals and organizations	-	-	91,838	1	-	91,839
	$ -	$ -	$ 91,838	$ 1	$ -	$ 91,839

CITY OF SALINAS
COMBINING STATEMENT OF CHANGES IN NET POSITION
CUSTODIAL FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

	SUBA Business Improvement District	Economic Development	Flexible Spending	Cafeteria Plan	Downtown Community Benefit District	Total
ADDITIONS						
Contributions						
Plan members	$ -	$ -	$ 258,721	$ -	$ -	$ 258,721
Total contributions	-	-	258,721	-	-	258,721
Assessments collected for other governments	73,053	-	-	-	462,033	535,086
Total additions	73,053	-	258,721	-	462,033	793,807
DEDUCTIONS						
Benefit payments	-	-	242,873	-	-	242,873
Assessments disbursed to other governments	79,096	-	-	-	475,853	554,949
Total deductions	79,096	-	242,873	-	475,853	797,822
CHANGE IN NET POSITION (DEFICIT)	(6,043)	-	15,848	-	(13,820)	(4,015)
NET POSITION (DEFICIT), BEGINNING OF YEAR	6,043	122,000	75,990	1	13,820	217,854
Prior Period Adjustment	-	(122,000)	-	-	-	(122,000)
NET POSITION (DEFICIT), BEGINNING OF YEAR - AS RESTATED	6,043	-	75,990	1	13,820	95,854
END OF YEAR	$ -	$ -	$ 91,838	$ 1	$ -	$ 91,839

GENERAL,
MEASURE E,
& MEASURE G FUNDS

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CITY OF SALINAS
COMBINING BALANCE SHEET
GENERAL, MEASURE E, & MEASURE G FUNDS
JUNE 30, 2019

	General	Measure E	Measure G	Total
ASSETS				
Cash and investments	$ 27,654,020	$ 6,760,887	$ 15,365,420	$ 49,780,327
Receivables, net				
Taxes	8,421,199	2,233,177	4,484,779	15,139,155
Accounts	235,946	-	-	235,946
Accrued interest	377,714	30,985	74,979	483,678
Due from outside agencies	75,000	-	-	75,000
Due from other funds	3,193,187	-	-	3,193,187
Inventory	11,019	-	-	11,019
Advances to other funds	6,085,000	-	-	6,085,000
Total assets	$ 46,053,085	$ 9,025,049	$ 19,925,178	$ 75,003,312
LIABILITIES				
Accounts payable	$ 6,010,692	$ 342,279	$ 507,919	$ 6,860,890
Deposits	127,039	-	-	127,039
Due to other funds	15,471,303	8,450	263,389	15,743,142
Total liabilities	21,609,034	350,729	771,308	22,731,071
FUND BALANCE				
Nonspendable	6,171,019	-	-	6,171,019
Committed	650,461	152,884	4,235,330	5,038,675
Assigned	10,996,190	6,532,506	13,210,308	30,739,004
Unassigned	6,626,381	1,988,930	1,708,232	10,323,543
Total fund balance	24,444,051	8,674,320	19,153,870	52,272,241
Total liabilities and fund balance	$ 46,053,085	$ 9,025,049	$ 19,925,178	$ 75,003,312

CITY OF SALINAS
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
GENERAL, MEASURE E, & MEASURE G FUNDS
FOR THE YEAR ENDED JUNE 30, 2019

	General	Measure E	Measure G	Total
REVENUES				
Taxes	$ 85,997,478	$ 13,688,397	$ 27,453,643	$ 127,139,518
Licenses and permits	7,490,908	-	-	7,490,908
Intergovernmental	933,586	-	-	933,586
Charges for services	5,685,066	-	-	5,685,066
Interest	1,442,369	121,120	307,579	1,871,068
Rental income	370,372	-	-	370,372
Fines and forfeits	321,889	-	-	321,889
Miscellaneous	988,235	2,242	-	990,477
Total revenues	103,229,903	13,811,759	27,761,222	144,802,884
EXPENDITURES				
Current:				
General government	14,797,372	291,777	1,227,190	16,316,339
Public safety	58,805,790	3,826,788	10,109,246	72,741,824
Public works	9,396,551	746,311	1,093,042	11,235,904
Recreation	949,561	1,429,249	1,428,727	3,807,537
Library	-	4,739,101	-	4,739,101
Capital outlay	475,655	142,867	127,745	746,267
Total expenditures	84,424,929	11,176,093	13,985,950	109,586,972
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	18,804,974	2,635,666	13,775,272	35,215,912
OTHER FINANCING SOURCES (USES)				
Operating transfers in	3,598,770	699,460	-	4,298,230
Operating transfers out	(11,599,745)	(1,063,868)	(9,891,364)	(22,554,977)
Total other financing sources (uses)	(8,000,975)	(364,408)	(9,891,364)	(18,256,747)
NET CHANGE IN FUND BALANCE	10,803,999	2,271,258	3,883,908	16,959,165
FUND BALANCE, BEGINNING OF YEAR	12,240,317	6,403,062	15,269,962	33,913,341
PRIOR PERIOD ADJUSTMENT	1,399,735	-	-	1,399,735
FUND BALANCES BEGINNING OF YEAR, AS RESTATED	13,640,052	6,403,062	15,269,962	35,313,076
FUND BALANCE, END OF YEAR	$ 24,444,051	$ 8,674,320	$ 19,153,870	$ 52,272,241

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File #: ID#19-683, **Version:** 1

Modification to the Classification - Salary Schedule

Approve a Resolution to amend the Classification - Salary Schedule for the adjustment of temporary employee salaries to comply with the state minimum wage pursuant to SB 3 and adjust impacted classifications in the series.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **December 17, 2019**

DEPARTMENT: **HUMAN RESOURCES DEPARTMENT**

FROM: **Marina Horta-Gallegos, Human Resources Director**

TITLE: **MODIFICATION TO THE CLASSIFICATION – SALARY SCHEDULE**

RECOMMENDED MOTION:

It is recommended that the City Council approve a Resolution to do the following: 1) amend the Classification-Salary Schedule for the adjustment of temporary employee salaries to comply with the state minimum wage pursuant to SB 3, approved April 4, 2016 and 2) adjust impacted classifications in the series.

RECOMMENDATION:

Staff recommends that the City Council approve the attached Resolution modifying the Classification – Salary Schedule to reflect the minimum wage rate of $13.00 per hour effective January 1, 2020.

BACKGROUND:

SB 3 provides for six stepped annual increases from $10.00 per hour to $15.00 per hour, between January 1, 2017 and January 1, 2022 for employers with twenty-six (26) or more employees. Consistent with the provisions of SB 3, the current rate of $12.00 per hour is increasing to $13.00 per hour effective January 1, 2020. The City of Salinas has several classifications that fall below the $13.00 per hour range. Therefore, it is necessary to take action to adjust the Classification-Salary Schedule to reflect the increase of any salary ranges that are below the $13.00 hourly rate to comply with the current state law.

The Industrial Welfare Commission (IWC) is authorized to determine minimum wages in accordance with a prescribed procedure that includes the selection of wage boards to consider and make recommendations regarding wage issues. Consistent with SB 3, the Department of Industrial Relations amended the General Minimum Wage Order, MW-2014, of the Industrial Welfare Commission with MW-2017 to be consistent with the new law.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

The proposed action meets the Effective Sustainable Government Council goal.

DEPARTMENTAL COORDINATION:

The Human Resources and Finance Departments coordinated on this effort.

FISCAL AND SUSTAINABILITY IMPACT:

Currently, departments use temporary staff while funds are available. There may be adjustments necessary in the mid-year budget and next fiscal year's budget to reflect the increase in minimum wage for 2020 and 2021.

ATTACHMENTS:

Resolution
Exhibit A – Classification and Salary Schedule

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

RESOLUTION APPROVING MODIFICATION TO THE CLASSIFICATION AND SALARY SCHEDULE

BE IT RESOLVED BY THE CITY COUNCIL OF SALINAS that the Classification and Salary Schedule previously adopted by the City Council by is hereby amended to include the classifications falling below the minimum wage rate of $13.00 per hour and classifications in the same series impacted by the minimum wage, are hereby adjusted.

Attached as Exhibit A is the amended Classification and Salary Schedule Plan.

PASSED AND APPROVED this 17th day of December 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Joe Gunter, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

SMEA

Benefit Group	Grade	Position	Step 1 Hourly	Step 1 Monthly	Step 2 Hourly	Step 2 Monthly	Step 3 Hourly	Step 3 Monthly	Step 4 Hourly	Step 4 Monthly	Step 5 Hourly	Step 5 Monthly	Step 6 Hourly	Step 6 Monthly
26	26.6066	Library Aide	14.3898	2,494	15.1092	2,619	15.8646	2,750	16.6579	2,887	17.4908	3,032	18.3654	3,183
26	26.6071	Library Page	13.6341	2,363	14.3159	2,481	15.0316	2,605	15.7833	2,736	16.5725	2,873	17.4012	3,016

TEMPORARY

Benefit Group	Grade	Position	Step 1 Hourly	Step 2 Hourly	Step 3 Hourly	Step 4 Hourly	Step 5 Hourly
29	29.9011	Administrative Clerk I	13.8865	14.5789	15.3115	16.0731	16.8808
29	29.9016	Administrative Intern	13.4193	13.9847	14.5501	15.1155	15.6809
29	29.9031	Animal Care Worker	13.2937	13.9584	14.6563	15.3321	16.0134
29	29.9041	Animal Serv Aide	13.2937	13.9584	14.6563	15.3321	16.0134
29	29.9061	Clerical Aide	13.2937	13.9584	14.6563	15.3321	16.0134
29	29.9076	Comm Ctr Svc Aide	13.3572	14.0251	14.7264	15.4627	16.4627
29	29.9086	Community Services Aide	13.0961	13.6759	14.4384	15.1603	15.9183
29	29.9251	Library Page	13.4209	14.0919	14.7965	15.4787	16.1665
29	29.9301	Park Maintenance Aide	14.0251	14.7264	15.4627	16.1757	16.8945
29	29.9321	Police Cadet	13.0961	13.7539	14.4404	15.1615	16.1615
29	29.9361	Range Assistant	13.4193	13.9847	14.5501	15.1155	15.6809
29	29.9366	Recreation Aide	13.4209	14.0919	14.7965	15.4787	16.1665
29	29.9381	Recreation Leader I	13.1633	13.8215	14.5126	15.2382	15.9129
29	29.9386	Recreation Leader II	13.2300	13.8915	14.5861	15.3154	15.9935
29	29.9391	Recreation Program Spec	13.8903	14.5848	15.3140	16.0797	16.7916
29	29.9411	Scorekeeper III	14.6536	15.3863	16.1556	16.9634	17.7144
29	29.9406	Scorekeeper-Adult Basketball	13.2300	13.8915	14.5861	15.3154	15.9935
29	29.9416	Scorekeeper II	13.2300	13.8915	14.5861	15.3154	15.9935
29	29.9421	Scorekeeper I	13.1633	13.8215	14.5126	15.2382	15.9129
29	29.9441	Shop Assistant	13.3558	14.0250	14.6942	15.3634	16.0326
29	29.9506	Sp Official-Youth Basketball	13.1633	13.8215	14.5126	15.2382	15.9129
29	29.9511	Sp Official-Youth Soccer	13.1633	13.8215	14.5126	15.2382	15.9129
29	29.9516	Sports Official I	13.1633	13.8215	14.5126	15.2382	15.9129
29	29.9521	Sp Official-Yth Flg Football	13.1633	13.8215	14.5126	15.2382	15.9129
29	29.9461	Sports Official II	13.9569	14.6547	15.3874	16.1568	16.8721
29	29.9551	Student Intern	13.1633	13.8215	14.5126	15.2382	15.9129
29	29.9556	Student Worker	13.4907	14.1652	14.8735	15.5593	16.2507
29	29.9586	Worksite Supervisor I	13.3558	13.9471	14.5384	15.1297	15.7210
29	29.9591	Worksite Supervisor II	13.8865	14.5010	15.1154	15.7299	16.3443
29	29.9596	Youth Program Assistant	13.6245	14.3057	15.0210	15.7136	16.4118

File #: ID#19-623, **Version:** 1

General Plan Amendment 2017-001 and Rezone 2017-002 located at 295 Sun Way in the P-F (Parks - Flood Plain Overlay) Zoning District

Adopt an Ordinance for Rezone 2017-002. (Second Reading)

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **DECEMBER 3, 2019**

DEPARTMENT: **COMMUNITY DEVELOPMENT DEPARTMENT**

FROM: **MEGAN HUNTER, COMMUNITY DEVELOPMENT DIRECTOR**

THROUGH: **COURTNEY GROSSMAN, PLANNING MANAGER**

BY: **BOBBY LATINO, ASSOCIATE PLANNER**

TITLE: **GENERAL PLAN AMENDMENT 2017-001 (GPA 2017-001) AND REZONE 2017-002 (RZ 2017-002) LOCATED AT 295 SUN WAY IN THE P-F (PARKS – FLOOD PLAIN OVERLAY) ZONING DISTRICT**

RECOMMENDED MOTION:

A motion to adopt the proposed Mitigated Negative Declaration, approve a Resolution for General Plan Amendment 2017-001, and adopt an Ordinance for Rezone 2017-002.

RECOMMENDATION:

Staff recommends that the City Council affirm the findings and adopt the proposed Mitigated Negative Declaration in accordance with the California Environmental Quality Act, approve a Resolution for General Plan Amendment 2017-001, and introduce and adopt an Ordinance for Rezone 2017-002.

EXECUTIVE SUMMARY:

Simas-East Market Street LLC, Applicant and Property Owner, is requesting approval of a General Plan Amendment 2017-001 (GPA 2017-001) to change a 7.67-acre site from Park to General Commercial/Light Industrial and a Rezone 2017-002 (RZ 2017-002) to change a 7.67-acre site from Parks to Industrial - General Commercial. Following the effective date of the General Plan Amendment and Rezone, subsequent development would be subject to the City of Salinas Zoning Code.

BACKGROUND:

The General Plan identifies the site as a Park, but the grounds have been owned by a private corporation, which entered into a lease with the City of Salinas for the use as a Park in 1974 (see attached City Council Resolution No. 8514, 1974 Lease Agreement between City of Salinas and California Rodeo Association). A subsequent lease (see attached Exhibit 3 of Initial Study: City Council Resolution No. 19242) between the City of Salinas and the current property owner, Simas-

East Market Street LLC, was terminated on November 4, 2018 (see attached Exhibit 4 of Initial Study: Termination Letter for Expo Site Lease Agreement, dated January 14, 2019). Per Condition No. 6 of the lease, "upon termination of the lease agreement for any reason, Tenant agrees that it will cooperate in accomplishing a change of zoning of the leased premises to correspond with the zoning designation of other properties in the area in order to provide the Leased Premises the highest market potential possible." This General Plan Amendment and Rezone is in direct response to Condition No. 6 of the Lease; therefore, excluding this property further as a Park.

On September 12, 2019, the Traffic and Transportation Commission voted 5-1, to recommend City Council approve the General Plan Amendment (GPA 2017-001) and Rezone (RZ 2017-002) based on the Rodeo Property Traffic Impact Analysis (see attached Initial Study and Mitigated Negative Declaration).

On November 6, 2019, the Salinas Planning Commission voted 6-0, to recommended that the City Council adopt the proposed Mitigated Negative Declaration, approve General Plan Amendment 2017-001, and adopt Rezone 2017-002 (See attached Planning Commission Resolution 2019-15). Commissioner Meeks noted concerns about a lack of park space. Staff explained that the site is privately owned and that per a lease agreement between the owner and the City of Salinas, the site would be rezoned because the location is not appropriate for a park because it is surrounded by industrial uses, US 101, and PGE power lines.

DISCUSSION:

Analysis:

The proposed Amendment is consistent with Salinas General Plan Policies. Consistent with Community Design Policy CD-2.4, the requirements of the property owner and City to rezone the property in response to conditions of the lease, which encourages development of an industrial property. Consistent with Circulation Policy C-1.2 and C-2.2, the Mitigation Monitoring and Reporting Program and the proposed mitigation measures ensure traffic Level of Service (LOS) D or better for all intersections and roadways (including U.S. Highway 101). The Mitigation Monitoring and Reporting Program and the proposed mitigation measures require future development to contribute to financing of street improvements required to meet the traffic demand generated by the project consistent with Circulation Policy C-1.4. The proposed "General Commercial/Light Industrial" land use designation is not expected to result in negative impacts or conflict with surrounding properties, because future industrial uses will be compatible with neighboring uses located adjacent to the south and west. No existing residential units are located on-site, or near the site.

No specific development plan is included with this application. Future development would be subject to the City of Salinas Zoning Code including, but not limited to use classification, development standards, design standards, and performance standards.

CEQA CONSIDERATION:

The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA). An Initial Study was prepared to evaluate the potential impacts associated with the project. Based upon review of the Initial Study, the proposed project will not have a significant effect on the environment because the mitigation measures outlined in the proposed Mitigation Monitoring Program have been included in the project (see attached Initial Study and Mitigated Negative Declaration). The Initial Study and Mitigated Negative Declaration were routed to responsible agencies and posted at the County Clerk's Office on September 26, 2019; the deadline for comments was October 28, 2019. Action on the environmental document should precede any action on the requested permits. Monterey County Planning Department and Monterey Bay Air Resources District (MBARD) provided "No Comments" on the Mitigated Negative Declaration during the review period.

Correspondence was received from Transportation Agency for Monterey County (TAMC) (see attached). Paraphrased comments from the agencies are shown below:

1. TAMC: Consider adding a bike lane between the right turn lane and through-lane on Natividad at East Laurel Drive.

> Staff Response: The intersection of Natividad Road at East Laurel Drive is in the City's Traffic Improvement Program (Project 61). The project is responsible for payment of traffic impacts fees, which represents the project's fair-share contribution towards this improvement.

2. TAMC: Consider providing median pedestrian refuge for longer crosswalks, especially where a third lane is added.

> Staff Response: Pedestrian refuge islands will be considered where feasible at every location where project impacts require mitigation measure improvements.

STRATEGIC PLAN INITIATIVE:

The proposed General Plan Amendment and Rezone will assist the City Council's goal of Economic Diversity and Prosperity and Well Planned City and Excellent Infrastructure by facilitating an appropriate change of Land Use and Zoning designation to accommodate a privately-owned vacant lot for future development, ultimately creating jobs and business opportunities.

DEPARTMENTAL COORDINATION:

The Current Planning Division of the Community Development Department was the lead project manager for the proposed General Plan Amendment and Rezone. The Traffic and Transportation Division of the Public Works Department was instrumental in the following: review of the Traffic Impact Analysis, review of Mitigation Monitoring Program for the Mitigated Negative Declaration, and facilitation of the Traffic and Transportation Commission recommendation. The

Legal Department was instrumental in the review of the proposed Resolutions and Ordinance and provided support to the Planning Commission.

FISCAL AND SUSTAINABILITY IMPACT:

No significant impacts to the City's General Fund are anticipated with the application.

ATTACHMENTS:

Draft Ordinance for Rezone 2017-002, including the following exhibit:
- Exhibit A: Proposed Rezone 2017-002 Map for 295 Sun Way

Draft Resolution for General Plan Amendment 2017-001, including the following exhibit:
- Exhibit A: Proposed General Plan Amendment 2017-001 Map for 295 Sun Way

Traffic and Transportation Commission Minutes for September 12, 2019
Planning Commission Staff Report dated November 6, 2019 w/o Exhibits
Planning Commission Resolution 2019-015 for Rezone 2017-002 and General Plan Amendment 2017-001, including the following exhibits:
- Exhibit A: Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
- Exhibit B: Proposed General Plan Amendment 2017-001 Map for 295 Sun Way
- Exhibit C: Proposed Rezone 2017-002 Map for 295 Sun Way

Planning Commission Minutes for November 6, 2019
Initial Study for 295 Sun Way, including the following exhibits:
1. Vicinity Map
2. General Plan Amendment and Rezone – Site Plan
3. City Council Resolution No. 19242 (Expo Site Lease Agreement)
4. Termination Letter for Expo Site Lease Agreement, dated January 14, 2019
5. Air Quality Impact Analysis by First Carbon Solutions, dated September 19, 2019
6. Biological Resources Assessment by First Carbon Solutions, dated August 17, 2018
7. Phase 1 Cultural and Paleontological Resources Assessment by First Carbon Solutions, dated August 17, 2018
8. Greenhouse Gas Impact Analysis by First Carbon Solutions, dated August 17, 2018
9. Traffic Impact Analysis by Mott McDonald, dated June 12, 2019
10. Contracted Peer Review by Rincon Consultants Inc. of the Air Quality Impact Analysis, Greenhouse Gas Impact Analysis, Biological Resources Assessment, and Phase 1 Cultural and Paleontological Resources Assessment by First Carbon Solutions, dated October 23, 2018
11. Mitigation Monitoring and Reporting Program
12. Letter from Ohlone/Costanoan-Esselen Nation (OCEN), dated December 17, 2018

City Council Resolution No. 8514, 1974 Lease Agreement between City of Salinas and California Rodeo Association
TAMC Comments on IS/MND, dated October 28, 2019

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

AN ORDINANCE AMENDING THE ZONING MAP BY RECLASSIFYING A 7.67 ACRE LOT LOCATED AT 295 SUN WAY FROM "PARK" TO "INDUSTRIAL-GENERAL COMMERCIAL" (RELATED TO GPA 2017-001)

WHEREAS, on December 3, 2019, the Salinas City Council, at the request of Simas-East Market Street LLC, Applicant/Property Owner, held a duly noticed public hearing to consider Rezone 2017-002 to change the Zoning designation of an approximate 7.67-acre lot from "Park" to "Industrial-General Commercial" located at 295 Sun Way (APN: 003-212-017-000); and

WHEREAS, on September 12, 2019, the Salinas Traffic and Transportation Commission, held a duly noticed public hearing to consider Rezone 2017-002-; and

WHEREAS, at the September 12, 2019 hearing, the Salinas Traffic and Transportation Commission considered the traffic impacts of Rezone 2017-002 and made a recommendation to City Council for approval; and

WHEREAS, on November 6, 2019, the Salinas Planning Commission, held a duly noticed public hearing to consider Rezone 2017-002; and

WHEREAS, on November 6, 2019, the Planning Commission considered a Mitigated Negative Declaration prepared for this project and independently determined that all impacts were adequately addressed in accordance with the California Environmental Quality Act; and

WHEREAS, on November 6, 2019, the Salinas Planning Commission weighed the evidence presented at said public hearing, considered the staff report, determined that positive findings could be made for approval of the project, adopted Resolution No. 2019-15 recommending adoption of the related Mitigated Negative Declaration and approval of Rezone 2017-002; and

WHEREAS, the City Council weighed the evidence presented at the December 3, 2019 public hearing, including the Staff Report which is on file at the City Clerk's Office together with the record of environmental review; and

WHEREAS, at the December 3, 2019 public hearing, the City Council reviewed and considered the information contained in the Initial Study and related environmental documents including the Mitigated Negative Declaration.

NOW, THEREFORE, BE IT RESOLVED by the Salinas City Council that Rezone 2017-002 is hereby approved, and the following finding are hereby adopted as the basis for its determination, and that the foregoing recitations are true and correct, and are included herein by reference as findings:

Rezone 2017-002:

1. **The amendment is consistent with the Salinas general plan, any applicable specific plan, and other plans and policies adopted by the Salinas city council;**

The proposed Amendment is consistent with Salinas General Plan Policies. The location is not suitable for a park because the site is surrounded by industrial uses, US 101, and PGE power lines. Consistent with Community Design Policy CD-2.4, the requirements of the property owner and City to rezone the property in response to conditions of the lease encourages the rehabilitation of an industrial property. The grounds have been owned by a private corporation, which entered into a lease with the City of Salinas for the use as a park in 1974. A subsequent lease between the City of Salinas and the current property owner, Simas-East Market Street LLC, was terminated on November 4, 2018. Per Condition No. 6 of the lease, "upon termination of the lease agreement for any reason, Tenant agrees that it will cooperate in accomplishing a change of zoning of the leased premises to correspond with the zoning designation of other properties in the area in order to provide the Leased Premises the highest market potential possible." This General Plan Amendment and Rezone is in direct response to Condition No. 6 of the Lease. The proposed Rezoning of an approximate 7.67-acre lot from "Parks" to "Industrial-General Commercial" would be consistent with adjacent uses located south and west of the project site and would allow future industrial uses and creation of jobs.

2. **The amendment will not have the effect of reversing the policies of the Salinas general plan, any applicable specific plan, and other plans and policies adopted by the Salinas city council;**

There are no policies within the Salinas General Plan that would be reversed as a result of this amendment. There are no Specific Plans or Precise Plans applicable to the site.

3. **The amendment would not create an isolated district unrelated to adjacent zoning districts;**

The proposed zoning amendment will not create an unrelated zoning district because the rezoning would extend the boundary of the existing and contiguous IGC base zoning district to include the proposed lot located at 295 Sun Way.

4. **The city has the capability to provide public utilities, roads, and services to serve the uses allowed by the proposed amendment.**

Salinas is an urbanized area and public infrastructure is presently in place to serve most uses. The proposed Rezoning would not create the need for additional infrastructure.

NOW, THEREFORE, THE SALINAS CITY COUNCIL HEREBY ORDAINS AS FOLLOWS:

SECTION 1. The City of Salinas's Zoning Map, a copy of which is on file with the City Clerk of the City of Salinas and which copy constitutes the original record, is hereby amended to reflect the following:

That certain real property located in the City of Salinas, County of Monterey, State of California, and shown and designated on that certain map attached hereto as Exhibit 1 and made a part hereof, entitled "Rezone Map – Rezone 2017-002" and which real property, approximately 7.67 acre lot (APN: 003-212-017-000) located at 295 Sun Way and now classified in the Parks (P) Zoning District, is hereby reclassified as shown on the attached "Rezone Map – Rezone 2017-002" into the Industrial-General Commercial (IGC) Zoning District.

SECTION 2. The aforesaid map and all notations, references and other information shown thereon shall be as much a part of this ordinance as if the matters and information shown on said map were fully described herein.

SECTION 3. This ordinance shall take effect and be in force thirty days from and after its adoption.

SECTION 4. The Salinas City Clerk is hereby directed to cause the following summary of the ordinance to be published by one insertion in the *The Californian*, a newspaper of general circulation published and circulated in the City of Salinas and hereby designated for that general purpose by the Salinas City Council:

> "The City of Salinas's Zoning Map has been amended by reclassifying approximately 7.67-acre lot from the Parks (P) Zoning District to the Industrial-General Commercial (IGC) Zoning District on property located at 295 Sun Way. This Ordinance goes into effect 30 days after adoption. For additional detail concerning this amendment, contact Community Development Department, 65 West Alisal Street, Salinas, CA 93901."

This ordinance was introduced and read on December 3, 2019 and passed and adopted on December 17, 2019, by the following vote:

AYES:

NOES:

ABSENT:

_____
Joe Gunter
MAYOR

ATTEST:

_____
Patricia M. Barajas
City Clerk

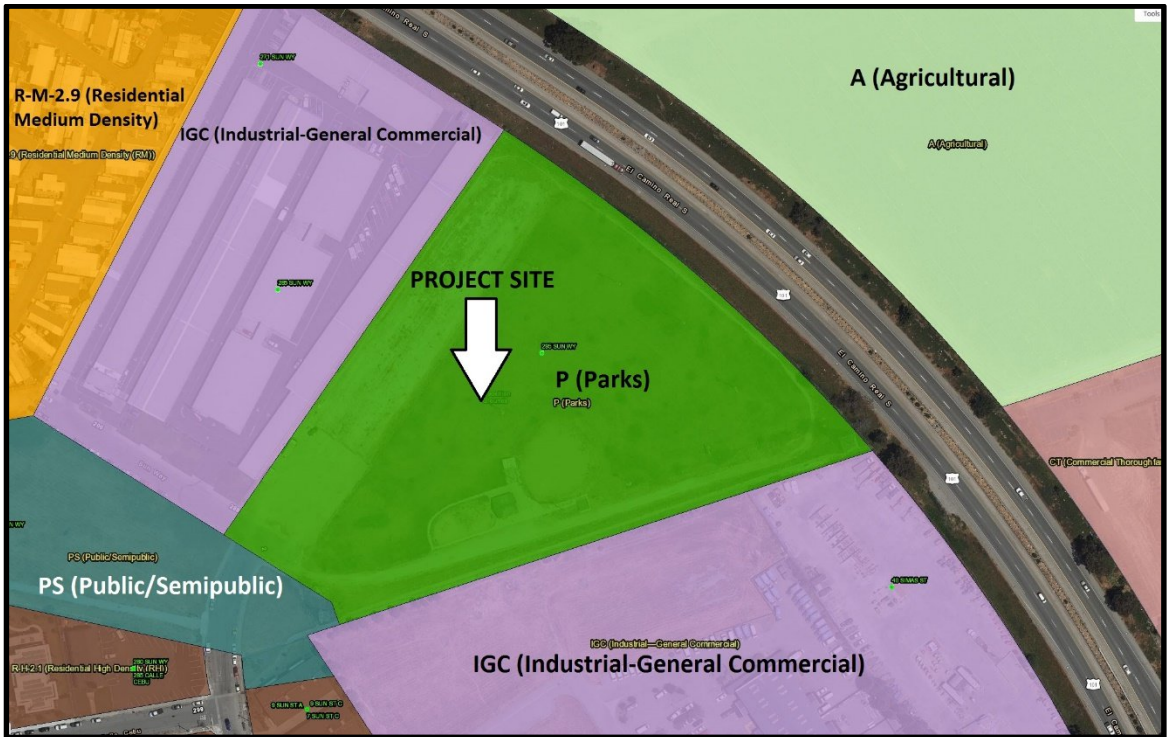
EFFECTIVE DATE: January 16, 2020

Attachment: Exhibit A: Proposed Rezone Map 2017-002 Map for 295 Sun Way

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\295 Sun Way\GPA 2017-001 and RZ 2017-002\RZ 2017-002 CC Ordinance.docx

North

Rezoning Map



REZONE 2017-002

(Related to General Plan Amendment 2017-001)

Project Description: Change a 7.67-acre site from Parks to Industrial - General Commercial.

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\295 Sun Way\GPA 2017-001 and RZ 2017-002\RZ 2017-002 Map Exhibit.docx

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

RESOLUTION APPROVING AN AMENDMENT TO THE SALINAS GENERAL PLAN TO CHANGE THE GENERAL PLAN DESIGNATION OF AN EXISTING 7.67 ACRE-LOT LOCATED AT 295 SUN WAY (RELATED TO RZ 2017-002)

WHEREAS, on December 3, 2019, the Salinas City Council, at the request of the City of Salinas, Applicant/Property Owner, held a duly noticed public hearing to consider General Plan Amendment 2017-001 to change the General Plan designation of an approximate 7.67-acre lot from Park to General Commercial/Light Industrial located at 295 Sun Way (APN: 003-212-017-000); and

WHEREAS, on September 12, 2019, the Salinas Traffic and Transportation Commission, held a duly noticed public hearing to consider General Plan Amendment - GPA 2017-001; and

WHEREAS, at the September 12, 2019 hearing, the Salinas Traffic and Transportation Commission considered the traffic impacts of the General Plan Amendment 2017-001 and made a recommendation to City Council for approval; and

WHEREAS, on November 6, 2019, the Salinas Planning Commission, held a duly noticed public hearing to consider General Plan Amendment 2017-001; and

WHEREAS, the Planning Commission considered a Mitigated Negative Declaration prepared for this project and independently determined that all impacts were adequately addressed in accordance with the California Environmental Quality Act; and

WHEREAS, on November 6, 2019, the Salinas Planning Commission weighed the evidence presented at said public hearing, considered the staff report, determined that positive findings could be made for approval of the project, adopted Resolution No. 2019-15 recommending adoption of the related Mitigated Negative Declaration and approval of General Plan Amendment 2017-001; and

WHEREAS, the City Council weighed the evidence presented at said public hearing, including the Staff Report which is on file at the Community Development Department together with the record of environmental review; and

WHEREAS, the City Council has reviewed and considered the information contained in the Initial Study and related environmental documents including the Mitigated Negative Declaration; and

WHEREAS, by Resolution adopted by the City Council on December 3, 2019, the City Council adopted the Mitigated Negative Declaration prepared for General Plan Amendment 2017-001.

NOW, THEREFORE, BE IT RESOLVED by the Salinas City Council that General Plan Amendment 2017-001 is hereby approved, and the following findings are hereby adopted as the basis for its determination, and that the foregoing recitations are true and correct, and are included herein by reference as findings:

General Plan Amendment 2017-001:

1. ***The proposed general plan amendment is consistent with all other goals, policies, programs, and land uses of applicable elements of the general plan;***

   The proposed Amendment is consistent with Salinas General Plan Policies. The location is not suitable for a park because the site is surrounded by industrial uses, US 101, and PGE power lines. Consistent with Community Design Policy CD-2.4, the requirements of the property owner and City to change the designation of the property in response to conditions of the lease encourages the rehabilitation of an industrial property. The Mitigation Monitoring and Reporting Program and the proposed mitigation measures ensure traffic Level of Service (LOS) D or better for all intersections and roadways (including U.S. Highway 101) consistent with Circulation Policy C-1.2 and C-2.2. Furthermore, the Mitigation Monitoring and Reporting Program and the proposed mitigation measures will require future development to contribute to financing of street improvements required to meet the demand generated by the project consistent with Circulation Policy C-1.4. The proposed "General Commercial/Light Industrial" land use designation is not expected to result in negative impacts or conflict with surrounding properties, because future industrial uses will be compatible with neighboring uses located adjacent to the south and west.

2. ***The proposed general plan amendment promotes the public necessity, convenience, and general welfare.***

   The General Plan Amendment promotes the public necessity, convenience and general welfare because the proposal will create a General Plan and Zoning designation to allow for future development creating jobs and business opportunities.

PASSED AND APPROVED this 3rd day of December 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED

_____
Joe Gunter, Mayor

ATTEST

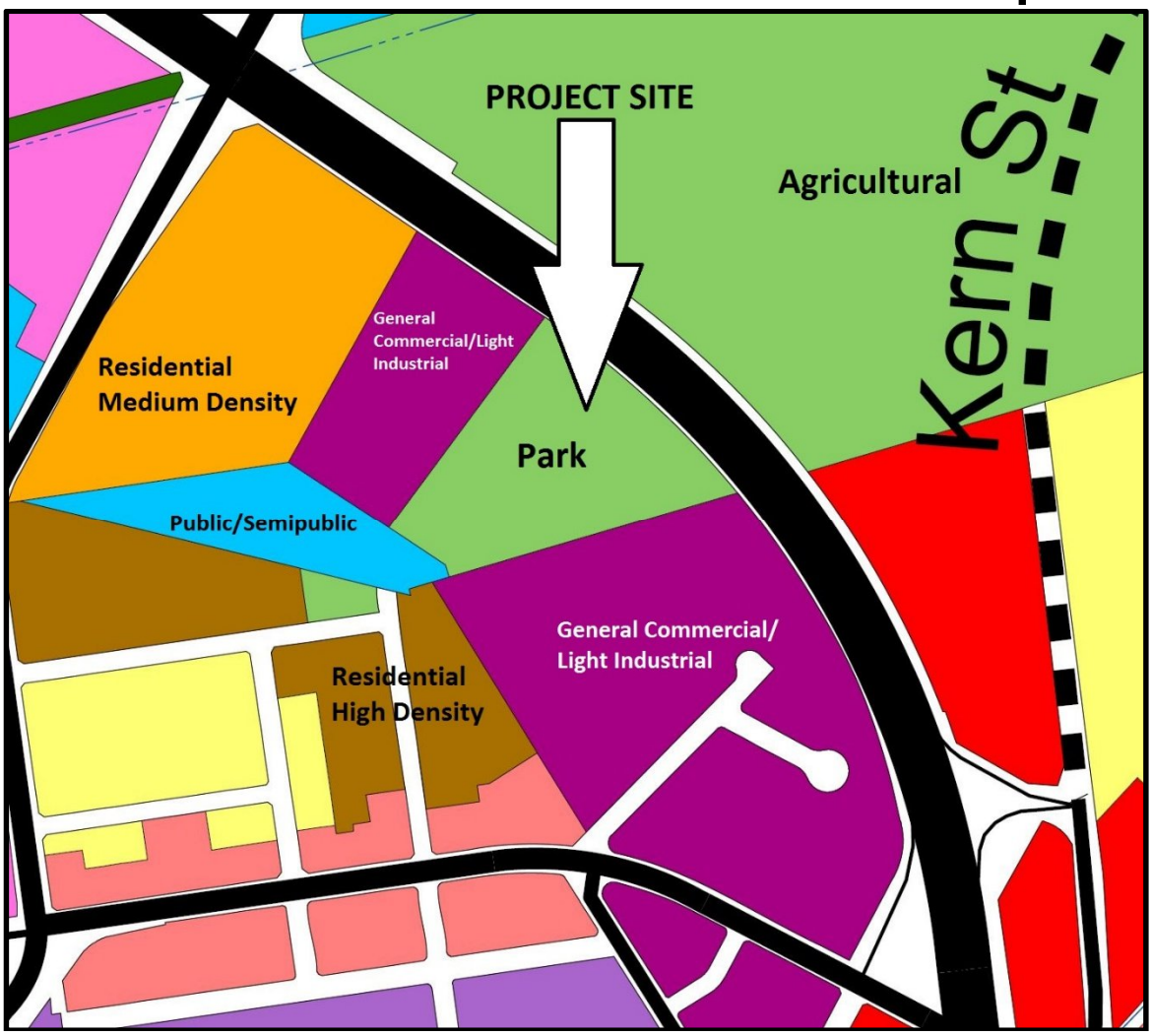
_____
Patricia M. Barajas, City Clerk

Attachment:
Exhibit A: Proposed General Plan Amendment 2017-001 Map for 295 Sun Way

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\295 Sun Way\GPA 2017-001 and RZ 2017-002\GPA 2017-001 CC Ordinance.docx

North

General Plan Amendment Map



GENERAL PLAN AMENDMENT 2017-001

(Related to Rezone 2017-002)

Project Description: Change a 7.67-acre site from Park to General Commercial/Light Industrial

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\295 Sun Way\GPA 2017-001 and RZ 2017-002\GPA 2017-001 Map Exhibit.docx

MEETING MINUTES
SALINAS TRAFFIC AND TRANSPORTATION COMMISSION

The Salinas Traffic and Transportation Commission met on Thursday, September 12, 2019, at 6:00 p.m. in the City Council Rotunda, 200 Lincoln Avenue, Salinas.

1. ROLL CALL: Chairperson Hill called the meeting to order at 6:01 p.m.

PRESENT: Commissioner Brandon Hill
Commissioner John Viarengo
Commissioner Chris Flescher
Commissioner Sophia Rome
Commissioner Elias Nunez
Commissioner Jeff Davis (arrived at 6:24pm)

ABSENT: Commissioner Guadalupe Guzman-Rubio (staff received notification of Commissioner Guzman-Rubio's absence on 9/12/19)

STAFF PRESENT: James Serrano, Transportation Manager
Andrew Easterling, Traffic Engineer
Crissy White, Administrative (Recording) Secretary

2. WRITTEN COMMUNICATIONS (RECEIVED BY STAFF):
Staff received a fax related to Consent Item #19-475, which has been provided to Commissioners.

3. PUBLIC COMMUNICATIONS / COMMENTS FOR ITEMS NOT ON THIS AGENDA: NONE

4. BUSINESS

A. CONSENT AGENDA:

1. ITEM ID# 19-485: Approval of Minutes
Approve minutes of August 8, 2019 Commission meeting

2. ITEM ID# 19-475: "No Parking" Red Zones at the intersection of Archer Street and West Street

COMMISSION ACTION: Recommend City Council adopt a Resolution approving the installation of a total of 55 feet of "No Parking" Red Zones to provide sufficient sight lines

Jesse Hernandez approached the Commission to request Item #19-475 be pulled from the Consent Agenda.

DRAFT

James Serrano presented his report, on file in the Public Works Department.

Mr. Hernandez has lived in this area for several years. The biggest issue they have in this area is keeping up on the removal of abandoned vehicles. Parking congestion is being caused by parking overflow from the nearby apartment complexes. Mr. Hernandez believes installing red zones at this location will only push more vehicles down further into the neighborhood. He believes the red zones are needed more at Park and West Streets, where there are a higher number of accidents.

Commissioner Nunez mentioned a letter received from Kimberly Moore who also opposes the red parking zone installation. Commissioner Nunez asked if permit parking could be considered for this area.

James Serrano provided information regarding parking demands throughout the City. The issue at this intersection is more of a sight line distance safety measure.

Commissioner Flescher asked about collision reports at this intersection compared to other intersections on West Street.

Commissioner Rome asked if there were any other communications received from residents opposing the red zones; and if nearby Hartnell College could have an affect on the parking problem. James Serrano provided information.

Commissioner Hill discussed parking demands in this residential area and the use of garages.

Commissioner Nunez mentioned we have had a similar issue before the Commission in the past, where the Commission had to weigh a safety issue against parking demands.

COMMISSIONER ROME MADE A MOTION TO APPROVE CONSENT AGENDA ITEM #19-475 , COMMISSIONER NUNEZ SECONDED THE MOTION, COMMISSIONER VIARENGO ABSTAINED, COMMISSIONERS FLESCHER AND HILL WERE IN FAVOR, MOTION CARRIED.

**(Commissioner Jeff Davis arrived after the motion was taken for Item #19-475)*

3. ITEM ID# 19-480: Little River Drive and Manchester Drive Neighborhood Traffic Calming After Study

COMMISSION ACTION: Receive informational report on the Neighborhood Traffic Calming After Study for Little River Drive and Manchester Drive

COMMISSIONER VIARENGO MADE A MOTION TO APPROVE CONSENT AGENDA ITEM #19-485 and #19-480, COMMISSIONER NUNEZ SECONDED THE MOTION, ALL IN FAVOR, NONE OPPOSED, MOTION CARRIED.

B. CONSIDERATION AGENDA:

1. ITEM ID# 19-489: General Plan Amendment and Rezone: Rodeo Property Traffic Impact Analysis

COMMISSION ACTION: Consider recommending approval of a General Plan Amendment and Rezone change at Sun Street, adjacent to US Highway 101, based on the Rodeo Property Traffic Impact Analysis

Andrew Easterling presented his report, on file in the Public Works Department.

Commissioner Nunez asked if this development is finalized. He commented he doesn't think this area can accommodate any additional traffic.

Commissioner Davis asked about the total daily trips that would be added and mitigation that would be required.

Commissioner Hill asked about the residential traffic already in the area; the history of how this location was transferred from City property to a private development; and if there is an idea of what types of businesses would be developed in the area. Andrew Easterling and James Serrano provided information.

COMMISSIONER DAVIS MADE A MOTION TO APPROVE THE CONSIDERATION AGENDA, COMMISSIONER VIARENGO SECONDED THE MOTION, COMMISSIONER NUNEZ VOTED NO, COMMISSIONERS HILL, FLESCHER, AND ROME WERE IN FAVOR, MOTION CARRIED.

5. COMMISSIONER COMMENTS / REPORTS:

A. Commissioner Flescher asked about construction happening on Sherwood Drive, James Serrano advised he will look into work being done by PG & E.

Commissioner Flescher reported two locations that seem to be having traffic signal issues: at Davis and Rossi the signal stays green for Rossi quite a long time at night when drivers are trying to go north on Davis; on Boronda and Dartmouth the signal stays green for Dartmouth for an excessive time while cars are waiting at Boronda.

DRAFT

B. Commissioner Viarengo reported there is a traffic signal on Homestead and Alisal, headed towards Blanco, blocked by a tree branch.

C. Commissioner Davis apologized for being late to tonight's meeting.

6. ATTENDANCE AT NEXT MEETING / ADJOURNMENT: October 10, 2019

All Commissioners present plan to attend.
The meeting was adjourned at 6:52 p.m.

APPROVED:

_____
Commissioner Brandon Hill, Chairperson

ATTEST:

_____
Crissy White, Administrative Secretary

/CW

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DRAFT

SALINAS PLANNING COMMISSION

Staff Report

Planning Manager Approval	Agenda Item

City of Salinas
Community Development Department
65 West Alisal Street
Salinas, CA 93901
(831) 758-7206
(831) 758-7215 *fax*

Director:
Megan Hunter

Planning Manager:
Courtney Grossman

Planning Commission:

Brad Griffin, Chair
John Meeks, Vice-Chair
George Anzo
Joel Hernandez Laguna
Matt Nohr
Matthew Ottone
Marcelino Rocamora Jr.

DATE: November 6, 2019

TO: Planning Commission

FROM: Courtney Grossman, Planning Manager

BY: Bobby Latino, Associate Planner

SUBJECT: GENERAL PLAN AMENDMENT 2017-001 (GPA 2017-001) AND REZONE 2017-002 (RZ 2017-002) LOCATED AT 295 SUN WAY IN THE P-F (PARKS – FLOOD PLAIN OVERLAY) ZONING DISTRICT

RECOMMENDATION

Staff recommends that the Planning Commission affirm the findings and approve the attached Resolution recommending that the City Council adopt the proposed Mitigated Negative Declaration, approve General Plan Amendment 2017-001, and adopt Rezone 2017-002.

BACKGROUND

Simas-East Market Street LLC is requesting approval of a General Plan Amendment 2017-001 (GPA 2017-001) to change a 7.67-acre site from Park to General Commercial/Light Industrial and a Rezone 2017-002 (RZ 2017-002) to change a 7.67-acre site from Parks to Industrial - General Commercial. Following the effective date of the General Plan Amendment and Rezone, subsequent development would be subject to the City of Salinas Zoning Code.

Although the General Plan identifies the site as a Park, the grounds have been owned by a private corporation, which entered into a lease with the City of Salinas for the use as a Park in 1974 (see attached City Council Resolution No. 8514, 1974 Lease Agreement between City of Salinas and California Rodeo Association). A subsequent lease (see attached Exhibit 3 of Initial Study: City

Council Resolution No. 19242) between the City of Salinas and the current property owner, Simas-East Market Street LLC, was terminated on November 4, 2018 (see attached Exhibit 4 of Initial Study: Termination Letter for Expo Site Lease Agreement, dated January 14, 2019). Per Condition No. 6 of the lease, "upon termination of the lease agreement for any reason, Tenant agrees that it will cooperate in accomplishing a change of zoning of the leased premises to correspond with the zoning designation of other properties in the area in order to provide the Leased Premises the highest market potential possible." This General Plan Amendment and Rezone is in direct response to Condition No. 6 of the Lease; therefore, excluding this property further as a Park.

The property is located in the P (Parks) base Zoning District and F (Flood Plain Overlay) overlay Zoning District. The following provides an overview of the land uses and zoning districts adjacent to the project site:

North: U.S. 101
South: Industrial Complex / IGC-F (Industrial-General Commercial – Flood Plan Overlay)
East: U.S. 101
West: Warehousing and Storage, Limited / IGC-F (Industrial-General Commercial – Flood Plan Overlay)

Traffic and Transportation Commission Review

On September 12, 2019, the Traffic and Transportation Commission voted 5-1, to recommend City Council approve the General Plan Amendment (GPA 2017-001) and Rezone (RZ 2017-002) based on the Rodeo Property Traffic Impact Analysis (see attached Initial Study and Mitigated Negative Declaration).

ANALYSIS

General Plan Amendment and Rezone

The proposed Amendment is consistent with Salinas General Plan Policies. Consistent with Community Design Policy CD-2.4, the requirements of the property owner and City to rezone the property in response to conditions of their lease encourages the rehabilitation of an industrial property. Consistent with Circulation Policy C-1.2 and C-2.2, the Mitigation Monitoring and Reporting Program and the proposed mitigation measures ensure traffic Level of Service (LOS) D or better for all intersections and roadways (including U.S. Highway 101). The Mitigation Monitoring and Reporting Program and the proposed mitigation measures require future development to contribute to financing of street improvements required to meet the demand generated by the project consistent with Circulation Policy C-1.4. The proposed "General Commercial/Light Industrial" land use designation is not expected to result in negative impacts or conflict with surrounding properties, because future industrial uses will be compatible with neighboring uses

located adjacent to the south and west. No existing residential units are located on-site, or near the site.

No specific development plan is included with this application. Future development would be subject to the City of Salinas Zoning Code including, but not limited to use classification, development standards, design standards, and performance standards.

ENVIRONMENTAL REVIEW

The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA). An Initial Study was prepared to evaluate the potential impacts associated with the project. Based upon review of the Initial Study, the proposed project will not have a significant effect on the environment because the mitigation measures outlined in the proposed Mitigation Monitoring Program have been included in the project (see attached Initial Study and Mitigated Negative Declaration). The Initial Study and Mitigated Negative Declaration were routed to responsible agencies and posted at the County Clerk's Office on September 26, 2019; the deadline for comments was October 28, 2019. Action on the environmental document should precede any action on the requested permits. Monterey County Planning Department and Monterey Bay Air Resources District (MBARD) provided "No Comments" on the Mitigated Negative Declaration during the review period.

Correspondence was received from Transportation Agency for Monterey County (TAMC) (see attached). Paraphrased comments from the agencies are shown below:

1. TAMC: Consider adding a bike lane between the right turn lane an through-lane on Natividad at East Laurel Drive.

    Staff Response: The intersection of Natividad Road at East Laurel Drive is in the City's Traffic Improvement Program (Project 61). The project is responsible for payment of traffic impacts fees, which represents the project's fair-share contribution towards this improvement.

2. TAMC: Consider providing median pedestrian refuge for longer crosswalks, especially where a third lane is added.

    Staff Response: Pedestrian refuge islands will be considered where feasible at every location where project impacts require mitigation measure improvements.

FINDINGS

Mitigated Negative Declaration:

Prior to taking action on the requested General Plan Amendment and Rezone, the

Planning Commission will need to confirm that the proposed environmental document is adequate for the proposed project by establishing the findings set forth in the attached Planning Commission Resolution.

General Plan Amendment/Rezone:

The Planning Commission may recommend approval of a General Plan Amendment and Rezone if all of the findings set forth in the attached Planning Commission Resolution are established. Per Zoning Code Section 37-60.920(d)(2), an affirmative vote of a majority (no less than four (4) votes) of the Planning Commission is required for the Commission to make a recommendation of the General Plan Amendment to the City Council.

TIME CONSIDERATION

The proposed project includes requests for a General Plan Amendment and a Rezone, which are both legislative acts and are not subject to the Permit Streamlining Act (PSA).

ALTERNATIVES AVAILABLE TO THE COMMISSION

The Planning Commission has the following alternatives:

1. Affirm the findings set forth in the attached Resolution, recommending that the City Council adopt the Mitigated Negative Declaration and approve General Plan Amendment 2017-001 and Rezone 2017-002 with modifications; or

2. Find that the proposal applications are not appropriate and establish findings at the public hearing recommending that the City Council deny General Plan Amendment 2017-001 and Rezone 2017-002.

CONCLUSION

The proposed General Plan Amendment and Rezone will be consistent with General Plan and Zoning Code policies. Approval will provide additional industrial opportunities in Salinas with no negative impacts to surrounding properties. The Initial Study and Mitigated Negative Declaration did not identify significant environmental impacts.

COURTNEY GROSSMAN
Planning Manager

BY: _____
Bobby Latino
Associate Planner

Attachments:

Proposed Planning Commission Resolution, including the following exhibits:

- Exhibit A: Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
- Exhibit B: Proposed General Plan Amendment 2017-001 Map for 295 Sun Way
- Exhibit C: Proposed Rezone 2017-002 Map for 295 Sun Way

Draft City Council Ordinance for Rezone 2017-002, including the following exhibit:

- Exhibit A: Proposed Rezone 2017-002 Map for 295 Sun Way

Initial Study for 295 Sun Way, including the following exhibits:

1. Vicinity Map
2. General Plan Amendment and Rezone – Site Plan
3. City Council Resolution No. 19242 (Expo Site Lease Agreement)
4. Termination Letter for Expo Site Lease Agreement, dated January 14, 2019
5. Air Quality Impact Analysis by First Carbon Solutions, dated September 19, 2019
6. Biological Resources Assessment by First Carbon Solutions, dated August 17, 2018
7. Phase 1 Cultural and Paleontological Resources Assessment by First Carbon Solutions, dated August 17, 2018
8. Greenhouse Gas Impact Analysis by First Carbon Solutions, dated August 17, 2018
9. Traffic Impact Analysis by Mott McDonald, dated June 12, 2019
10. Contracted Peer Review by Rincon Consultants Inc. of the Air Quality Impact Analysis, Greenhouse Gas Impact Analysis, Biological Resources Assessment, and Phase 1 Cultural and Paleontological Resources Assessment by First Carbon Solutions, dated October 23, 2018
11. Mitigation Monitoring and Reporting Program
12. Letter from Ohlone/Costanoan-Esselen Nation (OCEN), dated December 17, 2018

City Council Resolution No. 8514, 1974 Lease Agreement between City of Salinas and California Rodeo Association

TAMC Comments on IS/MND, dated October 28, 2019

SALINAS PLANNING COMMISSION
RESOLUTION NO. 2019-15

Resolution Recommending to the Salinas City Council Approval of an Amendment to the Salinas General Plan to Change the General Plan Land Use Designation and the Zoning District Boundaries Located at 295 Sun Way
(GPA 2017-001 and RZ 2017-002)

WHEREAS, on November 6, 2019, the Salinas Planning Commission, at the request of the Applicant/Property Owner, Simas-East Market Street LLC, held a duly noticed public hearing to consider General Plan Amendment 2017-001 (GPA 2017-001) to change a 7.67-acre site from Park to General Commercial/Light Industrial and a Rezone 2017-002 (RZ 2017-002) to change a 7.67-acre site from Parks to Industrial - General Commercial located at 295 Sun Way (Assessor's Parcel Number 003-212-017-000); and

WHEREAS, the Planning Commission weighed the evidence presented at said public hearing, including the Staff Report which is on file at the Community Development Department together with the record of environmental review; and

WHEREAS, the Planning Commission has reviewed and considered the information contained in the Initial Study and related environmental documents including the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

NOW, THEREFORE, BE IT RESOLVED by the Salinas Planning Commission that it recommends that the City Council adopt the proposed Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and approve General Plan Amendment 2017-001 and Rezone 2017-002 and adopts the following findings as the basis for its determination, and that the foregoing recitations are true and correct, and are included herein by reference as findings:

For the Mitigated Negative Declaration:

The Planning Commission hereby finds that a Mitigated Negative Declaration (MND) has been prepared with respect to the project in compliance with the California Environmental Quality Act (CEQA) of 1970, as amended, and the guidelines promulgated thereunder. Further, this Commission has independently reviewed and considered the information contained in the Initial Study and related environmental documents, together with the comments received during the public review process. On the basis of the whole record before it, ***the Commission finds that, with the conditions of approval and the proposed mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment and that the MND reflects the Commission's independent judgment and analysis.*** *On this basis, the Commission adopts the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.*

The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA). An Initial Study was prepared to evaluate the potential impacts associated with the project. Based upon review of the Initial Study, the proposed project will not have a significant effect on the environment because the mitigation

measures outlined in the proposed Mitigation Monitoring Program have been included in the project (see attached Initial Study and Mitigated Negative Declaration). The Initial Study and Mitigated Negative Declaration were routed to responsible agencies (including State Clearinghouse) and posted at the County Clerk's Office on September 26, 2019; the deadline for comments was October 28, 2019. Monterey County Planning Department and Monterey Bay Air Resources District (MBARD) provided "No Comments" on the Mitigated Negative Declaration during the review period.

Correspondence was received from Transportation Agency for Monterey County (TAMC). Paraphrased comments from the agencies are shown below:

1. TAMC: Consider adding a bike lane between the right turn lane an through-lane on Natividad at East Laurel Drive.

Staff Response: The intersection of Natividad Road at East Laurel Drive is in the City's Traffic Improvement Program (Project 61). The project is responsible for payment of traffic impacts fees, which represents the project's fair-share contribution towards this improvement.

2. TAMC: Consider providing median pedestrian refuge for longer crosswalks, especially where a third lane is added.

Staff Response: Pedestrian refuge islands will be considered where feasible at every location where project impacts require mitigation measure improvements.

For the General Plan Amendment:

1. ***The proposed general plan amendment is consistent with all other goals, policies, programs, and land uses of applicable elements of the general plan;***

The proposed Amendment is consistent with Salinas General Plan Policies. Consistent with Community Design Policy CD-2.4, the requirements of the property owner and City to rezone the property in response to conditions of their lease encourages the rehabilitation of an industrial property. The Mitigation Monitoring and Reporting Program and the proposed mitigation measures ensure traffic Level of Service (LOS) D or better for all intersections and roadways (including U.S. Highway 101) consistent with Circulation Policy C-1.2 and C-2.2. Furthermore, the Mitigation Monitoring and Reporting Program and the proposed mitigation measures will require future development to contribute to financing of street improvements

required to meet the demand generated by the project consistent with Circulation Policy C-1.4. The proposed "General Commercial/Light Industrial" land use designation is not expected to result in negative impacts or conflict with surrounding properties, because future industrial uses will be compatible with neighboring uses located adjacent to the south and west.

2. ***The proposed general plan amendment promotes the public necessity, convenience, and general welfare.***

   The General Plan Amendment promotes the public necessity, convenience and general welfare because the proposal will create a General Plan and Zoning designation to allow for future development creating jobs and business opportunities.

For the Rezone:

1. ***The amendment is consistent with the Salinas general plan, any applicable specific plan, and other plans and policies adopted by the Salinas city council;***

   The proposed Amendment is consistent with Salinas General Plan Policies. Consistent with Community Design Policy CD-2.4, the requirements of the property owner and City to rezone the property in response to conditions of their lease encourages the rehabilitation of an industrial property. The proposed Rezoning of an approximate 7.67-acre lot from "Parks" to "Industrial-General Commercial" would be consistent with adjacent uses located south and west of the project site and would allow future industrial uses and creation of jobs.

2. ***The amendment will not have the effect of reversing the policies of the Salinas general plan, any applicable specific plan, and other plans and policies adopted by the Salinas city council;***

   There are no policies within the Salinas General Plan that would be reversed as a result of this amendment. There are no Specific Plans or Precise Plans applicable to the site.

3. ***The amendment would not create an isolated district unrelated to adjacent zoning districts;***

   The proposed zoning amendment will not create an unrelated zoning district because the rezoning would extend the boundary of the existing and contiguous IGC base zoning district to include the proposed lot located at 295 Sun Way.

4. ***The city has the capability to provide public utilities, roads, and services to serve the uses allowed by the proposed amendment.***

   Salinas is an urbanized area and public infrastructure is presently in place to serve most uses. The proposed Rezoning would not create the need for additional infrastructure.

PASSED AND ADOPTED this 6th day of November 2019, by the following vote:

AYES: Chairperson Griffin, Vice Chairperson Meeks, Commissioners Anzo, Hernandez, Nohr, and Rocamora

NOES: None

ABSTAIN: Commissioner Ottone

ABSENT: None

THIS IS TO CERTIFY that the foregoing is a full, true, and correct copy of a Resolution of the Planning Commission of the City of Salinas, that said Resolution was passed and adopted by the affirmative and majority vote of said Planning Commission at a meeting held on November 6, 2019, and that said Resolution has not been modified, amended, or rescinded, and is now in full force and effect.

SALINAS PLANNING COMMISSION

Date: 11/15/19

Courtney Grossman
Secretary

Attach:

Exhibit A: Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
Exhibit B: Proposed General Plan Amendment 2017-001 Map for 295 Sun Way
Exhibit C: Proposed Rezone 2017-002 Map for 295 Sun Way

CITY OF SALINAS
Community Development Department
65 West Alisal Street, Salinas, CA 93901

(MITIGATED) NEGATIVE DECLARATION

The project described below has been reviewed in accordance with the California Environmental Quality Act (CEQA) and has been determined to have a less than significant impact upon the environment.

Project's Common Name: General Plan Amendment 2017-001 (GPA 2017-001) and Rezone 2017-002 (RZ 2017-002).

File Nos.: GPA 2017-001; RZ 2017-002

Project Applicant: Simas -East Market LLC

Project Location: 295 Sun Way in the P-F (Park – Flood Plain Overlay) Zoning District (APN 003-212-017-000)

Determination: The attached Initial Study has been prepared for the above project in accordance with the California Environmental Quality Act and procedures established in the *CEQA Guidelines* adopted by the City of Salinas. On the basis of the Initial Study, the City of Salinas makes the following determination:

☐ The above project will not have a significant effect on the environment, and a NEGATIVE DECLARATION is hereby approved.

☒ The above project could have a significant effect on the environment, but WILL NOT have a significant effect in this case because the attached mitigation measures have been made by or agreed to by the applicant which will avoid the effects or mitigate the effects to a point where clearly no significant effects will occur. Furthermore, there is no substantial evidence before the City of Salinas that the proposed project, as revised, may have a significant effect on the environment. A (MITIGATED) NEGATIVE DECLARATION is hereby approved.

Mitigation measures, if any, included in the project to avoid potentially significant effects:

(See attached Mitigation Monitoring Program)

Further information about this project and about its probable environmental impact will be on file in the Community Development Department, 65 West Alisal Street, Salinas, CA 93901.

COURTNEY GROSSMAN
Planning Manager

By: _____
Bobby Latino
Associate Planner

Date: 9/25/19

Attach: Mitigation Monitoring and Reporting Program
\\SalSvr44\DeptPvt\ComDev\robertl\Documents\295 Sun Way\ER 2017-002\IS & MND\295 Sun Way Mitigated Negative Declaration.docx

GENERAL PLAN AMENDMENT 2017-001 (GPA 2017-001) FROM PARK TO GENERAL COMMERCIAL/LIGHT INDUSTRIAL AND REZONE 2017-002 (RZ 2017-002) FROM PARK TO INDUSTRIAL - GENERAL COMMERCIAL
MITIGATION MONITORING AND REPORTING PROGRAM
295 SUN WAY

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
CU-1	In the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Public Resources Code Section 21083.2	To ensure compliance with Public Resources Code Section 21083.2.	Applicant, or Successor in Interest.	Community Development Department, Current Planning	During grading/ construction activities
TRANS-1	Add a third northbound lane and third southbound lane to Natividad Road through the Natividad Road / East Laurel Drive intersection. Intersection operations would improve during the AM and PM peak hours. To ensure that the intersection at Natividad Road / East Laurel Drive will operate at acceptable level of service, the Applicant shall pay the City of Salinas Traffic Impact Fees, which would represent the project's fair-share contribution of this improvement that is included in the City of Salinas TFO (Project 61).	To minimize transportation impacts.	Applicant, or Successor in Interest.	Public Works Department	Prior to issuance of a building permit.

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
TRANS-2	Convert the signal phasing on the east and west intersection of Sherwood Drive – Natividad Road / East Bernal Drive-La Posada Way approaches from concurrent phasing to split phasing. Intersection operations would improve during the AM and PM peak hour to LOS D. To ensure that the intersection of Sherwood Drive – Natividad Road / East Bernal Drive-La Posada Way will operate at acceptable levels of service, the applicant shall either: (1) Prior to the City's issuance of the first grading permit for a specific development project at project site, pay a traffic impact fee provided the City has updated its Traffic Improvement Program and Traffic Fee Ordinance to include the signal modifications at this intersection as one of the improvements that is funded by the TFO, or	To minimize transportation impacts.	Applicant, or Successor in Interest.	Public Works Department	Prior to issuance of the first grading permit for a specific development project at project site.
	(2) if the signal modifications at this intersection have not been included in the TFO, the applicant shall be responsible for either:				

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	(a) Funding the improvements and obtaining the requisite encroachment or other permits for modifying the signal phasing and ensuring that the signal modification is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or				Prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site
	(b) Concurrent with the issuance of the first grading permit for a specific development project at project site, depositing funds with the City in order for the City to obtain the requisite permits and modifying the signal phasing ensuring that the signal modification is operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.				Prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
TRANS-3	Add a third northbound lane and third southbound lane on North Main Street through the North Main Street / Rossi Street intersection. Intersection operations would improve during the PM peak hour to LOS C. To ensure that the intersection at North Main Street / Rossi Street will operate at acceptable level of service, the Applicant shall pay the City of Salinas Traffic Impact Fees, which would represent the project's fair-share contribution of this improvement that is included in the City of Salinas TFO (Project 31).	To minimize transportation impacts.	Applicant, or Successor in Interest.	Public Works Department	Prior to issuance of a building permit.
TRANS-4	Signalize the intersection of Sun Street and East Market Street. The intersection would operate at LOS A during the AM and PM peak hours with signalization. To ensure that the intersection of Sun Street and East Market Street will operate at acceptable levels of service, the applicant shall be responsible for either:	To minimize transportation impacts.	Applicant, or Successor in Interest.	Public Works Department	
	(a) Funding the improvements and obtaining the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or				Prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	(b) Concurrent with the issuance of the first grading permit for a specific development project at project site, depositing funds with the City in order for the City to obtaining the requisite permits for, and installation of, a traffic signal that will be operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.				Prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.
TRANS-5	Signalize the intersection. Intersection operations would improve during the AM and PM peak hours to LOS B. To ensure that the intersection of U.S. 101 Southbound Offramp – Merced Street/East Market Street will operate at acceptable levels of service, the applicant shall either: (1) Prior to the City's issuance of the first grading permit for a specific development project at project site, pay a traffic impact fee provided the City has updated its Traffic Improvement Program and Traffic Fee Ordinance to include a traffic signal at this intersection as one of the improvements that is funded by the TFO, or	To minimize transportation impacts.	Applicant, or Successor in Interest.	Public Works Department	Prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.
	(2) if the traffic signal at this intersection has not been included in the TFO, the applicant shall be responsible for either:				

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	(a) Funding the improvements and obtaining the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or				Prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.
	(b) Concurrent with the issuance of the first grading permit for a specific development project at project site, depositing funds with the City in order for the City to obtain the requisite permits and install the traffic signal ensuring that the signal is operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.				Prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.
TCR-1	In the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Public Resources Code Section 21083.2.	To ensure compliance with Public Resources Code Section 21083.2	Applicant, or Successor in Interest	Community Development Department, Current Planning	During grading/ construction activities

North General Plan Amendment Map

GENERAL PLAN AMENDMENT 2017-001

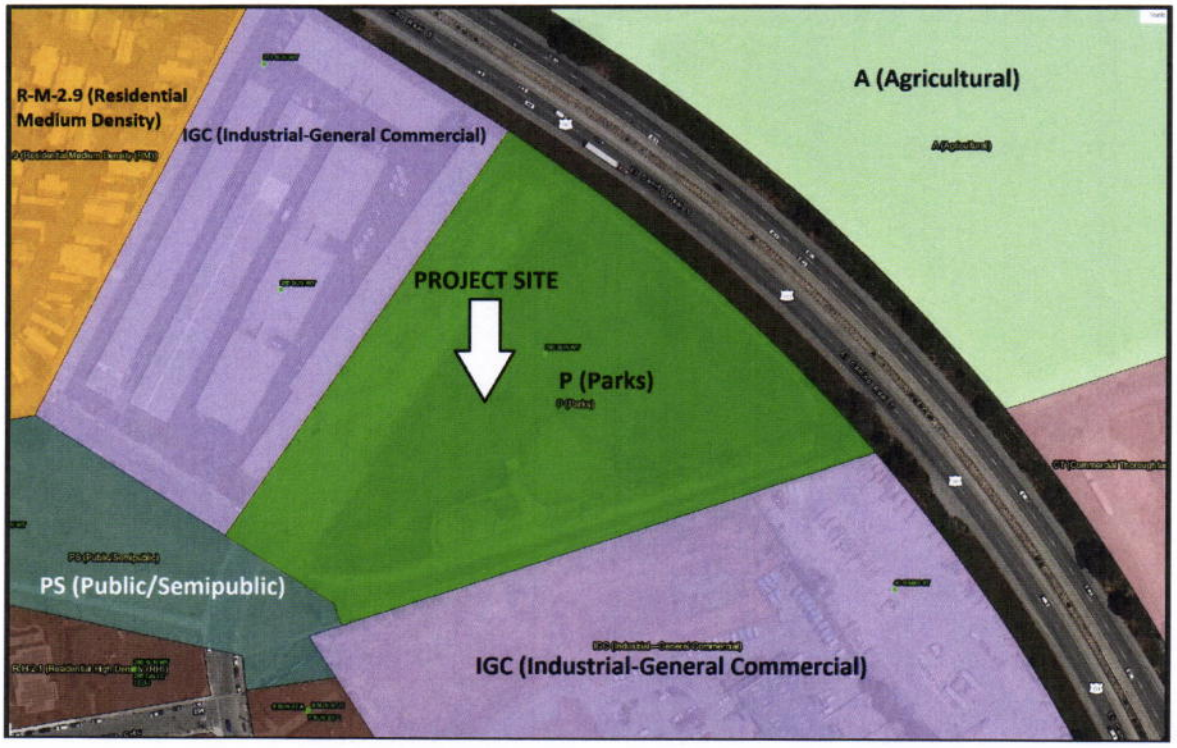
(Related to Rezone 2017-002)

Project Description: Change a 7.67-acre site from Park to General Commercial/Light Industrial

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\295 Sun Way\GPA 2017-001 and RZ 2017-002\GPA 2017-001 Map Exhibit.docx

North

Rezoning Map



REZONE 2017-002

(Related to General Plan Amendment 2017-001)

Project Description: Change a 7.67-acre site from Parks to Industrial - General Commercial.

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\295 Sun Way\GPA 2017-001 and RZ 2017-002\RZ 2017-002 Map Exhibit.docx

UNOFFICIAL MINUTES
OF THE
SALINAS PLANNING COMMISSION

November 6, 2019

The meeting was called to order at 3:30 p.m. in the City Council Chamber Rotunda.

PLEDGE OF ALLEGIENCE

ROLL CALL

WELCOME AND STAFF INTRODUCTIONS

PRESENT: Chairperson Griffin, Commissioners, Anzo, Hernandez, Meeks, Nohr, Ottone (Arrived at 3:55 p.m.), and Rocamora.

ABSENT: None

STAFF: Community Development Director, Megan Hunter; City Attorney, Chris A. Callihan; Planning Manager, Courtney Grossman; Senior Planner, Jill Miller; Associate Planner, Bobby Latino; and Administrative Aide, Maira Flores

COMMENTS FROM THE PUBLIC FOR ITEMS NOT ON THE AGENDA

Chairperson Griffin opened for public comment at 3:32 p.m.

No public comment received.

Chairperson Griffin closed for public comment at 3:32 p.m.

APPROVAL OF THE MINUTES: October 16, 2019

Upon motion by Commissioner Meeks, second by Commissioner Anzo, the minutes of October 16, 2019 were approved. The motion carried by the following vote:

AYES: Chairperson Griffin, Commissioners, Anzo, Meeks, and Nohr.

NOES: None

ABSTAIN: Commissioner Hernandez and Rocamora

ABSENT: Commissioner Ottone (Arrived at 3:55 p.m.)

CONSIDERATIONS

None

PUBLIC HEARINGS

Bobby Latino, Associate Planner, presented a PowerPoint Presentation regarding Variance 2019-001; a request to vary fence height at 1072 Industrial Street. This presentation is on file at the Community Development Department.

Commissioner Meeks inquired if there would be any major changes to the building structure to ensure compliance with commercial cannabis regulations. Bobby Latino indicated that compliance with regulations and building code would be secured through the Commercial Cannabis Business Permit process.

Commissioner Nohr requested clarification on the protest letter received for the project as it referenced concerns with the homeless population on the railroad right of way as opposed to the use of the site. Bobby Latino clarified that the use was previously established through a Site Plan Review and that the Variance was strictly to vary the fence height.

Chairperson Griffin opened for public comment at 3:39 p.m.

No public comment received.

Chairperson Griffin closed for public comment at 3:40 p.m.

Commissioner Meeks provided comments on the homeless camp referenced in the protest letter.

Commissioner Meeks motioned to adopt the resolution approving Variance 2019-001; A request to vary fence height at 1072 Industrial Street. Commissioner Nohr seconded this motion. The motion carried by the following vote:

AYES:	Chairperson Griffin, Commissioners Anzo, Hernandez, Meeks, Nohr, and Rocamora
NOES:	None
ABSTAIN:	None
ABSENT:	Commissioner Ottone (Arrived at 3:55 p.m.)

Bobby Latino, Associate Planner, presented a PowerPoint Presentation regarding General Plan Amendment 2017-001; a request to change a 7.67-acre site from Park to General Commercial/Light Industrial and Rezone 2017-002; a request to change a 7.67-acre site from

Parks to Industrial – General Commercial located at 295 Sun Way. This presentation is on file at the Community Development Department.

Commissioner Hernandez indicated that residents of Rancho Salinas Mobile Home Park are concerned with the rezone as they viewed this location as a recreational resource. Megan Hunter, Community Development Director, informed commissioners that the City determined not to continue to lease this privately-owned property for recreational use. Instead, the City's Master Park Plan will focus on maintenance and making capital improvements to existing parks; hence, the rezone for 295 Sun Way.

Commissioner Rocamora inquired if there was any information on the proposed use for the rezoned area since there's currently a need for housing. Ms. Hunter responded that due to the location of the site's proximity to the freeway and most of the surrounding areas being zoned as Industrial – General Commercial, this site would not be ideal for housing. Ms. Hunter also informed that as part of the Chinatown's Revitalization Plan, the City will continue to expand areas and identify opportunity sites for housing.

Robert Atkinson, Syufy Enterprises - Applicant, made a statement regarding the current use of the property and spoke in support of the project.

Chairperson Griffin opened for public comment at 3:54 p.m.

No public comment received.

Chairperson Griffin closed for public comment at 3:54 p.m.

Commissioner Hernandez motioned to approve the resolution recommending that City Council adopt the proposed Mitigated Negative Declaration, approved General Plan Amendment 2017-001, and introduce then adopt Rezone 2017-002. Commissioner Anzo seconded this motion. The motion carried by the following vote:

AYES:	Chairperson Griffin, Commissioners Anzo, Hernandez, Meeks, Nohr, and Rocamora
NOES:	None
ABSTAIN:	Commissioner Ottone (Arrived at 3:55 p.m.)
ABSENT:	None

Bobby Latino, Associate Planner, presented a PowerPoint Presentation regarding General Plan Amendment 2017-002; a request to change the General Plan designation of 94,235 square feet of a 401,197 lot from General Commercial/Light Industrial to Arterial Frontage, Rezone 2017-001; a request to change the Zoning designation of 94,235 square feet of a 401,197 lot from Industrial-General Commercial to Mixed Arterial Frontage, and Conditional Use Permit 2017-019; a request to establish and operate a religious assembly use in a an existing 18,150 square foot building located at 10 Simas Street. This presentation is on file at the Community Development Department.

Commissioner Nohr requested clarification regarding the buildings on the parcel that would be impacted by the project. Mr. Latino provided clarification.

Robert Atkinson, Syufy Enterprises - Applicant, made a statement regarding the current use of the property and spoke in support of the project.

Chairperson Griffin opened for public comment at 4:06 p.m.

David Mack, Salinas Resident, expressed a concern that the project may imply spot zoning.

Terry Green, Lead Pastor of Celebration Church, provided public comment in support of the project.

Karen Green, Lead Pastor of Celebration Church, provided public comment in support of the project.

Rosanna Guerrero, Congregation Member of Celebration Church, provided public comment in support of the project.

Jason Green, Youth Pastor of Celebration Church, provided public comment in support of the project.

John and Lily Martin, Congregation Members of Celebration Church, provided public comment in support of the project.

Shara Green Pena, Associate Pastor of Celebration Church, provided public comment in support of the project.

Luis Ortiz Jr., Local Mortician, provided public comment in support of the project.

Jesse, Congregation Member of Celebration Church, provided public comment in support of the project.

Echo Grijalva, Youth Mentor of Celebration Church, provided public comment in support of the project.

Received public comment in support of the project from two other unidentified Congregation Member of Celebration Church.

Chairperson Griffin closed for public comment at 4:32 p.m.

Commissioner Meeks inquired if there were any other areas in which spot zoning exists. Ms. Hunter informed the commissioners that this project was not considered spot zoning and it was not uncommon to have parcels with split zoning.

Commissioner Hernandez spoke in support of the project and commended the work of Celebration Church.

Commissioner Meeks motioned to approve the resolution recommending that City Council adopt the proposed Mitigated Negative Declaration, approved General Plan Amendment 2017-002, and introduce then adopt Rezone 2017-001 and approve Conditional Use Permit 2017-019. Commissioner Hernandez seconded this motion. The motion carried by the following vote:

AYES:	Chairperson Griffin, Commissioners Anzo, Hernandez, Meeks, Nohr, Ottone and Rocamora
NOES:	None
ABSTAIN:	None
ABSENT:	None

OTHER BUSINESS

Jill Miller, Senior Planner, presented a PowerPoint regarding the Study Session: West Area Specific Plan. This presentation is on file at the Community Development Department.

Commissioner Meeks inquired if it had been determined who would pay for sewage connections of Bolsa Knolls residences that could potentially result because of the project. Jill Miller informed that this would be determined by Monterey County regulations and not the City. Ms. Miller indicated she would research and present more information regarding this inquiry when the project returns to the Planning Commission for formal consideration.

Commissioner Ottone inquired when the Final Environmental Impact Report would be available for review. Courtney Grossman, Planning Manager, anticipated these documents would be available no later than Friday, November 15, 2019, (for consideration at the November 20, 2019 Planning Commission meeting), or as required by CEQA regulations.

Commissioner Ottone also inquired if action on the Development Agreement would be required from the Planning Commission. Christopher A. Callihan, City Attorney, responded

that only City Council would be required to action on the Development Agreement; however, it would be part of the package presented for consideration to the Planning Commission.

Commissioner Nohr, asked how Assembly Bill 68 and other senate bills impact the West Area Specific Plan. Jill Miller, Senior Plan, indicated that the plan currently meets municipal code; however, changes would be made as necessary to ensure compliance with the state law.

Chairperson Griffin opened for public comment at 4:53 p.m.

David Mack, resident of Salinas, stated concerns regarding potential impacts and sewer connections that could arise with the project.

Natalie Vaughn, California State University of Monterey Bay, provided public comment.

Chairperson Griffin closed for public comment at 4:58 p.m. No action is required with the study session.

Megan Hunter, Community Development Director, spoke regarding the need for an advisory Design Review Board to assist in providing applicants with review and feedback on project design. Ms. Hunter asked if the Planning Commissioners had any input or ideas for the layout and structure of such committee.

Courtney Grossman, Planning Manager, provided examples of previous advisory committees.

Commissioner Nohr agreed with the need for a Design Review Board and provided feedback.

Chairperson Griffin asked if documentation of the structure to follow of previous existing boards that assisted in similar functions could be referenced when considering the design of the committee.

Commissioner Ottone suggested consideration on expanding membership of the Ad Hoc Review Committee to subject matter experts of neighboring cities.

FOLLOW UP REPORTS

Megan Hunter, Community Development Director, apprised the Planning Commission that a second reading at City Council was held on November 5, 2019 to approve the Zoning Code Amendments that were recommended for approval by the Planning Commission on October 2, 2019 as well as the approval of the Alisal Vibrancy Plan presented on October 16, 2019. Both projects were approved.

Ms. Hunter also provided information regarding the report to City Council on November 5, 2019 by Joseph DeSante, Permit Center Manager and Building Official. As of September 30, 2019, over 1,800 Building Permits have been issued.

Additionally, Ms. Hunter informed that the City Council will be establishing a Business Development Committee which will serve as an advisory committee for building permitting improvements. Planning Commissioners should contact Ms. Hunter if interested.

FUTURE AGENDA ITEMS

The West Area Specific Plan and the Mitigated Negative Declaration for the Airport Lease Project located at 1341 Mercer Way are expected to be presented to the Planning Commission on November 20, 2019. Public works is also expected to present a Mitigated Negative Declaration for East Laurel Drive on this date.

The Chinatown Revitalization Project is expected for presentation to the Planning Commission on either December 4, 2019 or December 18, 2019.

Planning Commissioner attendance for November 20, 2019 was confirmed.

ADJOURNMENT

The meeting was adjourned at 5:20 p.m.

_____	_____
BRAD GRIFFIN	COURTNEY GROSSMAN
Chairperson	Executive Secretary

City of Salinas
COMMUNITY DEVELOPMENT DEPARTMENT
65 W. Alisal Street, 2nd Floor • Salinas, California 93901
(831) 758-7387 • (831) 775-4258 (Fax) • www.ci.salinas.ca.us

1. BACKGROUND

Project Name: General Plan Amendment 2017-001 (GPA 2017-001) and Rezone 2017-002 (RZ 2017-002).

Project Location: 295 Sun Way in the P-F (Park – Flood Plain Overlay) Zoning District

Assessor Parcel Number: 003-212-017-000

☒ **See Attached Vicinity Map**

Current Land Use: Park (Privately-owned)

Surrounding Land Uses/Zoning Districts:

North: U.S. 101
South: Industrial Complex / IGC-F (Industrial-General Commercial – Flood Plan Overlay)
East: U.S. 101
West: Warehousing and Storage, Limited / IGC-F (Industrial-General Commercial – Flood Plan Overlay)

Lead Agency Contact Person: Bobby Latino, Associate Planner

Telephone: (831) 758-7206

Location and Existing Setting: City of Salinas/ Existing privately-owned Park.

Project Description: General Plan Amendment 2017-001 (GPA 2017-001) to change a 7.67-acre site from Park to General Commercial/Light Industrial and a Rezone 2017-002 (RZ 2017-002) to change a 7.67-acre site from Park to Industrial - General Commercial. Following the effective date of the General Plan Amendment and Rezone, subsequent development would be subject to the City of Salinas Zoning Code.

Environmental Factors Potentially Affected:

- ☐ Aesthetics
- ☐ Biological Resources
- ☐ Geology/Soils
- ☐ Hydrology/Water Quality
- ☐ Noise
- ☐ Recreation
- ☐ Utilities/Service Systems
- ☐ Agricultural Resources
- ☒ Cultural Resources
- ☐ Greenhouse Gas Emissions
- ☐ Land Use/Planning
- ☐ Population/Housing
- ☒ Transportation
- ☐ Wildfire
- ☐ Air Quality
- ☐ Energy
- ☐ Hazards & Hazardous Materials
- ☐ Mineral Resources
- ☐ Public Services
- ☒ Tribal Cultural Resources
- ☐ Mandatory Findings of Significance

2. CHECKLIST

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, *would the proposal:*					A1, A2, N1
(a) Affect a scenic vista or scenic highway?	☒	☐	☐	☐	
(b) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that area experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☒	☐	☐	☐	
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?					

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐	
	☒	☐	☐	☐	

Discussion

(a-b) The site is in an urbanized area and is not adjacent to or near a scenic vista or a scenic highway.

(c) The project does not include development at this time; therefore, the project would not degrade the existing visual character or quality of the site and its surroundings. Future development would be subject to the City of Salinas Zoning Code, including the development and design standards, which will address any visual impacts.

(d) No development is proposed with this project. However, any future development would be subject to the City of Salinas Zoning Code which would ensure that impacts due to light and glare are reduced to a level of insignificance.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
2. AGRICULTURAL RESOURCES. *Would the proposal:*					A1, A2, N1
(a) Convert Prime Farmland, Unique Farmland, or Farmland	☒	☐	☐	☐	

Issue		Impact				Source *(Refer to Section 3: Source List)*
		No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
	of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?					
(b)	Conflict with existing zoning for agricultural use or a Williamson Act contract?	☒	☐	☐	☐	
(c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☒	☐	☐	☐	
(d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☒	☐	☐	☐	
(e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☒	☐	☐	☐	

Discussion

(a-e) The site is located on an in-fill property within the P-F (Park – Flood Plain Overlay) Zoning District. Farming activities and forest land are not located on the site.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
3. AIR QUALITY. *Would the proposal:*					A1, A2, A3 A7, B1, F1, F2
(a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐	
(b) Result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐	
(c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐	
(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐	

Discussion

(a) Considering the consistency with the 2012-2015 Monterey Bay Air Resources District (MBARD) Air Quality Management Plan (AQMP) and the project's

future construction and operational emissions, the project would not exceed MBARD's thresholds of significance and would not conflict with or obstruct implementation of the applicable air quality plan. Air quality impacts would be less than significant as assessed by Air Quality Impact Analysis by First Carbon Solutions, dated September 19, 2019 (see attached, Exhibit "5") and confirmed by the City's contracted Peer Review by Rincon Consultants, Inc., dated October 23, 2018 (see attached, Exhibit "10").

(b) The average daily and annual operational emissions from the future construction would not exceed the MBARD operational thresholds for any criteria pollutant. Therefore, the future construction operational-related emission impact would be less than significant. This was assessed by Air Quality Impact Analysis by First Carbon Solutions, dated September 19, 2019 (see attached, Exhibit "5") and confirmed by the City's contracted Peer Review by Rincon Consultants, Inc., dated October 23, 2018 (see attached, Exhibit "10").

(c) Impacts from CO emissions and construction Health Risk Assessment (HRA) on nearby sensitive receptors would be less than significant. This was assessed by Air Quality Impact Analysis by First Carbon Solutions, dated September 19, 2019 (see attached, Exhibit "5") and confirmed by the City's contracted Peer Review by Rincon Consultants, Inc., dated October 23, 2018 (see attached, Exhibit "10").

(d) Future construction and operational-related activities could involve diesel-fueled construction equipment and trucks. Furthermore, VOC emissions would be generated during architectural coating and asphalt paving phases, which could be objectionable odors to some populations. However, such odorous emissions would disperse rapidly from the site and would be intermittent during future construction activities. Thus, it is highly unlikely that these intermittent odor sources would reach an objectionable level adversely affecting a substantial number of people. Future construction related odor impacts would be less than significant. This was assessed by Air Quality Impact Analysis by First Carbon Solutions, dated September 19, 2019 (see attached, Exhibit "5") and confirmed by the City's contracted Peer Review by Rincon Consultants, Inc., dated October 23, 2018 (see attached, Exhibit "10").

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
4. BIOLOGICAL RESOURCES. *Would the proposal result in impacts to:*					A1, A2, A3, A7, B2, M1, N1
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐	
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service	☒	☐	☐	☐	
(c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐	
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
or migratory wildlife corridors, or impede the use of native wildlife nursery sites?					
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐	
(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☒	☐	☐	☐	

Discussion

(a-d) As a result of the recurrent mowing of the project site no special-status species were observed and are not expected to be found on site. No significant impacts to special-status plants species is expected due to high levels of disturbance. Given the location of the site, adjacent to US 101 with high traffic volumes, and between existing warehouse and industrial uses, reduces the ability for most species to use the project site as a migratory corridor. No significant impacts to wildlife movement are expected as a result of existing barriers coupled with the lack of suitable habitat due to high levels of disturbance on the project site. Project does not conflict with any local polices, Habitat Conservation Plan, Natural Community Conservation Plan or any other habitat conservation plan. Biological Resources impacts of the project were assessed by a Biological Resources Assessment by First Carbon Solutions, dated August 17, 2018 (see attached, Exhibit “6”) and confirmed by the City’s contracted Peer Review by Rincon Consultants, Inc., dated October 23, 2018 (see attached, Exhibit “10”).

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
5. CULTURAL RESOURCES. *Would the proposal:*					A1, A2, A3, A5, A6, A7, B3, Q3
(a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5	☒	☐	☐	☐	
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐	
(c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	

Discussion

(a) The subject site was not included in either of the City of Salinas 1989 or 2016 City Historic and Architectural Surveys.

(b-c) Cultural Resources impacts were assessed by a Phase 1 Cultural and Paleontological Resources Assessment by First Carbon Solutions, dated August 17, 2018 (see attached, Exhibit "7") and confirmed by the City's contracted Peer Review by Rincon Consultants, Inc., dated October 23, 2018 (see attached, Exhibit "10"). However, there is always the potential to encounter subsurface materials during grading and construction. Therefore, pursuant to the Public Resources Code (Section 21083.2), in the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find. With this requirement, there is little potential for a significant impact on the environment.

On October 12, 2017, pursuant to Public Resources Code Section 21080.3.1, subd. (d), Assembly Bill 52 (AB52), and California Senate Bill 18 (SB18), City of Salinas staff sent via certified mail, a consultation request on the proposed project within 30-days of the date of the letter to all applicable California Native American Tribes whose geographic area of traditional and cultural affiliation lands boundary includes the City of Salinas as specified by the Native American Heritage Foundation.

On December 18, 2017, the Ohlone /Costanoan-Esselen Nation (OCEN) provided a response letter stating concern with the proposed project site and recommending that an OCEN Tribal Monitor be located on-site during construction (see attached. Exhibit "12"). Per Mitigation Measure CU-1 below, pursuant to Public Resources Code (Section 21083.2), in the event that cultural materials are encountered during grading/construction in connection with development, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find. With mitigation measures, there is little potential for a significant impact on the cultural resources.

Mitigation

CU-1 In the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Public Resources Code Section 21083.2.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
6. ENERGY. *Would the proposal:*					A1, A2, G1
(a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐	
(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐	

Discussion

(a) The proposed project does not include development at this time. Future development will be subject to the City of Salinas Zoning Code. No permanent, long-term, or substantial energy consumption would occur during or as a result of the project. Therefore, impacts related to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant.

(b) The City of Salinas is part of Monterey Bay Community Power Authority (MBCP), a regional Community Choice Energy project. MBCP was formed to provide locally-controlled, carbon-free electricity to residents and businesses in Monterey, San Benito, and Santa Cruz counties (MBCP 2019). The goals of MBCP are to increase utilization of renewable power, create local and sustainable energy sources, and create green jobs.

The proposed project does not include development at this time. Future development will be subject to the City of Salinas Zoning Code. No permanent, long-term, or substantial energy consumption would occur during or as a result of the project. Due to the limited duration and scope of energy-consuming activity, substantial use of energy would not occur. Therefore, the project would not conflict with the goals of MBCP, and impacts would be less than significant.

Mitigation

No mitigation is required.

Issue	**Impact**				**Source** *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
7. GEOLOGY/SOILS. *Would the proposal result in or expose people to potential impacts involving:*					A1, A2, A3, A7, B3
(a) Directly or indirectly cause potential substantial adverse effects, including	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
the risk of loss, injury, or death involving:					
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐	
(ii) Strong seismic ground shaking?	☒	☐	☐	☐	
(iii) Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐	
(iv) Landslides?	☒	☐	☐	☐	
(b) Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐	
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☒	☐	☐	☐	
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
risks to life or property?					
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☒	☐	☐	☐	
(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐	

Discussion

a (i-iv) All structures located in Salinas are required to be designed to at least Seismic Design Category D in accordance with Section 1613 of the 2010 California Building Code. As shown on the Seismic Hazards Map for the Greater Salinas Planning Area (Figure 5.10-1 of the Salinas General Plan Final EIR), the project site is located within the Moderately High Seismic Hazard Zone. Any future development on the site will be subject to the most recent, adopted edition of the California Building Code, and related Codes, as a part of the building permit process to ensure that adequate seismic design is provided.

(b-d) No construction will occur with this project at this time; therefore, it will not induce substantial changes to the topography or to the soil conditions with a result of excavation or grading. Any future development would be subject to the most recent version of the California Building Code, and related Codes, as a part of the building permit process to ensure adequate seismic safety. The project site is currently developed and is basically flat.

(e) The subject property is currently served by the City's sewer system. The proposed project would not involve the use of septic systems or alternative waste water disposal systems.

(f) The proposed project does not include development. Paleontological Resources were assessed by a Phase 1 Cultural and Paleontological Resources Assessment

by First Carbon Solutions, dated August 17, 2018 (see attached, Exhibit "7") and confirmed by the City's contracted Peer Review by Rincon Consultants, Inc., dated October 23, 2018 (see attached, Exhibit "10") and no paleontological resources or unique geological features are evident on the subject property. However, pursuant to Public Resources Code (Section 21083.2), in the event that paleontological materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find. The proposed project is subject to all local, state, and federal laws relative to discovery of cultural resources during construction. With this requirement, there is little potential for a significant impact on the environment.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
8. GREENHOUSE GAS EMISSIONS. *Would the project:*					A1, A2, A3, A7, B4
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐	
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐	

Discussion

(a-b) The project's amortized construction and annual operational GHG emissions would not exceed the applicable threshold of significance. Thus, the project's future construction and operational GHG emissions would not result in a significant impact on climate change. The project is consistent with the applicable strategies and would not conflict with the recommendations of AB 32 in achieving a statewide

reduction in GHG emissions. The project would not conflict with Monterey County's adopted Municipal Climate Action Plan (MCAP) or the 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Therefore, the project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce GHG emissions. Greenhouse Gas Emissions impacts were assessed a Greenhouse Gas Impact Analysis by First Carbon Solutions, dated August 17, 2018 (see attached, Exhibit "8") and confirmed by the City's contracted Peer Review by Rincon Consultants, Inc., dated October 23, 2018 (see attached, Exhibit "10").

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
9. HAZARDS & HAZARDOUS MATERIALS. *Would the proposal:*					A1, A2, A3, M1, N1
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐	
(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐	
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐	
(d) Be located on a site which is					

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐	
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☒	☐	☐	☐	
(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐	
(g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☒	☐	☐	☐	

(a-b) The proposed project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of materials. Future development will be subject to the City of Salinas Zoning Code. Compliance with local, state, and federal requirements would ensure that the hazards to the public are reduced to a level of insignificance.

(c) The site is composed of a vacant lot [(see also above discussion (a-b)].

Future development will be subject to the City of Salinas Zoning Code; therefore,

the project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The closest school is Mt. Toro High School (10 Sherwood Dr.), which is approximately 900 feet away (measured from parcel to parcel).

(d) The site is not known to be included on a list of hazardous materials sites.

(e) The site is not located within an airport land use plan area nor located within the Airport Area of Influence per Figure LU-11 of the Salinas General Plan. The site is located approximately 9,756 feet away (over a mile and half away) miles from the end of the runway (8-26) of the Salinas Municipal Airport and would not create a hazard to persons residing or working in the project area.

(f) Future development will be subject to the City of Salinas Zoning Code. The project will not interfere with an adopted emergency response plan or emergency evacuation plan.

(g) Future development will be subject to the City of Salinas Zoning Code. The project will not expose people or structures to risk of loss, injury or death involving wildland fires, because the site is an infill property and no wildlands are located nearby.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
10. HYDROLOGY AND WATER QUALITY. *Would the proposal:*					A1, A2, A6, A7, A8, A9
(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☒	☐	☐	☐	
(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
that the project may impede sustainable groundwater management of the basin?					
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner which would:					
i. result in substantial erosion or siltation on- or off-site;	☒	☐	☐	☐	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite:	☒	☐	☐	☐	
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☒	☐	☐	☐	
iv. impede or redirect floor flows?	☒	☐	☐	☐	
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☒	☐	☐	☐	
(e) Conflict with or obstruct implementation of a water quality control plan or	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
sustainable groundwater management plans?					
(f) With regards to NPDES compliance:					
(i) Potential impact of project construction on storm water runoff?	☒	☐	☐	☐	
(ii) Potential impact of project post-construction activity on storm water runoff?	☒	☐	☐	☐	
(iii) Potential for discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	☒	☐	☐	☐	
(iv) Potential for discharge of storm water to impair the beneficial uses of the receiving waters or areas that provide water quality benefit?	☒	☐	☐	☐	
(v) Potential for the discharge of storm water to cause significant harm on the biological integrity of the waterways and water bodies?	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
(vi) Potential for significant changes in the flow velocity or volume of storm water runoff that can cause environmental harm?					
(vii) Potential for significant increases in erosion of the project site or surrounding areas?					
(viii) Could this proposed project result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity, and other typical Stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash).	☒	☐	☐	☐	
(ix) Could the proposed project result in a decrease in treatment and retention capacity for the site's Stormwater run-on?	☒	☐	☐	☐	
(x) Could the proposed project result in					

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
significant alteration of receiving water quality during or following construction?					
(xi) Could the proposed project result in increased impervious surfaces and associated increased urban runoff?	☒	☐	☐	☐	
(xii) Could the proposed project create a significant adverse environmental impact to drainage patterns due to changes in urban runoff flow rates and/or volumes?	☒	☐	☐	☐	
(xiii) Could the proposed project result in increased erosion downstream?	☒	☐	☐	☐	
(xiv) Could the proposed project alter the natural ranges of sediment supply and transport to receiving waters?	☒	☐	☐	☐	
(xv) Is the project tributary to an already impaired water body, as listed on the CWA Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?	☒	☐	☐	☐	
(xvi) Could the proposed project have a					

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
potentially significant environmental impact on surface water quality, to either marine, fresh, or wetland waters?					
(xvii) Could the proposed project result in decreased baseflow quantities to receiving surface waterbodies?	☒	☐	☐	☐	
(xviii) Could the proposed project cause of contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?	☒	☐	☐	☐	
(xix) Does the proposed project adversely impact the hydrologic or water quality function of the 100-year floodplain area?	☒	☐	☐	☐	
(xx) Does the proposed project site layout adhere to the Permittee's waterbody setback requirements?	☒	☐	☐	☐	
(xxi) Can the proposed project impact aquatic, wetland, or riparian habitat?	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
	☒	☐	☐	☐	

Discussion

(a) Future development will be subject to the City of Salinas Zoning Code.

(b) Future development will be subject to the City of Salinas Zoning Code. Thus, the project would not substantially deplete groundwater supplies and would not interfere substantially with the direction or rate of flow of groundwater.

(c) The site is basically flat. Future development will be subject to the City of Salinas Zoning Code. There are no rivers or streams on or near the site.

(d) The site is located within a 100-year flood area. Future development will be subject to the City of Salinas Zoning Code. Inundation by seiche, tsunami, or mudflow is unlikely because the site is located a considerable distance from the ocean and is relatively flat thereby negating a potential mudflow.

(e -f)(i – xxi) (see “a” above)

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
11. LAND USE AND PLANNING. *Would the proposal:*					A1, A2, A3, M1,

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
(a) Physically divide an established community?	☒	☐	☐	☐	N1
(b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐	

Discussion

(a) The proposed project does not have the potential to disrupt or divide the physical arrangement of the community. Existing and planned adjacent uses will not be disrupted or divided as a result of the proposed project.

(b) The proposed project includes a General Plan Amendment to change a 7.67 acre-site from Park to General Commercial/Light Industrial and a Rezone to change a 7.67 acre-site from Park to Industrial - General Commercial. Subsequent development would be subject to the City of Salinas Zoning Code including, but not limited to the development standards. design standards, and mitigation measure made a part of the Initial Study and Mitigated Negative Declaration.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
12. MINERAL RESOURCES. *Would the proposal:*					A1, A2, A3

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☒	☐	☐	☐	
(b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☒	☐	☐	☐	

Discussion

(a-b) The proposed project will not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the state.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
13. NOISE. *Would the proposal result in:*					A1, A2, A3, M1
(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
the local general plan or noise ordinance, or applicable standards of other agencies?					
(b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐	
(c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☒	☐	☐	☐	

Discussion

(a) No substantial permanent, or temporary or periodic, increases in the ambient noise level are expected with the project. According to the General Plan Master Environmental Assessment Section 9.2, ambient noise is defined as the "all encompassing noise associated with a given environment, being a composite of sounds from many sources, near and far."

(b) The site is located within the 60 CNEL contour as shown on *Figure 5.3-1 Noise Contours (CNEL)* of the Salinas General Plan, Final Environmental Impact Report, 2002. The Future Noise Contours as shown on Figure 5.3-4 of the Salinas General Plan, Final Environmental Impact Report, 2002, shows the project site as located within the 70 CNEL contour. Traffic generates the main source of noise for the depicted 70 CNEL contour.

Groundborne vibration or groundborne noise levels generated by any future development on the project site is not expected to be excessive. The Zoning Code Standards regarding noise are expected to reduce noise impacts to a level of

insignificance.

(c) The site is located approximately 1.88 miles from the Salinas Municipal Airport and is located within the 55 CNEL contour as shown on *Figure 5.3-2: Salinas Airport Future Noise Contours)* of the Salinas General Plan, Final Environmental Impact Report, 2002. Noise impacts from airport operations will not have an adverse impact on the site.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
14. POPULATION AND HOUSING. *Would the proposal:*					
(a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly *(for example, through extension of roads or other infrastructure)*?	☒	☐	☐	☐	A1, A2, A3, M1, N1
(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☒	☐	☐	☐	

Discussion

(a-b) The proposed project does not include a residential component. It will not induce substantial growth, and it will not displace housing units or people. The subject site is composed of an existing 7.67-acre vacant lot.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
15. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*					A1, A2, A7, A8, B5
(a) Fire protection?	☒	☐	☐	☐	
(b) Police protection?	☒	☐	☐	☐	
(c) Schools?	☒	☐	☐	☐	
(d) Parks?	☐	☒	☐	☐	
(e) Other public facilities?	☒	☐	☐	☐	

Discussion

(a-c) The proposed project is located on an existing vacant lot. Police and Fire services are currently available to serve the site. No schoolchildren will be generated by the project.

(d-e) Although the General Plan identifies the site as a Park, the grounds are owned by a private corporation, which entered into a lease with the City of Salinas for the use as a Park. The lease (see attached City Council Resolution No. 19242) between the City of Salinas and the current property owner, Simas-East Market Street LLC, was terminated on November 4, 2018 (see attached Termination Letter

for Lease). Per Condition No. 6 of the lease, "upon termination of the lease agreement for any reason, Tenant agrees that it will cooperate in accomplishing a change of zoning of the leased premises to correspond with the zoning designation of other properties in the area in order to give the Leased Premises the highest market potential possible." This General Plan Amendment and Rezone is in direct response to Condition No. 6 of the Lease; therefore, excluding this property further as a Park. No other government services are expected to be impacted by the proposed project.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
16. RECREATION. *Would the proposal:*					A1, A2, M1, N1
(a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐	
(b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☒	☐	☐	☐	

Discussion

(a-b) The proposed project will not increase the use in park facilities because it does not include residential development. The proposed project includes the removal of a

recreational facilities, which will not have an adverse effect on the environment.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
17. TRANSPORTATION. *Would the project:*					A1, A2, A8, B5
(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐	
(b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?	☐	☐	☒	☐	
(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐	
(d) Result in inadequate emergency access?	☒	☐	☐	☐	

Discussion

(a-c) Transportation impacts were assessed by a Traffic Impact Analysis by Mott McDonald, dated June 12, 2019 (see attached, Exhibit “9”) and confirmed by the City’s Traffic Engineer on June 25, 2019. Following the effective date of the proposed General Plan Amendment and Rezone, the site could be developed at a floor area ratio 0.40 maximum. For purposes of the Traffic Impact Analysis, 4 percent of the floor space (4,700 square feet) was assumed to be occupied by

support office space and this space was modeled as general office space. The remaining floor area (113,900 square feet) was modeled as light industrial space. Potentially significant impacts were identified at five different intersections.

1) Natividad Road / East Laurel Drive: This intersection would operate at a deficient LOS E during the AM and PM peak hours, unchanged from existing conditions. Specific development project at project site would add 16 AM peak hour and 17 PM peak hour trips to this intersection. The impact of a specific development project at project site to the intersection is significant because the specific development project at project site will add peak hour trips to the intersection that operates at a deficient level without the specific development project at project site as discussed below:

2) Sherwood Drive – Natividad Road / East Bernal Drive – La Posada Way: This intersection would operate at a deficient LOS E (AM) and F (PM), unchanged from existing conditions. A specific development project at project site would add 16 AM peak hour and 17 PM peak hour trips to this intersection. The impact of the specific development project at project site to the intersection is significant because the specific development project at project site will add peak hour trips to the intersection that operates at a deficient level without the specific development project at project site.

3) North Main Street (SR 183) / Rossi Street: This intersection, which is under Caltrans jurisdiction, would operate at a deficient LOS D during the PM peak hour, unchanged from existing conditions. A specific development project at project site would add 6 trips to this intersection during the PM peak hour and increase the PM peak hour delay by 0.1 seconds. The impact a specific development project at project site to the intersection is significant because the specific development project at project site will increase the average vehicle delay during the PM peak hour by at least 0.1 seconds.

4) Sun Street / East Market Street: Side-street operations at this intersection (the southbound Sun Street approach) would operate at a deficient LOS F during the PM peak hour, unchanged from existing conditions. A specific development project at project site would add 31 trips to this approach during the PM peak hour. The impact of a specific development project at project site to the intersection is significant because specific development project at project site will add peak hour trips to the intersection whose southbound approach operates at LOS F without the specific development project at project site.

5) U.S. 101 Southbound Offramp – Merced Street / East Market Street: This intersection would operate at a deficient LOS F during the PM peak hour, while side-street operations (the southbound US 101 Southbound Offramp approach) would operate at a deficient LOS F during the AM and PM peak

hours, unchanged from existing conditions. A specific development project at project site would add 30 AM peak hour and 27 PM peak hour trips to this intersection. The impact of specific development project at project site to the intersection is significant because the project will increase the average vehicle delay during the AM and PM peak hours by at least 0.1 seconds.

The mitigation measures for each intersection will mitigate the impacts to less than significant.

(d) The project will not result in inadequate emergency access.

Mitigation

TRANS-1 Add a third northbound lane and third southbound lane to Natividad Road through the Natividad Road / East Laurel Drive intersection. Intersection operations would improve during the AM and PM peak hours. To ensure that the intersection at Natividad Road / East Laurel Drive will operate at acceptable level of service, the Applicant shall pay the City of Salinas Traffic Impact Fees, which would represent the project's fair-share contribution of this improvement that is included in the City of Salinas TFO (Project 61).

TRANS-2 Convert the signal phasing on the east and west intersection of Sherwood Drive – Natividad Road / East Bernal Drive-La Posada Way approaches from concurrent phasing to split phasing. Intersection operations would improve during the AM and PM peak hour to LOS D. To ensure that the intersection of Sherwood Drive – Natividad Road / East Bernal Drive-La Posada Way will operate at acceptable levels of service, the applicant shall either:

(1) Prior to the City's issuance of the first grading permit for a specific development project at project site, pay a traffic impact fee provided the City has updated its Traffic Improvement Program and Traffic Fee Ordinance to include the signal modifications at this intersection as one of the improvements that is funded by the TFO, or

(2) if the signal modifications at this intersection have not been included in the TFO, the applicant shall be responsible for either:

(a) Funding the improvements and obtaining the requisite encroachment or other permits for modifying the signal phasing and ensuring that the signal modification is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or

(b) Concurrent with the issuance of the first grading permit for a specific development project at project site, depositing funds with the City in order

for the City to obtain the requisite permits and modifying the signal phasing ensuring that the signal modification is operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

TRANS-3 Add a third northbound lane and third southbound lane on North Main Street through the North Main Street / Rossi Street intersection. Intersection operations would improve during the PM peak hour to LOS C. To ensure that the intersection at North Main Street / Rossi Street will operate at acceptable level of service, the Applicant shall pay the City of Salinas Traffic Impact Fees, which would represent the project's fair-share contribution of this improvement that is included in the City of Salinas TFO (Project 31).

TRANS-4 Signalize the intersection of Sun Street and East Market Street. The intersection would operate at LOS A during the AM and PM peak hours with signalization. To ensure that the intersection of Sun Street and East Market Street will operate at acceptable levels of service, the applicant shall be responsible for either:

(a) Funding the improvements and obtaining the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or

(b) Concurrent with the issuance of the first grading permit for a specific development project at project site, depositing funds with the City in order for the City to obtaining the requisite permits for, and installation of, a traffic signal that will be operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

TRANS-5 Signalize the intersection. Intersection operations would improve during the AM and PM peak hours to LOS B. To ensure that the intersection of U.S. 101 Southbound Offramp – Merced Street/East Market Street will operate at acceptable levels of service, the applicant shall either:

(1) Prior to the City's issuance of the first grading permit for a specific development project at project site, pay a traffic impact fee provided the City has updated its Traffic Improvement Program and Traffic Fee Ordinance to include a traffic signal at this intersection as one of the improvements that is funded by the TFO, or

(2) if the traffic signal at this intersection has not been included in the TFO, the applicant shall be responsible for either:

(a) Funding the improvements and obtaining the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or

(b) Concurrent with the issuance of the first grading permit for a specific development project at project site, depositing funds with the City in order for the City to obtain the requisite permits and install the traffic signal ensuring that the signal is operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
18. TRIBAL CULTURAL RESOURCES. *Would the project:*					A5, A6, A7, B3, Q3
(a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Californian Native American tribe, and that is:					
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
Resources Code Section 5020.1(k); or ii. A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 In applying the criteria set forth in Subdivision (c) of Public Resource Code 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐	

(a)(i) The subject site was not included in either of the City of Salinas 1989 or 2016 City Historic and Architectural Surveys.

(a)(ii) Cultural Resources impacts were assessed by a Phase 1 Cultural and Paleontological Resources Assessment by First Carbon Solutions, dated August 17, 2018 (see attached, Exhibit "7") and confirmed by the City's contracted Peer Review by Rincon Consultants, Inc., dated October 23, 2018 (see attached, Exhibit "10"). However, there is always the potential to encounter subsurface materials during grading and construction. Therefore, pursuant to the Public Resources Code (Section 21083.2), in the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find. With mitigation measures, there is little potential for a significant impact on the environment.

On October 12, 2017, pursuant to Public Resources Code Section 21080.3.1, subd. (d), Assembly Bill 52 (AB52), and California Senate Bill 18 (SB18), City of Salinas staff sent via certified mail, a consultation request on the proposed project within 30-days of the date of the letter to all applicable California Native American Tribes whose geographic area of traditional and cultural affiliation lands boundary includes the City of Salinas as specified by the Native American Heritage Foundation.

On December 18, 2017, the Ohlone /Costanoan-Esselen Nation (OCEN) provided a response letter stating concern with the proposed project site and recommending that an OCEN Tribal Monitor be located on-site during construction (see attached, Exhibit "12"). Per Mitigation Measure TCR-1 below, pursuant to Public Resources Code (Section 21083.2), in the event that cultural materials are encountered during grading/construction in connection with development, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find. With mitigation measures, there is little potential for a significant impact on cultural resources.

Mitigation

TCR-1 In the event that cultural materials are encountered during grading/construction in, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Public Resources Code Section 21083.2.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
19. UTILITIES & SERVICE SYSTEMS. *Would the project:*					A1, A2, M1, N1
(a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
significant environmental effect?					
(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☒	☐	☐	☐	
(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has the adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐	
(d) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impact the attainment of solid waste reduction goals?	☒	☐	☐	☐	
(e) Comply with federal, state, and local management and reduction statues and regulations related to solid waste?	☒	☐	☐	☐	

Discussion

(a) Salinas is an urbanized area and utilities are available to serve the site.

(b-c) The proposed project is not expected to involve a heavy usage of water and therefore does not discharge significant quantities of water into the wastewater treatment plant (also see Hydrology and Water Quality above).

(d-e) The proposed project is not expected to generate significant solid waste. Disposal of waste generated by the project is not expected to be significant, Subsequent development will be required to comply with federal, state, and local reduction statutes related to solid waste.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
20. WILDFIRE. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:*					A1, A2, M1, N1
(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐	
(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☒	☐	☐	☐	
(c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☒	☐	☐	☐	
(d) Expose people or structures to significant risks, including downslope or downstream	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	**Less Than Significant Impact**	**Potentially Significant Unless Mitigation Incorporated**	**Potentially Significant Impact**	
flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?					

Discussion

(a-d) The City of Salinas is not located in or near State responsible areas or lands classified at very high fire hazard severity zones.

Mitigation

No mitigation is required.

Mandatory Findings of Significance	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigated	Potentially Significant Impact
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

3. SOURCE LIST

Source	Source Number
City of Salinas:	
Salinas General Plan, 2002.	A1
Salinas General Plan, Final Environmental Impact Report, 2002.	A2
Salinas Zoning Code: ☒ *Entire Code Section:* _____	A3
City of Salinas Stormwater Ordinance, dated March 2013	A4
1989 City Historical and Architectural Survey	A5
2016 City Historical and Architectural Survey	A6
Contracted Peer Review by Rincon Consultants Inc. of the Air Quality Impact Analysis, Greenhouse Gas Impact Analysis, Biological Resources Assessment, and Phase 1 Cultural and Paleontological Resources Assessment by First Carbon Solutions, dated October 23, 2018	A7
City of Salinas Traffic Improvement Program, dated March 2010	A8
Applicant:	
Air Quality Impact Analysis by First Carbon Solutions, dated August 17, 2018	B1
Biological Resources Assessment by First Carbon Solutions, dated August 17, 2018	B2
Phase 1 Cultural and Paleontological Resources Assessment by First Carbon Solutions, dated August 17, 2018	B3
Greenhouse Gas Impact Analysis by First Carbon Solutions, dated August 17, 2018	B4
Traffic Impact Analysis by Mott McDonald, dated June 12, 2019	B5
Monterey Bay Air Resources District:	

Source	Source Number
CEQA Air Quality Guidelines prepared by the Monterey Bay Air Resources District, dated February 2008	F1
Monterey Bay Air Resources District. 2012-2015 Air Quality Management Plan, dated March 2017	F2
Monterey Bay Community Power Authority:	
Monterey Bay Community Power Authority Implementation Plan, August 2017	G1
Field Inspections:	
By City staff, various dates	M1
Maps/Aerial Photography:	
City's aerial photographs, 2007.	N1
Other:	
Native American Heritage Commission	Q3

4. DETERMINATION

On the basis of this Initial Study:

☐ I find that the proposed project ***COULD NOT*** have a significant effect on the environment, and a ***NEGATIVE DECLARATION*** will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there ***WILL NOT*** be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A ***MITIGATED NEGATIVE DECLARATION*** will be prepared.

☐ I find that the proposed project ***MAY*** have a significant effect on the environment, and an ***ENVIRONMENTAL IMPACT REPORT*** is required.

☐ I find that the proposed project ***MAY*** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect:

(a) Has been adequately analyzed in *(Reference document)* pursuant to applicable legal standards; and

(b) Has been addressed by mitigation measures based on the earlier analysis as described in *Section 2: Checklist*, if the effect is a "Potentially Significant Impact" or a Negative Declaration: “Potentially Significant Unless Mitigation Incorporated".

An ***ENVIRONMENTAL IMPACT REPORT*** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects:

(a) Have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and;

(b) Have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project.

NOTHING FURTHER IS REQUIRED.

Prepared by: Bobby Latino Dated: September 25, 2019

Courtney Grossman
Planning Manager

Attachments:

1. Vicinity Map
2. General Plan Amendment and Rezone – Site Plan
3. City Council Resolution No. 19242 (Expo Site Lease Agreement)
4. Termination Letter for Expo Site Lease Agreement, dated January 14, 2019
5. Air Quality Impact Analysis by First Carbon Solutions, dated September 19, 2019
6. Biological Resources Assessment by First Carbon Solutions, dated August 17, 2018
7. Phase 1 Cultural and Paleontological Resources Assessment by First Carbon Solutions, dated August 17, 2018
8. Greenhouse Gas Impact Analysis by First Carbon Solutions, dated August 17, 2018
9. Traffic Impact Analysis by Mott McDonald, dated June 12, 2019
10. Contracted Peer Review by Rincon Consultants Inc. of the Air Quality Impact Analysis, Greenhouse Gas Impact Analysis, Biological Resources Assessment, and Phase 1 Cultural and Paleontological Resources Assessment by First Carbon Solutions, dated October 23, 2018
11. Mitigation Monitoring and Reporting Program
12. Letter from Ohlone/Costanoan-Esselen Nation (OCEN), dated December 17, 2018

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\295 Sun Way\ER 2017-002\IS & MND\295 Sun Way Inital Study.docx

North

Vicinity Map

GPA 2017-001 and RZ 2017-002
295 Sun Way

Exhibit A

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\295 Sun Way\ER 2017-002\IS & MND\GPA 2017-001 & RZ 2017-002 Vicinity Map.docx

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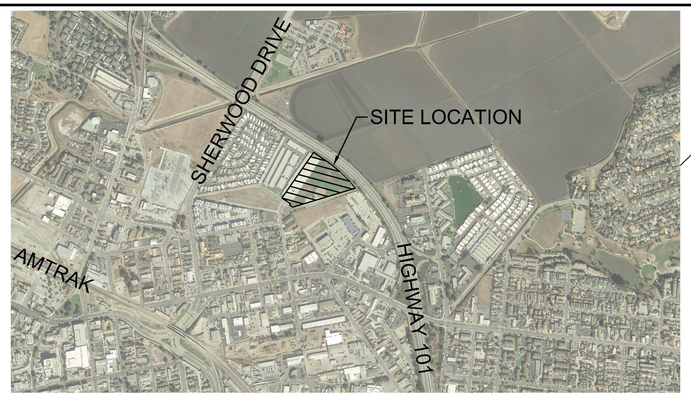

VICINITY MAP

(E) 271 SUN WAY
ZONE: IGC

(E) OPEN AREA
ZONE: PS

SUN STREET

10' PIPELINE EASEMENT

ROADWAY AND UTILITY EASEMENT (PUBLIC R.O.W.)

20' WATER LINE EASEMENT

15' SANITARY SEWER EASEMENT

10' SANITARY SEWER EASEMENT

20' SANITARY SEWER EASEMENT

PG&E R.O.W.

10' STORM SEWER EASEMENT

DENSE TREES

HIGHWAY 101

(E) 10 SIMAS ST.
ZONE: IGC

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

NOTES:

1. LOT SIZE: 334,105 SF OR 7.67 AC
2. FAR: 0.40 (IGC)

LEGEND

- PROPERTY LINE
- EASEMENT LINE
- 43 EXISTING TOPOGRAPHIC CONTOUR
- AREA OF PROPOSED GENERAL PLAN AMENDMENT FROM PARK TO GENERAL COMMERCIAL/LIGHT INDUSTRIAL, AND REZONE FROM PARK TO INDUSTRIAL-GENERAL COMMERCIAL

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GENERAL PLAN AMENDMENT AND REZONE SUBMITTAL

295 SUN WAY

COUNTY OF MONTEREY STATE OF CALIFORNIA

CITY OF SALINAS

No.	Revisions

Date 04/18/2018
Scale AS SHOWN
Design AP
Drawn AP
Approved KW
Job No 20171012

Drawing Number:

1 OF 1

DRAWING NAME: P:\2017\171012_SyWest_Salinas_Rezoning\ENG\PLANNING\SHEETS_Archive\2018-04-18\01_SSR_SITE-PLAN.dwg
PLOT DATE: 04-18-18 PLOTTED BY: phia

RESOLUTION NO. 19242 (N.C.S.)

A RESOLUTION APPROVING A LEASE AGREEMENT BETWEEN THE CITY OF SALINAS AND SIMAS-EAST MARKET LLC FOR THE USE OF THE EXPO SITE LOCATED AT 295 SUN WAY

WHEREAS, the City of Salinas operates parks and recreation programs for the residents of the City at various sites and locations throughout the City; and

WHEREAS, the City has used the vacant property located at 295 Sun Way, otherwise known as the Expo Site, pursuant to a lease agreement with the Rodeo Association for park and recreation program purposes; and

WHEREAS, Simas-East Market LLC acquired the Rodeo Association's interest in the Expo Site and has agreed to allow the City to continue its use of the Expo Site for park and recreation purposes pursuant to a new lease agreement; and

WHEREAS, the City desires to continue its use of the Expo Site upon the terms and conditions of a new lease agreement with Simas.

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF SALINAS, that the lease agreement between the City of Salinas and Simas-East Market LLC is hereby approved and

BE IT FURTHER RESOLVED, that the Mayor is authorized, for and on behalf of the City, and as its act and deed, to execute the lease agreement between the City of Salinas and Simas-East Market LLC on the terms and conditions presented.

PASSED AND ADOPTED this 19th day of June 2007 by the following vote:

AYES: Councilmembers Barnes, Barrera, De La Rosa, Sanchez, Villegas and Mayor Donohue

NOES: None

ABSENT: Councilmember Lutes

ABSTAIN: None

Dennis Donohue, Mayor

ATTEST:

Ann Camel, City Clerk

EXPO SITE LEASE AGREEMENT

This Lease Agreement (this "Lease Agreement") is made and entered into this 12th day of June, 2007, by and between the **CITY OF SALINAS**, a political subdivision of the State of California, hereinafter referred to as "Tenant," and **SIMAS-EAST MARKET, LLC**, a California limited liability company, hereinafter referred to as "Landlord."

RECITALS

WHEREAS, Landlord is the owner of a fee simple interest in that certain real property (the "Leased Premises"), commonly known as the Exposition Site, located at 295 Sun Way in the City of Salinas, State of California, and designated as Areas A, B, C, and D (subject to a Pacific Gas and Electric Company easement) on the site plan attached hereto as Exhibit A and incorporated herein by reference; and

WHEREAS, Tenant and Landlord's predecessor in interest, the California Rodeo Association, entered into a Lease And Agreement for Exposition Site (the "Original Lease") on June 4, 1996; and

WHEREAS, the Original Lease was terminated by action of the Salinas City Council on April 18, 2006, which termination became effective on July 24, 2006; and

WHEREAS, Landlord and Tenant now desire to enter into a new lease to re-establish the terms and conditions of the Tenant's use and occupancy of the Leased Premises.

NOW, THEREFORE, in mutual consideration of the terms, conditions, and covenants contained herein, Landlord and Tenant agree to the following.

AGREEMENTS

1. Use of Leased Premises. Tenant understands and acknowledges that Landlord and the California Rodeo Association have entered into or will enter into a license agreement pursuant to which the California Rodeo Association shall be permitted exclusive use and occupancy of the Leased Premises for an approximate three week period each year to conduct a carnival and related activities associated with the annual California Rodeo. Subject to the right of the California Rodeo Association to exclusively use and occupy the Leased Premises for a carnival and related activities for an approximate three-week period each year at a time prior to, during and immediately after the annual California Rodeo, throughout the term of this Lease Agreement, Tenant shall have the exclusive right (subject to a Pacific Gas and Electric Company easement and all other encumbrances on the title to the Leased Premises) to use the Leased Premises for all lawful purposes normally conducted by the Tenant's Parks and Recreation Department, including various park and recreational activities, such as community use of the playground facilities and apparatus, the softball and soccer fields, nighttime field rentals, and special event activities.

[redacted]

2. Acceptance of Leased Premises. Tenant agrees to take the Leased Premises in "As-Is" condition without any agreements, representations, understandings or obligations on the part of Landlord to perform any alteration, modification, repair or improvement thereto. Tenant acknowledges that the Leased Premises are in good and sanitary order, condition, and repair. Except during the approximate three-week period reserved for the use of the California Rodeo Association in section 1 of this Lease Agreement, Tenant shall, at its sole cost and expense, maintain and repair the Leased Premises and improvements thereon in a good state of condition and repair (however, Tenant shall have no obligation to make any capital repairs to the Leased Premises). Tenant, at its sole cost and expense, shall procure, maintain in effect and comply with all conditions of any and all permits, licenses and other governmental and regulatory approvals required for Tenant's use of the Leased Premises, and Tenant shall not use or occupy the Leased Premises or permit anything to be done in or about the Leased Premises in violation of a condition or restriction, if any, set forth in any encumbrance on the title to the Leased Premises, or in violation of any laws now in force or which may hereinafter be enacted or promulgated.

3. Term. The initial term of this Lease Agreement shall commence on June 1, 2007, and shall continue in full force and effect for a period of two (2) months until July 31, 2007 (the "Initial Term"). Effective August 1, 2007, and continuing thereafter until such time as this Lease Agreement may be terminated, the term of this Lease Agreement shall be extended on a month-to-month basis (the "Extended Term"), and either party shall have the right to terminate this Lease Agreement for any reason (or no reason) by giving the other party no less than thirty (30) days advance written notice of such termination. As used in this Lease Agreement, the term "Term" shall collectively mean the Initial Term and the Extended Term.

4. Rent. In consideration for Tenant's use, maintenance and repair of the Leased Premises, rent during the Initial Term of this Lease shall be one thousand four hundred dollars ($1,400.00). Concurrent with the execution of this Lease Agreement, Landlord shall provide Tenant with a written invoice for such one thousand four hundred dollar ($1,400.00) amount of rent due from Tenant, and within thirty (30) days after Tenant's receipt of such written invoice, Tenant shall pay such amount of rent to Landlord.

Rent during the Extended Term of this Lease Agreement shall be two hundred fifty dollars ($250.00) each month and shall be paid to Landlord by Tenant no later than the first day of each calendar month.

5. Alterations. During the Term, neither party shall make any alterations to the Leased Premises nor construct new buildings on the Leased Premises without the prior written consent of the other party, which written consent shall not be unreasonably withheld. Upon the expiration or termination of this Lease Agreement, Tenant shall remove any items of Tenant's fixtures, equipment and personal property from the Leased Premises. If Tenant fails to remove any such items of Tenant's fixtures, equipment or personal property from the Leased Premises designated by Landlord to be removed, then upon the expiration or termination of this Lease, and upon Tenant's vacation of the Leased Premises, all such items of Tenant's fixtures, equipment and personal property shall become the property of Landlord and Tenant shall reimburse Landlord for the cost of removal and/or storage of such items.

[redacted]

6. Zoning Designation. Upon the termination of this Lease Agreement for any reason, Tenant agrees that it will cooperate in accomplishing a change of zoning of the Leased Premises to correspond with the zoning designation of other properties in the area in order to give the Leased Premises the highest market potential possible.

7. Indemnification and Hold Harmless. Except for the approximate three-week period during which the Leased Premises are being used by the California Rodeo Association for a carnival and related activities as contemplated in Section 1 of this Lease Agreement, Tenant shall indemnify and hold Landlord harmless against any claim, loss, damage or expense, including attorney's fees and costs of defense reasonably incurred, which Landlord may suffer or incur arising out of any claim, action or proceeding that may be brought against Landlord to the extent caused by the use of the Leased Premises by Tenant or by its employees, agents or contractors.

8. Insurance. Throughout the Term of this Lease Agreement, Tenant shall keep in full force and effect a policy of commercial general liability insurance insuring Landlord and Tenant from and against all claims, demands, actions and liability for injury to or death of any persons, and for damage to property arising from or related to the use or occupancy of the Leased Premises by Tenant. Such insurance shall be written on an occurrence basis with coverage in a minimum amount of two million dollars ($2,000,000) per occurrence for bodily injury/property damage and five million dollars ($5,000,000) general aggregate limit. However, such limits shall not limit Tenant's liability or obligations under this Lease Agreement.

Tenant is a political subdivision of the State of California that is self-insuring for all forms of legal liability, and such insurance as is required under this Section 8, up to an amount of one million dollars ($1,000,000), may be met through one or more policies of self-insurance. Evidence of such self-insurance to meet the requirements of this Section 8 shall be delivered to Landlord upon both parties signing this Lease Agreement. Such policies and the coverages provided thereunder shall not change or be canceled without Tenant first giving Landlord at least thirty (30) days' prior written notice.

9. Liens. If any lien is made or filed against the Leased Premises, Tenant shall bond against or discharge the same within ten (10) days after the filing thereof. Tenant shall indemnify, defend, protect and hold Landlord and the Leased Premises free and harmless from and against any and all liability, damage, claims, demands, suits, actions or expense (including attorneys' fees) to the extent the above arise out of any work done or material supplied on or about the Leased Premises by Tenant or at Tenant's direction, including by Tenant's employees, representatives, successors, contractors, subcontractors, materialmen, subtenants or assigns.

10. Default. This Lease Agreement shall be subject to early termination by either party in the event the other party defaults in the performance of any of the covenants and conditions required herein to be kept and performed, provided such default continues for a period of thirty (30) days after receipt by the defaulting party of written notice of the existence of said default. In the event of any early termination by Tenant under this Section 10 due to a default by Landlord, Tenant shall be entitled to reimbursement of any rental amount already paid for under this Lease Agreement for any period of time occurring after the effective date of termination during which

[redacted]

Tenant shall not use and occupy the Leased Premises. Such reimbursement shall be due and payable from Landlord without the need for a formal request from Tenant.

In the event either party defaults under or breaches this Lease Agreement, both Landlord and Tenant shall be entitled to any and all such legal remedies as may be available to them under the law, including those remedies available to Landlord under California Civil Code sections 1951.2 and 1951.4.

11. Notices. Any notices under this Lease Agreement shall be sent to the parties by United States certified Mail return receipt requested, properly addressed as provided in this Section 11, postage fully prepaid, and shall be effective upon the day following such deposit in the mail.

Written notices to Tenant hereunder shall, until further notice, be addressed to:

City Manager
ATTN: Administration
200 Lincoln Avenue
Salinas, California 93901

With a copy to

City Attorney
200 Lincoln Avenue
Salinas, California 93901

Written notices to Landlord hereunder shall, until further notice, be addressed to:

Simas-East Market, LLC
c/o SyWest Development
150 Pelican Way
San Rafael, California 94901
Attn: William Vierra

12. Successors and Assigns. The terms, covenants, and conditions contained herein shall apply to and bind the heirs, successors, and assigns of all the parties hereto. However, Tenant shall have no right to sublease the Leased Premises or to assign this Lease Agreement.

13. Further Assurances. Each party agrees to do such further acts and things and to execute and deliver such additional agreements and instruments as the other party may reasonably require to consummate, evidence or confirm the agreements contained herein in the manner contemplated hereby.

14. Counterparts. This Lease Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute a single agreement.

[redacted]

15. Entire Agreement; Brokers. Except as otherwise provided herein, this Lease Agreement constitutes the entire agreement between Landlord and Tenant relating to the Leased Premises, and is the final expression of both with respect to the terms and conditions included herein. Landlord and Tenant acknowledge that any prior agreements, promises, negotiations, or representations not expressly set forth in this Lease Agreement are of no force and effect. Tenant and Landlord warrant that they have had no dealings with any broker or agent in connection with this Lease Agreement.

16. Rights and Obligations Under Lease Agreement. By entering into this Lease Agreement, the parties do not intend to create any obligations express or implied other than those set out herein; further, this Lease Agreement shall not create any rights in any party not a signatory hereto.

17. Litigation Involving Lease Agreement; Attorney's Fees. In case suit shall be brought to interpret or to enforce this Lease Agreement, or because of the breach of any other covenant or provision herein contained, the prevailing party in such action shall be entitled to recover its reasonable attorneys' fees, in addition to such costs as may be allowed by the court under Code of Civil Procedure §1033.5. Tenant's attorney's fees, if awarded, shall be calculated at the market rate.

18. Compliance With Applicable Law and Jurisdiction. This Lease Agreement shall be administered and interpreted under the laws of the State of California. Jurisdiction of litigation arising from this Lease Agreement shall be in the State of California, County of Monterey.

19. Modification. No amendments to or changes to this Lease Agreement may be made, except by a writing expressly authorized and signed by both parties.

20. **Utilities**. During the entire Term of this Lease Agreement, Tenant shall be solely responsible for and shall apply for, arrange and promptly pay directly to the utility service provider all charges for heat, hot and/or chilled water, gas, electricity, telephone, telecommunications, data, refuse and garbage removal, sewer service charges and fees, fire sprinkler, fire alarm and any other utility used, consumed or provided in, or furnished, or attributable to the Leased Premises, however supplied, at the rates charged by the supplying utility companies. All federal, state and local taxes which may from time to time be imposed upon or payable in connection with charges for utility services pursuant to this Lease Agreement shall be payable by Tenant in addition to the charges to which they relate.

21. **Landlord's Access**. During the Term of this Lease Agreement, Landlord shall have the right to access the Leased Premises for inspection, for any pre-construction activities, to show prospective tenants the Leased Premises, to post signs on the Leased Premises, to confirm Tenant's compliance with the provisions of this Lease Agreement, or for any other reasonable purpose, however, Landlord's right of access shall in no way interfere with or interrupt Tenant's use and occupancy of the Leased Premises. Tenant shall deliver to Landlord any keys necessary for such access by Landlord.

[redacted]

IN WITNESS WHEREOF, the undersigned, as authorized representatives of the City of Salinas and Simas-East Market, LLC have executed this Lease Agreement.

LANDLORD

Simas-East Market, LLC, a California Limited Liability Company

By: Syufy Enterprises, LP, a California Limited Partnership
Its: Sole Managing Member

By: Syufy Properties, Inc., a California Corporation
Its: General Partner

By: _____
William Vierra, Senior Vice President

Date: 6/18/07

TENANT

City of Salinas, a political subdivision of the State of California

_____ 6-19-07
Dennis Donohue, Mayor Date

APPROVED AS TO FORM:

_____ 19 June 2007
Vanessa W. Vallarta, City Attorney Date
By
Christopher A. Callihan, Sr. Deputy City Attorney

ATTEST:

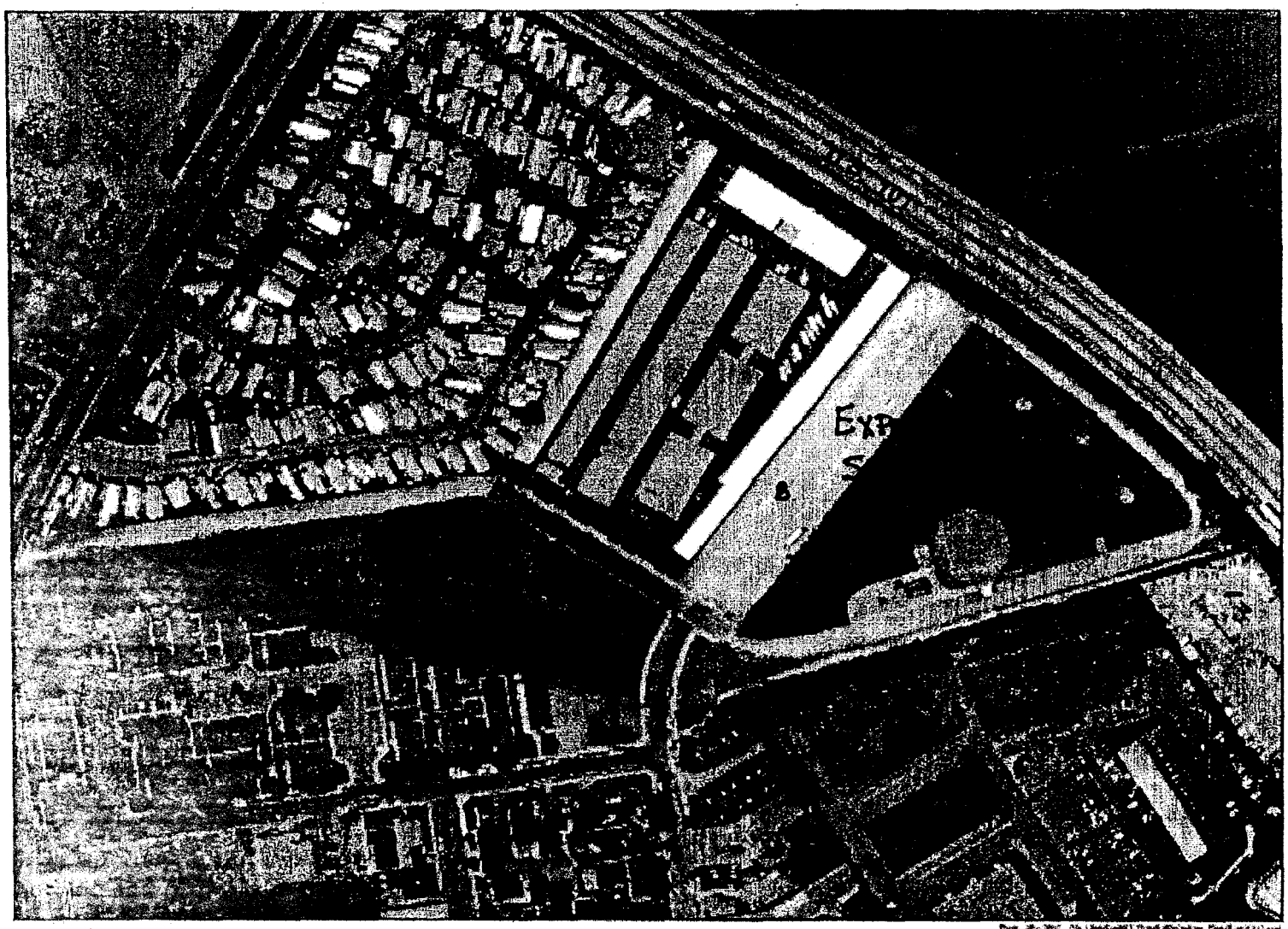
_____ 6-19-07
Ann Camel, City Clerk Date

EXHIBIT A

[SITE PLAN ATTACHED SHOWING THE LEASED PREMISES]

[redacted]

EXHIBIT A



A - Exposition Site
B - Parking Area
C - Street Area
D - PG&E Property

City of Salinas

LIBRARY & COMMUNITY SERVICES • 350 Lincoln Avenue • Salinas, California 93901 • (831) 758-7311

January 14, 2019

Simas-East Market, LLC
c/o Sy West Development
150 Pelican Way
San Rafael, CA 94901
Attn: Candice Martinez

RE: Expo Site Lease Agreement

Dear Ms. Martinez,

On October 5, 2018, the City of Salinas notified Sy West Development of its termination of the Lease Agreement for Exposition Site located at 295 Sun Way in Salinas, California effective November 4, 2018.

Following that notice, Rick Key, Parks & Urban Forestry Manager and I met with you and Lisa Beatty, Property Administrator to do a walk-thru of the site on November 8, 2018. During that walk-thru you noted the homeless encampments and a number of site concerns and repairs that needed to be addressed before Sy West would take possession of the property. A detailed listing of site concerns and necessary repairs was provided via email on November 12, 2018.

We will schedule a clean up of the homeless encampments at the Expo Site so that SyWest can secure and re-take possession of the property. We will work internally to identify potential dates and will coordinate with you on final selection and transfer of property. After the homeless encampments have been cleaned and SyWest has secured the property, we can coordinate on resolution of the remaining issues on SyWest's list, some of which may not be necessary given SyWest's plans to develop the property.

If you have any questions, please let me know.

Thank you,

Kristan Lundquist, RC
Interim Library & Community Services Director

Cc: City Manager
Assistant City Manager
City Attorney
Public Works Director

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Air Quality Impact Analysis
Rodeo Property Project
City of Salinas, Monterey County, California

Prepared for:
SyWest Development
150 Pelican Way
San Rafael, CA 94901

Contact: Tracy LaTray, Project Coordinator

Prepared by:
First Carbon Solutions
250 Commerce, Suite 250
Irvine, CA 92602
714.508.4100

Contact: Jason Brandman, Project Director
Phil Ault, Air Quality Services Manager

Date: September 19, 2019

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ACRONYMS AND ABBREVIATIONS

$\mu g/m^3$	micrograms per cubic meter
AB	Assembly Bill
AQI	air quality index
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
BAAQMD	Bay Area Air Quality Management District
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CCAA	California Clean Air Act
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CO	carbon monoxide
DPM	diesel particulate matter
EPA	United States Environmental Protection Agency
ft^2	square feet
H_2S	hydrogen sulfide
HAP	hazardous air pollutant
LEV	low emission vehicle
MBARD	Monterey Bay Air Resources District
NCCAB	North Central Coast Air Basin
NO_2	nitrogen dioxide
NO_X	oxides of nitrogen
O_3	ozone
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
ppb	parts per billion
ppm	parts per million
ROG	reactive organic gases
SB	Senate Bill
SFBAAB	San Francisco Bay Area Air Basin
SIP	state implementation plan
SO_2	sulfur dioxide
SO_X	oxides of sulfur
TOG	total organic gases
VOC	volatile organic compounds

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SECTION 1: EXECUTIVE SUMMARY

1.1 - Purpose and Methods of Analysis

The following analysis was prepared to evaluate whether the Project would cause significant air quality impacts. This assessment follows the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.). The methodology follows Monterey Bay Air Resources District (MBARD) recommendations for quantification of emissions and evaluation of air quality impacts.

1.2 - Project Summary

1.2.1 - Site Location

The Rodeo Property Project is located at 295 Sun Way, south and west of US 101 in the central part of the City of Salinas, Monterey County, California (see Exhibit 1). North and south of the Project site are existing warehouse/light industrial uses. To the north of the Project site is Security Public Storage; to the south at 10 Simas Street is Celebration Church and at 34 Simas Street is a light industrial building containing an ambulance dispatch business and an electrical supply company. To the southwest of the Project at 8 Sun Street is Sun Street Centers Men's Residential Program. Adjacent to and west of the Project is open space; however, there is a mix of land uses further west of the Project, including St. James CME Church located at 285 Calle Cebu, Haciendas Place multi-family residential located at 245 Calle Cebu, and the Rancho Salinas Mobile Park located at 150 Sherwood Drive. The Project site is bounded by Sun Street and Sun Way to the west, US 101 to the east, Security Public Storage to the north, and light industrial uses to the south (see Exhibit 2).

1.2.2 - Project Description

The project is a General Plan amendment and Rezone that would allow development of industrial and commercial uses on a 6.8-acre site located on Sun Street adjacent to US 101. The proposed land use designation would allow the site to be developed at a floor area ratio of 0.4, which would allow for the development of up to 118,600 square feet (sq.ft.) of industrial floor space. For purpose of this analysis, 4 percent of the floor space (4,700 sq.ft.) was assumed to be occupied by support office space which is categorized as general office space. The remaining floor area (113,900 sq.ft.) was modeled as light industrial space. The site is designated in the General Plan as Open Space. Access to the site is provided via Sun Street and its connections to Calle Cebu and E. Market Street.

1.3 - Summary of Analysis Results

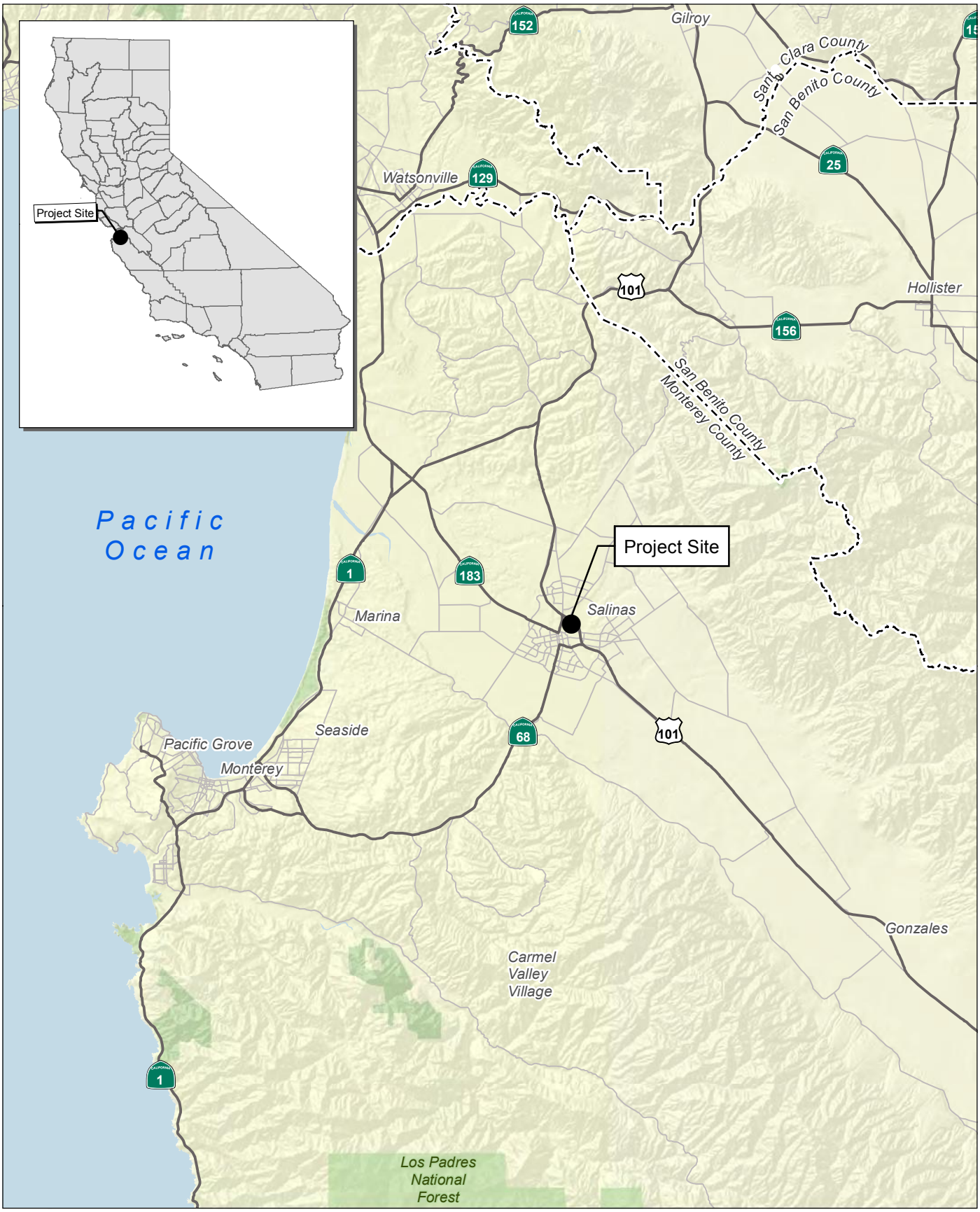
Impact AIR-1: The Project would not conflict with or obstruct implementation of the applicable air quality plan. **Less than significant impact.**

Impact AIR-2: The Project would not violate air quality standards or contribute substantially to an existing or projected air quality violation. **Less than significant impact.**

Impact AIR-3: The Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors). **Less than significant impact.**

Impact AIR-4: The Project would not expose sensitive receptors to substantial pollutant concentrations. **Less than significant impact.**

Impact AIR-5: The Project would not create objectionable odors affecting a substantial number of people. **Less than significant impact.**



Source: Census 2000 Data, The CaSIL, FCS GIS 2016.

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Exhibit 1
Regional Location Map

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Source: ESRI Imagery

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1,000 500 0 1,000 Feet

Exhibit 2
Local Vicinity Map
Aerial Base

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SECTION 2: AIR QUALITY SETTING

2.1 - Air Basin

The Project site is located in the City of Salinas, Monterey County, within the North Central Coast Air Basin (NCCAB or the Air Basin), and under the jurisdiction of the MBARD. The NCCAB consists of Monterey, San Benito, and Santa Cruz counties. The NCCAB includes an area of approximately 5,159 square miles along the central coast of California. The project site is located near the coast in the northern portion of the air basin.

Air quality in the NCCAB is regulated at the federal level by the United State Environmental Protection Agency (EPA), at the state level by the California Air Resources Board (ARB), and at the regional level by MBARD. The regulatory responsibilities of these agencies are discussed in the Regulatory Framework section.

Air quality conditions within the NCCAB are primarily influenced by the NCCAB's meteorology, topography, and climate conditions. These characteristics with respect to the NCCAB are discussed below. However, the main driver of air quality conditions in any is the amount and intensity of emission sources located within the region. In some cases such as for the NCCAB, transport of air pollutants from neighboring air basins can also affect air quality conditions within the air basin.

2.2 - Attainment Status

The EPA and the ARB designate an air basin in which ambient air quality standards are exceeded as a "nonattainment" area. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, the area is considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

Each standard has a different definition, or "form," of what constitutes attainment, based on specific air quality statistics. For example, the federal 8-hour carbon monoxide (CO) standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring value exceeds the threshold per year. In contrast, the federal annual $PM_{2.5}$ standard is met if the 3-year average of the annual average $PM_{2.5}$ concentration is less than or equal to the standard.

On March 12, 2008, the EPA adopted a new 8-hour ozone standard of 0.075 ppm. In April 2012, EPA designated the NCCAB as attainment/unclassified based on 2009-2011 data. This EPA rule suspends key State Implementation Plan (SIP) requirements as long as monitoring data continues to show that the Bay Area attains the standard. The current attainment designations for the basin are summarized in Table 1. The basin is nonattainment for state ozone and PM_{10} standards.

Table 1: North Central Coast Air Basin Attainment Status

Pollutant	State Status	National Status
Ozone (O_3)	Nonattainment[2]	Attainment/Unclassified[3]
Inhalable particulates (PM_{10})	Nonattainment	Attainment
Fine particulates ($PM_{2.5}$)	Attainment	Attainment/Unclassified[4]
Carbon monoxide (CO)	Monterey Co.—Attainment San Benito Co.—Unclassified Santa Cruz Co.—Unclassified	Attainment/Unclassified
Nitrogen dioxide (NO_2)	Attainment	Attainment/Unclassified[5]
Sulfur dioxide (SO_2)	Attainment	Attainment[6]
Lead	Attainment	Attainment/Unclassified[7]

Notes:
1 State designations based on 2010 to 2012 air monitoring data.
2 Effective July 26, 2007, the ARB designated the NCCAB a nonattainment area for the State ozone standard, which was revised in 2006 to include an 8-hour standard of 0.070 ppm.
3 On March 12, 2008, EPA adopted a new 8-hour ozone standard of 0.075 ppm. In April 2012, EPA designated the NCCAB attainment/unclassified based on 2009–2011 data.
4 This includes the 2006 24-hour standard of 35 µg/m^3 and the 2012 annual standard of 12 µg/m^3.
5 In 2012, EPA designated the entire state as attainment/unclassified for the 2010 NO_2 standard.
6 In June 2011, the ARB recommended to EPA that the entire state be designated as attainment for the 2010 primary SO_2 standard. Final designations to be addressed in future EPA actions.
7 On October 15, 2008, EPA substantially strengthened the national ambient air quality standard for lead by lowering the level of the primary standard from 1.5 µg/m t0 0.15µg/m^3. Final designations were made by the EPA in November 2011.

2.3 - Local Climate

Monterey County is bounded on the west by the Pacific Ocean, on the east by the San Joaquin Valley, on the south by San Luis Obispo County and on the north by the Santa Cruz and San Mateo Counties. Most of Monterey County's population lives in the western part of the County along the coast and in sheltered valleys. These valleys act like a series of miniature air basins, trapping air pollutants within the valley and limiting dispersion.

The Salinas Valley is a steep-sloped coastal valley that opens out on Monterey Bay and extends southeastward with mountain ranges (Gabilan Range to the east and Sierra de Salinas to the west) of 2,000 to 3,000 feet elevation on either side. The broad area of the valley floor near the mouth is 25 miles wide, narrowing to about 6 miles at Soledad, which is 40 miles inland, and to 3 miles wide at King City, which is about 60 miles from the coast. At Salinas, near the northern end of the Valley, west and northwest winds occur about one-half the time during the entire year.

Winds from the San Francisco Bay Area Air Basin (SFBAAB) tend to transport pollutants into the NCCAB, where surface winds move the pollutants to the eastern portion of the NCCAB. The NCCAB pollutant levels are influenced by the transport of pollutants from SFBAAB, and assessments have indicated that 50percent of NCCAB exceedances are the result of transport of pollutants from the

SFBAAB. Regional temperatures in the area typically range from the mid-forty degrees Fahrenheit (F°) to the low 70s, and average precipitation measures approximately 19.73 inches per year. August, September, and October are typically the warmest months.

2.4 - Local Air Quality Conditions

The existing local air quality is characterized by reviewing relevant air pollution concentration data near the Project area for comparison to the NAAQS and CAAQS. Air samples are either collected continuously or periodically depending on the pollutant and the type of monitoring equipment installed. Monitoring sites are usually chosen to be representative of emissions in a community. Ozone, CO, NO_2, toxics, and PM_{10} and particulate matter of size 2.5 microns and smaller ($PM_{2.5}$) are monitored at the Salinas #3 Station, located approximately 1.3 miles northeast of the Project site. Table 2 summarizes 2014 through 2016 published air monitoring data, which is the most recent 3-year period available. The number of days each year that standards were exceeded and the amount of the exceedance provide a good indicator of severity of the air quality problems in the local area.

Table 2: Air Quality Monitoring Summary

Air Pollutant	Averaging Time	Item	2014	2015	2016
Ozone	1 Hour	Maximum 1 Hour (ppm)	0.066	0.068	0.066
		Days > State Standard (0.09 ppm)	0	0	0
	8 Hour	Maximum 8 Hour (ppm)	0.062	0.061	0.058
		Days > State Standard (0.07 ppm)	0	0	0
		Days > National Standard (0.070 ppm)	0	0	0
*Carbon monoxide	8 Hour	Maximum 8 Hour (ppm)	0.76 (2010)	0.99 (2011)	1.39 (2012)
		Days > State Standard (9.0 ppm)	0	0	0
		Days > National Standard (9 ppm)	0	0	0
Nitrogen dioxide	Annual	Annual Average (ppm)	5	5	4
	1 Hour	Maximum 1 Hour (ppm)	38.0	33.0	33.0
		Days > State Standard (0.18 ppm)	0	0	0
**PM_{10}	Annual	Annual Average ($\mu g/m^3$)	16.4 (2009)	15.3 (2010)	4.9 (2011)
	24 Hour	24 Hour ($\mu g/m^3$)	41 (2009)	39 (2010)	18 (2011)
		Days > State Standard (50 $\mu g/m^3$)	0	0	0
		Days > National Standard (150 $\mu g/m^3$)	0	0	0

Table 2 (cont.): Air Quality Monitoring Summary

Air Pollutant	Averaging Time	Item	2014	2015	2016
$PM_{2.5}$	Annual	Annual Average (µg/m^3)	4.8	4.8	5.4
	24 Hour	24 Hour (µg/m^3)	20.2	22.8	28.7
		Days > National Standard (35 µg/m^3)	0	0	0

Notes:
> = exceed ppm = parts per million µg/m^3 = micrograms per cubic meter
PM_{10} = particulate matter of size 10 microns and below; $PM_{2.5}$ = particulate matter of size 2.5 microns and below
State Standard = California Ambient Air Quality Standard
National Standard = National Ambient Air Quality Standard
All data from Salinas #3 Station
* Data from Salinas #3 Station for years 2010-2012
** Data from Salinas #3 Station for years 2009 to 2011
Sources: ARB 2016.

The health impacts of the various air pollutants of concern are presented in a number of ways. The clearest in comparison is to the state and federal ozone standards. If concentrations are below the standard, it is safe to say that no health impact would occur to anyone. When pollutant concentrations exceed the standard, health impacts will vary based on the magnitude of the exceedance. The EPA developed the Air Quality Index (AQI) as an easy to understand measure of health impact compared to concentrations in the air. Table 3 provides a description of the health impacts of ozone at different concentrations.

Table 3: Air Quality Index and Health Effects

Air Quality Index/ 8-hour Ozone Concentration	Health Effects Description
AQI-100—Moderate	**Sensitive Groups**: Children and people with asthma are the groups most at risk.
Concentration 70 ppb	**Health Effects Statements**: Unusually sensitive individuals may experience respiratory symptoms.
	Cautionary Statements: Unusually sensitive people should consider limiting prolonged outdoor exertion.
AQI-150—Unhealthy for Sensitive Groups	**Sensitive Groups**: Children and people with asthma are the groups most at risk.
Concentration 85 ppb	**Health Effects Statements**: Increasing likelihood of respiratory symptoms and breathing discomfort in active children and adults and people with respiratory disease, such as asthma.
	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should limit prolonged outdoor exertion.

Table 3 (cont.): Air Quality Index and Health Effects

Air Quality Index/ 8-hour Ozone Concentration	Health Effects Description
AQI-200—Unhealthy	**Sensitive Groups**: Children and people with asthma are the groups most at risk.
Concentration 105 ppb	**Health Effects Statements**: Greater likelihood of respiratory symptoms and breathing difficulty in active children and adults and people with respiratory disease, such as asthma; possible respiratory effects in general population.
	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion.
AQI-210—Very Unhealthy	**Sensitive Groups**: Children and people with asthma are the groups most at risk.
Concentration 115 ppb	**Health Effects Statements**: Increasingly severe symptoms and impaired breathing likely in active children and adults and people with respiratory disease, such as asthma; increasing likelihood of respiratory effects in general population.
	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid all outdoor exertion; everyone else, especially children, should limit outdoor exertion.
Notes: AQI = air quality index ppb = parts per billion Source: EPA 2014b.	

Based on the AQI scale for the 8-hour ozone standard, the nearest monitoring station experienced no days in the last 3 years that would be categorized as unhealthful (AQI 200), and no days that would be considered moderate (AQI 100) as measured at the Salinas #3 Station. The highest reading was 68 parts per billion (ppb) in 2015 compared with the 70-ppb cut off point for moderate (AQI 100).

The other nonattainment pollutant of concern is PM_{10}. An AQI of 100 or lower is considered moderate and would be triggered by a 24-hour average concentration of 154 $\mu g/m^3$, which is an exceedance of the federal PM_{10} standard. The Salinas #3 Station did not exceed the standard in 2014 to 2016. People with respiratory or heart disease, the elderly and children are the groups most at risk. Unusually sensitive people should consider reducing prolonged or heavy exertion.

Table 4: Air Quality Index and Health Effects

Air Quality Index/ 24-hour PM_{10} Concentration	Health Effects Description
AQI-100—Moderate Concentration 154 µg/m^3	**Sensitive Groups**: People with respiratory disease are the group most at risk.
	Health Effects Statements: Unusually sensitive people should consider reducing prolonged or heavy exertion.
	Cautionary Statements: Unusually sensitive people should consider reducing prolonged or heavy exertion.
AQI-150—Unhealthy for Sensitive Groups Concentration 254 µg/m^3	**Sensitive Groups**: People with respiratory disease are the group most at risk.
	Health Effects Statements: Increasing likelihood of respiratory symptoms and aggravation of lung disease, such as asthma
	Cautionary Statements: People with respiratory disease, such as asthma, should limit outdoor exertion
AQI-200—Unhealthy Concentration 354 µg/m^3	**Sensitive Groups**: People with respiratory disease are the group most at risk.
	Health Effects Statements: Increased respiratory symptoms and aggravation of lung disease, such as asthma; possible respiratory effects in general population.
	Cautionary Statements:—
AQI-210—Very Unhealthy Concentration 361 µg/m^3	**Sensitive Groups**: People with respiratory disease are the group most at risk.
	Health Effects Statements: Significant increase in respiratory symptoms and aggravation of lung disease, such as asthma; increasing likelihood of respiratory effects in general population.
	Cautionary Statements: People with respiratory disease, such as asthma, should avoid any outdoor activity; everyone else, especially the elderly and children, should limit outdoor exertion.

Notes:
AQI = air quality index
µg/m^3 = micrograms (one-millionth of a gram) per cubic meter
Source: EPA 2014b.

SECTION 3: REGULATORY FRAMEWORK AND RULES

Air pollutants are regulated to protect human health and for secondary effects such as visibility and building soiling. The Clean Air Act of 1970 tasks the United States Environmental Protection Agency (EPA) with setting air quality standards. The State of California also sets air quality standards that, in some cases, are more stringent than federal standards and address additional pollutants. The ARB is the State agency responsible for setting air quality standards for California. The following section describes these federal and state standards and the health effects of the regulated pollutants.

Air pollutants are regulated at the national, state, and air basin or county level; each agency has a different level of regulatory responsibility. The EPA regulates at the national level, the ARB regulates at the state level, and the Air District regulates at the air basin level.

The EPA is responsible for national and interstate air pollution issues and policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all SIPs, provides research and guidance for air pollution programs, and sets National Ambient Air Quality Standards, (also known as federal standards, described earlier).

A SIP is a document prepared by each state describing existing air quality conditions and measures followed to attain and maintain federal standards. The SIP for the State of California is administered by the ARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. California's SIP incorporates individual federal attainment plans for regional air districts—each air district prepares its federal attainment plan, which is sent to ARB to be approved and incorporated into the California SIP. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms.

Areas designated non-attainment must develop air quality plans and regulations to achieve standards by specified dates depending on the severity of the exceedances. For much of the country, implementation of federal motor vehicle standards and compliance with federal permitting requirements for industrial sources are adequate to attain air quality standards on schedule. For many areas of California, however, additional state and local regulation is required to achieve the standards. Regulations adopted by California are summarized in the following sections.

3.1 - Clean Air Act

Congress established much of the basic structure of the Clean Air Act (CAA) in 1970, and made major revisions in 1977 and 1990. Six common air pollutants (also known as criteria pollutants) are in the CAA. These are particulate matter, ground-level ozone, CO, sulfur oxides, nitrogen oxides, and lead. EPA calls these pollutants criteria air pollutants because it regulates them by developing human health-based and/or environmentally based criteria (science-based guidelines) for setting permissible levels. The set of limits based on human health are primary standards. Another set of limits intended to prevent environmental and property damage are secondary standards (EPA 2014a). The federal standards are National Ambient Air Quality Standards (NAAQS). The air quality

standards provide benchmarks for determining whether air quality is healthy at specific locations and whether development activities will cause or contribute to a violation of the standards. The criteria pollutants are:

- Ozone (O_3)
- Nitrogen dioxide (NO_2)
- Lead (Pb)
- Particulate matter (PM_{10} and $PM_{2.5}$)
- Carbon monoxide (CO)
- Sulfur dioxide (SO_2)

The federal standards were set to protect public health, including that of sensitive individuals; thus, EPA updates these standards when more medical research is available regarding the health effects of the criteria pollutants. Primary federal standards are the levels of air quality necessary, with an adequate margin of safety, to protect the public health (ARB 2013a).

3.2 - California Clean Air Act

The California Legislature enacted the California Clean Air Act (CCAA) in 1988 to address air quality issues of concern not adequately addressed by the federal CAA at the time. California's air quality problems were and are some of the most severe in the nation and required additional actions beyond the federal mandates. The ARB administers California Ambient Air Quality Standards (CAAQS) for the 10 air pollutants designated in the CCAA. The 10 state air pollutants are the six federal standards listed above as well visibility-reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride. EPA authorized California to adopt its own regulations for motor vehicles and other sources that are more stringent than similar federal regulations implementing the CAA. Generally, the planning requirements of the CCAA are less stringent than federal CAA; therefore, consistency with the CAA will also demonstrate consistency with the CCAA.

3.3 - Toxic Air Contaminants

A toxic air contaminant (TAC) is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. There are no ambient air quality standards for TAC emissions. TACs are regulated in terms of health risks to individuals and populations exposed to the pollutants. The 1990 Clean Air Act Amendments, significantly expanded EPA's authority to regulate hazardous air pollutants (HAPs). Section 112 of the CAA lists 187 hazardous air pollutants regulated by source category. Authority to regulate these pollutants was delegated to the States. ARB and local air districts regulate TACs and HAPs in California.

3.4 - Air Pollutant Description and Health Effects

The federal and state ambient air quality standards, relevant effects, properties, and sources of the pollutants are summarized in Table 5.

Ozone

Ozone is not emitted directly into the air but is formed by a photochemical reaction in the atmosphere. Ozone precursors, which include reactive organic compounds (ROC) and nitrous oxides (NO_X), react in the atmosphere in the presence of sunlight to form ozone. Because photochemical reaction rates depend on the intensity of ultraviolet light and air temperature, ozone is primarily a summer air pollution problem. Often, the effects of emitted ROC and NO_X are felt a distance downwind of the emission sources. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials.

Ozone can irritate lung airways and cause inflammation much like a sunburn. Other symptoms include wheezing, coughing, pain when taking a deep breath, and breathing difficulties during exercise or outdoor activities. People with respiratory problems are most vulnerable, but even healthy people who are active outdoors can be affected when ozone levels are high. Chronic ozone exposure can induce morphological (tissue) changes throughout the respiratory tract, particularly at the junction of the conducting airways and the gas exchange zone in the deep lung. Anyone who spends time outdoors in the summer is at risk, particularly children and other people who are more active outdoors. Even at very low levels, ground-level ozone triggers a variety of health problems, including aggravated asthma, reduced lung capacity, and increased susceptibility to such respiratory illnesses as pneumonia and bronchitis.

Ozone also damages vegetation and ecosystems. It leads to reduced agricultural crop and commercial forest yields; reduced growth and survivability of tree seedlings; and increased susceptibility to diseases, pests, and other stresses such as harsh weather. In the United States alone, ozone is responsible for an estimated $500 million in reduced crop production each year. In addition, ozone causes damage to buildings, rubber, and some plastics.

Ozone is a regional pollutant, as the reactions forming it take place over time, and it materializes downwind from the sources of the emissions. As a photochemical pollutant, ozone is formed only during daylight hours under appropriate conditions, but is destroyed throughout the day and night. Thus, ozone concentrations vary depending upon both the time of day and the location. Even in pristine areas, some ambient ozone forms from natural emissions that are not controllable. This is termed background ozone. The average background ozone concentrations near sea level are in the range of 0.015 to 0.035 parts per million (ppm), with a maximum of about 0.04 ppm.

Reactive Organic Gases

Reactive organic gases (ROG) are defined as any compound of carbon, excluding CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participate in atmospheric photochemical reactions. ROG consist of nonmethane hydrocarbons and oxygenated hydrocarbons. Hydrocarbons are organic compounds that contain only hydrogen and carbon atoms. Nonmethane hydrocarbons are hydrocarbons that do not contain the unreactive hydrocarbon methane. Oxygenated hydrocarbons are hydrocarbons with oxygenated functional groups attached.

It should be noted that there are no state or national ambient air quality standards for ROG because ROG is not classified as criteria pollutant. ROG is regulated, however, because a reduction in ROG emissions reduces certain chemical reactions that contribute to the formulation of ozone. ROG is transformed into organic aerosols in the atmosphere, which contribute to higher PM_{10} levels and lower visibility.

Nitrogen Oxides

During combustion of fossil fuels, oxygen reacts with nitrogen to produce nitrogen oxides or NO_X. This occurs primarily in motor vehicle internal combustion engines and fossil fuel-fired electric utility facilities and industrial boilers. The pollutant NO_x is a concern because it is an ozone precursor, which means that it helps form ozone. When NO_x and ROG are released in the atmosphere, they can chemically react with one another in the presence of sunlight and heat to form ozone. NO_x can also be a precursor to PM_{10} and $PM_{2.5}$.

Because NO_x and ROG are ozone precursors, the health effects associated with ozone (as discussed below in Table 5) are also indirect health effects associated with significant levels of NO_X and ROG emissions.

Particulate Matter (PM_{10} and $PM_{2.5}$)

PM is particulate matter in the air that includes a mixture of solids and liquid droplets. Some particles are emitted directly; others are formed in the atmosphere when other pollutants react. PM is so small that they can get into the lungs, potentially causing serious health problems. PM_{10} is 10 microns in diameter, smaller than the width of a human hair. $PM_{2.5}$ is 2.5 microns in diameter and consists of "fine" particles. These fine particles are so small they can be detected only with an electron microscope. Sources of fine particles include all types of combustion, including motor vehicles, power plants, residential wood burning, forest fires, agricultural burning, and some industrial processes.

These particles come in many sizes and shapes and can be made up of hundreds of different chemicals. Some particles, known as primary particles, are emitted directly from a source, such as construction sites, unpaved roads, fields, smokestacks, or fires. Others form in complicated reactions in the atmosphere from chemicals such as sulfur dioxides and nitrogen oxides that are emitted from power plants, industrial activity, and automobiles. These particles, known as secondary particles, make up most of the fine particle pollution in the United States.

Particle exposure can lead to a variety of health effects. For example, numerous studies link particle levels to increased hospital admissions and emergency room visits—and even to death from heart or lung diseases. Both long- and short-term particle exposures have been linked to health problems. Long-term exposures, such as those experienced by people living for many years in areas with high particle levels, have been associated with problems such as reduced lung function, the development of chronic bronchitis, and even premature death. Short-term exposures to particles (hours or days) can aggravate lung disease, causing asthma attacks and acute bronchitis, and may increase susceptibility to respiratory infections. In people with heart disease, short-term exposures have been linked to heart attacks and arrhythmias. Healthy children and adults have not been reported

to suffer serious effects from short-term exposures, although they may experience temporary minor irritation when particle levels are elevated.

Carbon Monoxide

Carbon monoxide (CO) is of less concern in the NCCAB because it is classified as an attainment area. CO is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes about 56 percent of all CO emissions nationwide. Other non-road engines and vehicles (such as construction equipment and boats) contribute about 22 percent of all CO emissions nationwide. Higher levels of CO generally occur in areas with heavy traffic congestion. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are sources of CO indoors.

Motor vehicles are the dominant source of CO emissions in most areas. CO is described as having only a local influence because it dissipates quickly. High CO levels develop primarily during winter, when periods of light winds combine with the formation of ground-level temperature inversions (typically from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Because CO is a product of incomplete combustion, motor vehicles exhibit increased CO emission rates at low air temperatures. High CO concentrations occur in areas of limited geographic size, sometimes referred to as hot spots. Since CO concentrations are strongly associated with motor vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

CO is a public health concern because it combines readily with hemoglobin, reducing the amount of oxygen transported in the bloodstream. The health threat from relatively low levels of CO is most serious for those who suffer from such heart-related diseases as angina, clogged arteries, or congestive heart failure. For a person with heart disease, a single exposure to CO at low levels may cause chest pain and reduce that person's ability to exercise; repeated exposures may contribute to other cardiovascular effects. High levels of CO can affect even healthy people. People who breathe high levels of CO can develop vision problems, reduced ability to work or learn, reduced manual dexterity, and difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death.

Toxic Air Contaminants

In addition to the criteria pollutants, discussed above, toxic air contaminants (TACs), also known as hazardous air pollutants (HAPs), are another group of pollutants of concern. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. In general, for those TACs that may cause cancer, there are thresholds set by

regulatory agencies below which adverse health impacts are not expected to occur. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined and for which the state and federal governments have set ambient air quality standards.

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from TACs for the State of California can be attributed to relatively few compounds, the most important of which is diesel particulate matter (DPM) from diesel-fueled engines.

Diesel Particulate Matter

The ARB identified PM emissions from diesel-fueled engines as a TAC in August 1998 under California's TAC program. The State of California, after a 10-year research program, determined in 1998 that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic (long-term) health risk. According to ARB's 2013 Almanac, on-road diesel-fueled vehicles contribute approximately 42 percent of the statewide total inventory, with an additional 55 percent attributed to other mobile sources such as construction and mining equipment, agricultural equipment, and transport refrigeration units.[1] The remaining DPM inventory was generated by stationary point sources and aggregated stationary sources.

[1] The California Almanac of Emissions and Air Quality. 2013 Edition. Website: https://www.arb.ca.gov/aqd/almanac/almanac13/almanac2013all.pdf.

Table 5: Description of Air Pollutants

Air Pollutant	Averaging Time	California Standard	Federal Standard[a]	Most Relevant Effects from Pollutant Exposure	Properties	Sources
Ozone	1 Hour	0.09 ppm	—	Irritate respiratory system; reduce lung function; breathing pattern changes; reduction of breathing capacity; inflame and damage cells that line the lungs; make lungs more susceptible to infection; aggravate asthma; aggravate other chronic lung diseases; cause permanent lung damage; some immunological changes; increased mortality risk; vegetation and property damage.	Ozone is a photochemical pollutant not emitted directly into the atmosphere, but is formed by a complex series of chemical reactions between volatile organic compounds (VOC), oxides of nitrogen (NO_x), and sunlight. Ozone is a regional pollutant generated over a large area and is transported and spread by the wind.	Ozone is a secondary pollutant; thus, it is not emitted directly into the lower level of the atmosphere. The primary sources of ozone precursors (VOC and NO_x) are mobile sources (on-road and off-road vehicle exhaust).
	8 Hour	0.070 ppm (parts per million)	0.070 ppm[f]			
Carbon monoxide	1 Hour	20 ppm	35 ppm	Ranges depending on exposure: slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; death.	Carbon monoxide is a colorless, odorless, toxic gas. Carbon monoxide is somewhat soluble in water; therefore, rainfall and fog can suppress carbon monoxide conditions. Carbon monoxide enters the body through the lungs, dissolves in the blood, replaces oxygen as an attachment to hemoglobin, and reduces available oxygen in the blood.	Carbon monoxide is produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources.
	8 Hour	9.0 ppm	9 ppm			
Nitrogen dioxide[b]	1 Hour	0.18 ppm	0.100 ppm	Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; contribution to atmospheric discoloration; increased visits to hospital for respiratory illnesses.	During combustion of fossil fuels, oxygen reacts with nitrogen to produce nitrogen oxides—NO_x (NO, NO_2, NO_3, N_2O, N_2O_3, N_2O_4, and N_2O_5). NO_x is a precursor to ozone, PM_{10}, and $PM_{2.5}$ formation. NO_x can react with compounds to form nitric acid and related small particles and result in PM related health effects.	NO_x is produced in motor vehicle internal combustion engines and fossil fuel-fired electric utility and industrial boilers. Nitrogen dioxide (NO_2) forms quickly from NO_x emissions. NO_2 concentrations near major roads can be 30 to 100 percent higher than those at monitoring stations.
	Annual	0.030 ppm	0.053 ppm			

Table 5 (cont.): Description of Air Pollutants

Air Pollutant	Averaging Time	California Standard	Federal Standard[a]	Most Relevant Effects from Pollutant Exposure	Properties	Sources
Sulfur dioxide[c]	1 Hour	0.25 ppm	0.075 ppm	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient sulfur dioxide levels. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.	Sulfur dioxide is a colorless, pungent gas. At levels greater than 0.5 ppm, the gas has a strong odor, similar to rotten eggs. Sulfur oxides (SO_x) include sulfur dioxide and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although sulfur dioxide concentrations have been reduced to levels well below state and federal standards, further reductions are desirable because sulfur dioxide is a precursor to sulfate and PM_{10}.	Human caused sources include fossil-fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions are a natural source of sulfur dioxide. The gas can also be produced in the air by dimethylsulfide and hydrogen sulfide. Sulfur dioxide is removed from the air by dissolution in water, chemical reactions, and transfer to soils and ice caps. The sulfur dioxide levels in the State are well below the maximum standards.
	3 Hour	—	0.5 ppm			
	24 Hour	0.04 ppm	0.14 ppm (for certain areas)			
	Annual	—	0.030 ppm (for certain areas)			
Particulate matter (PM_{10})	24 hour	50 µg/m^3 (microgram per cubic meter)	150 µg/m^3	• Short-term exposure (hours/days): irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravate existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. • Long-term exposure: reduced lung function; chronic bronchitis; changes in lung morphology; death.	Suspended particulate matter is a mixture of small particles that consist of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM_{10} refers to particulate matter that is between 2.5 and 10 microns in diameter, (1 micron is one-millionth of a meter). $PM_{2.5}$ refers to particulate matter that is 2.5 microns or less in diameter, about one-thirtieth the size of the average human hair.	Stationary sources include fuel or wood combustion for electrical utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal, and recycling. Mobile or transportation related sources are from vehicle exhaust and road dust. Secondary particles form from reactions in the atmosphere.
	Mean	20 µg/m^3	—			
Particulate matter ($PM_{2.5}$)	24 Hour	—	35 µg/m^3			
	Annual	12 µg/m^3	12.0 µg/m^3			
Visibility-reducing particles	8 Hour	See note below[d]				

Table 5 (cont.): Description of Air Pollutants

Air Pollutant	Averaging Time	California Standard	Federal Standard[a]	Most Relevant Effects from Pollutant Exposure	Properties	Sources
Sulfates	24 Hour	25 µg/m^3	—	(a) Decrease in ventilatory function; (b) aggravation of asthmatic symptoms; (c) aggravation of cardio-pulmonary disease; (d) vegetation damage; (e) degradation of visibility; (f) property damage.	The sulfate ion is a polyatomic anion with the empirical formula SO_4^{2-}. Sulfates occur in combination with metal and/or hydrogen ions. Many sulfates are soluble in water.	Sulfates are particulates formed through the photochemical oxidation of sulfur dioxide. In California, the main source of sulfur compounds is combustion of gasoline and diesel fuel.
Lead[e]	30-day	1.5 µg/m^3	—	Lead accumulates in bones, soft tissue, and blood and can affect the kidneys, liver, and nervous system. It can cause impairment of blood formation and nerve conduction, behavior disorders, mental retardation, neurological impairment, learning deficiencies, and low IQs.	Lead is a solid heavy metal that can exist in air pollution as an aerosol particle component. Leaded gasoline was used in motor vehicles until around 1970. Lead concentrations have not exceeded state or federal standards at any monitoring station since 1982.	Lead ore crushing, lead-ore smelting, and battery manufacturing are currently the largest sources of lead in the atmosphere in the United States. Other sources include dust from soils contaminated with lead-based paint, solid waste disposal, and crustal physical weathering.
	Quarter	—	1.5 µg/m^3			
	Rolling 3-month average	—	0.15 µg/m^3			
Vinyl chloride[e]	24 Hour	0.01 ppm	—	Short-term exposure to high levels of vinyl chloride in the air causes central nervous system effects, such as dizziness, drowsiness, and headaches. Epidemiological studies of occupationally exposed workers have linked vinyl chloride exposure to development of a rare cancer, liver angiosarcoma, and have suggested a relationship between exposure and lung and brain cancers.	Vinyl chloride, or chloroethene, is a chlorinated hydrocarbon and a colorless gas with a mild, sweet odor. In 1990, the Air Resources Board identified vinyl chloride as a toxic air contaminant and estimated a cancer unit risk factor.	Most vinyl chloride is used to make polyvinyl chloride plastic and vinyl products, including pipes, wire and cable coatings, and packaging materials. It can be formed when plastics containing these substances are left to decompose in solid waste landfills. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites.

Table 5 (cont.): Description of Air Pollutants

Air Pollutant	Averaging Time	California Standard	Federal Standard[a]	Most Relevant Effects from Pollutant Exposure	Properties	Sources
Hydrogen sulfide	1 Hour	0.03 ppm	—	High levels of hydrogen sulfide can cause immediate respiratory arrest. It can irritate the eyes and respiratory tract and cause headache, nausea, vomiting, and cough. Long exposure can cause pulmonary edema.	Hydrogen sulfide (H2S) is a flammable, colorless, poisonous gas that smells like rotten eggs.	Manure, storage tanks, ponds, anaerobic lagoons, and land application sites are the primary sources of hydrogen sulfide. Anthropogenic sources include the combustion of sulfur containing fuels (oil and coal).
Volatile organic compounds (VOC)		There are no State or federal standards for VOCs because they are not classified as criteria pollutants.		Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations because of interference with oxygen uptake. In general, concentrations of VOCs are suspected to cause eye, nose, and throat irritation; headaches; loss of coordination; nausea; and damage to the liver, the kidneys, and the central nervous system. Many VOCs have been classified as toxic air contaminants.	Reactive organic gases (ROG), or VOCs, are defined as any compound of carbon—excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROG and VOCs, the two terms are often used interchangeably.	Indoor sources of VOCs include paints, solvents, aerosol sprays, cleansers, tobacco smoke, etc. Outdoor sources of VOCs are from combustion and fuel evaporation. A reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of ozone. VOCs are transformed into organic aerosols in the atmosphere, which contribute to higher PM10 and lower visibility.
Diesel particulate matter (DPM)		There are no ambient air quality standards for DPM.		Some short-term (acute) effects of DPM exposure include eye, nose, throat, and lung irritation, coughs, headaches, light-headedness, and nausea. Studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Human studies on the carcinogenicity of	DPM is a source of PM2.5—diesel particles are typically 2.5 microns and smaller. Diesel exhaust is a complex mixture of thousands of particles and gases produced when an engine burns diesel fuel. Organic compounds account for 80 percent of the total particulate matter mass, which consists of compounds such as hydrocarbons and their derivatives, and polycyclic aromatic hydrocarbons and their derivatives.	Diesel exhaust is a major source of ambient particulate matter pollution in urban environments. Typically, the main source of DPM is from combustion of diesel fuel in diesel-powered engines. Such engines are in on-road vehicles such as diesel trucks, off-road construction vehicles, diesel electrical generators, and various pieces of stationary construction equipment.

Table 5 (cont.): Description of Air Pollutants

Air Pollutant	Averaging Time	California Standard	Federal Standard[a]	Most Relevant Effects from Pollutant Exposure	Properties	Sources
				DPM demonstrate an increased risk of lung cancer, although the increased risk cannot be clearly attributed to diesel exhaust exposure.	Fifteen polycyclic aromatic hydrocarbons are confirmed carcinogens, a number of which are in diesel exhaust.	

Notes:
ppm = parts per million (concentration) µg/m^3 = micrograms per cubic meter Annual = Annual Arithmetic Mean 30-day = 30-day average Quarter = Calendar quarter
NO_x = oxides of nitrogen VOC = volatile organic compounds NO_2 = nitrogen dioxide SO_x = oxides of sulfur DPM = diesel particulate matter ROG = reactive organic gases
PM_{10} = particulate matter of size 10 microns and below $PM_{2.5}$ = particulate matter of size 2.5 microns and below H_2S = hydrogen sulfide SO_4^{2-} = sulfate SO_2 = sulfur dioxide

[a] Federal standard refers to the primary national ambient air quality standard, or the levels of air quality necessary, with an adequate margin of safety to protect the public health. All standards listed are primary standards except for 3 Hour SO_2, which is a secondary standard. A secondary standard is the level of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[b] To attain the 1-hour NO_2 national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (0.100 ppm).

[c] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 parts per billion (ppb). The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

[d] Visibility-reducing particles: In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

[e] The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[f] The EPA Administrator approved a revised 8-hour ozone standard of 0.07 ppb on October 1, 2015. The new standard went into effect 60 days after publication of the Final Rule in the Federal Register. The Final Rule was published in the Federal Register on October 26, 2015 and became effective on December 28, 2015.

Source of effects, properties, and sources: Bay Area Air Quality Management District 2011; California Environmental Protection Agency 2002; California Air Resources Board 2009a; U.S. Environmental Protection Agency 2003, 2009a, 2009b, 2010, 2011, and 2012a; National Toxicology Program 2011a and 2011b.
Source of standards: ARB 2013a.

Several pollutants listed in Table 5 are not discussed further in this analysis. Analysis of lead is not included in this report because the Project will not create any new sources of lead emissions. Particulate matter is addressed in this analysis, and therefore visibility-reducing particles are not explicitly addressed. The Project will not generate or expose residents to vinyl chloride because the proposed Project does not use the chemical processes that create this pollutant, and there are no such uses in the Project vicinity. The proposed Project will not expose people to hydrogen sulfide because it will not generate hydrogen sulfide in any substantial quantity.

Toxic Air Contaminants and their Health Effects

A TAC is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. The California Almanac of Emissions and Air Quality presents the relevant concentration and cancer risk data for the ten TACs that pose the most substantial health risk in California based on available data. The ten TACs are acetaldehyde, benzene, 1.3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and DPM.

Some studies indicate that DPM poses the greatest health risk among the TACs listed above. A 10-year research program (ARB 1998) demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

DPM differs from other TACs in that it is not a single substance but a complex mixture of hundreds of substances. Although diesel-fueled, internal combustion engines emit DPM, the composition of the emissions varies. The DPM exhaust composition depends on several items, including engine type, operating conditions, fuel composition, lubricating oil, and whether or not an emission control system is present. Unlike the other TACs, however, no ambient monitoring data are available for DPM because no routine measurement method currently exists. The ARB has made preliminary concentration estimates based on a DPM exposure method. This method uses the ARB emissions inventory's particulate matter of sizes 10 microns and smaller (PM_{10}) database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of DPM.

Asbestos

Asbestos is the name given to a number of naturally occurring fibrous silicate minerals mined for their useful properties such as thermal insulation, chemical and thermal stability, and high tensile strength. The three most common types of asbestos are chrysotile, amosite, and crocidolite. Chrysotile, also known as white asbestos, is the most common type of asbestos found in buildings. Chrysotile makes up approximately 90 to 95 percent of all asbestos contained in buildings in the

United States. Exposure to asbestos is a health threat; exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest, and abdominal cavity), and asbestosis (a non-cancerous lung disease that causes scarring of the lungs).

3.5 - Air Quality Plans and Regulations

3.5.1 - California Regulations

California Clean Air Act

The California Legislature enacted the California Clean Air Act (CCAA) in 1988 to address air quality issues of concern not adequately addressed by the federal CAA at the time. California's air quality problems were and are some of the most severe in the nation and required additional actions beyond the federal mandates. The ARB administers California Ambient Air Quality Standards (CAAQS) for the 10 air pollutants designated in the CCAA. The 10 state air pollutants are the six federal standards listed above as well visibility-reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride. EPA authorized California to adopt its own regulations for motor vehicles and other sources that are more stringent than similar federal regulations implementing the CAA. Generally, the planning requirements of the CCAA are less stringent than federal CAA; therefore, consistency with the CAA will also demonstrate consistency with the CCAA.

Low-Emission Vehicle Program

The ARB first adopted Low-Emission Vehicle (LEV) program standards in 1990. These first LEV standards ran from 1994 through 2003. LEV II regulations, running from 2004 through 2010, represent continuing progress in emission reductions. As the State's passenger vehicle fleet continues to grow and more sport utility vehicles and pickup trucks are used as passenger cars rather than work vehicles, the more stringent LEV II standards were adopted to provide reductions necessary for California to meet federally mandated clean air goals outlined in the 1994 State Implementation Plan. In 2012, ARB adopted the LEV III amendments to California's Low-Emission Vehicle (LEV) regulations. These amendments include more stringent emission standards for both criteria pollutants and GHGs for new passenger vehicles (ARB 2012a).

On-Road Heavy-Duty Vehicle Program

The ARB has adopted standards for emissions from various types of new on-road heavy-duty vehicles. Section 1956.8, Title 13, California Code of Regulations contains California's emission standards for on-road heavy-duty engines and vehicles, and test procedures. ARB has also adopted programs to reduce emissions from in-use heavy-duty vehicles including the Heavy-Duty Diesel Vehicle Idling Reduction Program, the Heavy-Duty Diesel In-Use Compliance Program, the Public Bus Fleet Rule and Engine Standards, and the School Bus Program and others (ARB 2013b).

ARB Regulation for In-Use Off-Road Diesel Vehicles

On July 26, 2007, the ARB adopted a regulation to reduce DPM and NO_X emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than five consecutive

minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. The ARB is enforcing that part of the rule with fines up to $10,000 per day for each vehicle in violation. Performance requirements of the rule are based on a fleet's average NO_X emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. The regulation was amended in 2010 to delay the original timeline of the performance requirements, making the first compliance deadline January 1, 2014 for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less).

ARB Airborne Toxic Control Measure for Asbestos

In July 2001, the ARB approved an Air Toxic Control Measure for construction, grading, quarrying and surface mining operations to minimize emissions of naturally occurring asbestos. The regulation requires application of best management practices to control fugitive dust in areas known to have naturally occurring asbestos and requires notification to the local air district prior to commencement of ground-disturbing activities. The measure establishes specific testing, notification and engineering controls prior to grading, quarrying, or surface mining in construction zones where naturally occurring asbestos is located on Projects of any size. There are additional notification and engineering controls at work sites larger than one acre in size. These Projects require the submittal of a "Dust Mitigation Plan" and approval by the air district prior to the start of a Project.

Construction sometimes requires the demolition of existing buildings where construction occurs. Buildings often include materials containing asbestos. The demolition is associated with this Project would be subject to MBARD, Rule 1000 (Asbestos Demolition, Renovation, and Manufacturing). Asbestos is also found in a natural state, known as naturally occurring asbestos. Exposure and disturbance of rock and soil that naturally contain asbestos can result in the release of fibers into the air and consequent exposure to the public. Asbestos most commonly occurs in ultramafic rock that has undergone partial or complete alteration to serpentine rock (serpentinite) and often contains chrysotile asbestos. In addition, another form of asbestos, tremolite, can be found associated with ultramafic rock, particularly near faults. Sources of asbestos emissions include unpaved roads or driveways surfaced with ultramafic rock, construction activities in ultramafic rock deposits, or rock quarrying activities where ultramafic rock is present.

The ARB has an Air Toxics Control Measure for construction, grading, quarrying, and surface mining operations, requiring the implementation of mitigation measures to minimize emissions of asbestos-laden dust. The measure applies to road construction and maintenance, construction and grading operations, and quarries and surface mines when the activity occurs in an area where naturally occurring asbestos is likely to be found. Areas are subject to the regulation if they are identified on maps published by the Department of Conservation as ultramafic rock units or if the Air Pollution Control Officer or owner/operator has knowledge of the presence of ultramafic rock, serpentine, or naturally occurring asbestos on the site. The measure also applies if ultramafic rock, serpentine, or asbestos is discovered during any operation or activity. Review of the Department of Conservation maps indicates that the Project site area are not likely to contain NOA.[2]

[2] A General Location Guide for Ultramafic Rocks in California. August 2010. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/ofr_2000-019.pdf.

Diesel Risk Reduction Plan

The ARB's Diesel Risk Reduction Plan has led to the adoption of new state regulatory standards for all new on-road, off-road, and stationary diesel-fueled engines and vehicles to reduce DPM emissions by about 90 percent overall from year 2000 levels. The Projected emission benefits associated with the full implementation of this plan, including federal measures, are reductions in DPM emissions and associated cancer risks of 75 percent by 2010, and 85 percent by 2020 (ARB 2000).

3.5.2 - Monterey Bay Air Resources District

The Project is located in Salinas City, Monterey County, NCCAB, and is under the jurisdiction of MBARD. Under the California CAA, the MBARD is required to develop an air quality plan for nonattainment criteria pollutants. As mentioned in Section 2.2, the NCCAB is designated nonattainment for state ozone and PM_{10} standards.

MBARD is responsible for controlling emissions primarily from stationary sources and maintains air quality monitoring stations throughout the NCCAB. MBARD's responsibilities include overseeing stationary-source emissions, approving permits, maintaining emissions inventories, maintaining air quality stations, overseeing agricultural burning permits, and reviewing air quality-related sections of environmental documents required by CEQA. The MBARD is also responsible for establishing and enforcing local air quality rules and regulations that address the requirements of federal and state air quality laws and for ensuring that NAAQS and CAAQS are met.

Through the attainment planning process, MBARD has developed rules and regulations for sources of air pollution. Specific regulations applicable to the Project may involve diesel construction equipment emissions, fugitive dust, on-road haul truck emissions, and general permit requirements. Listed below are the MBARD rules that would be applicable to the Project.

- Rule 402, Nuisances: Provide an explicit prohibition against sources creating public nuisances while operating within the District.
- Rule 403, Particulate Matter: Provide particulate matter emission limits for sources operating within the District.
- Rule 424, National Emission Standards for Hazardous Air Pollutants (NESHAPS): Provide clarity on the District's enforcement authority for the National Emissions for Hazardous Air Pollutants by incorporating those provisions of Parts 61 and 63 Chapter I, Title 40 of the Code of Federal Regulations (40 CFR Parts 61&63) into this Rule by reference.
- Rule 425, Use of Cutback Asphalt: Limit the emissions of vapors of organic compounds from the use of cutback and emulsified asphalts.
- Rule 439, Building Removals: Limit particulate emissions from the removal of buildings within the District.
- Rule 426, Architectural Coatings: Limit the emissions of Volatile Organic Compounds (VOC) from the use of architectural coatings.

- Rule 1000, Permit Guidelines and Requirements for Sources Emitting Toxic Air Contaminants:
  - prevent the emission into the atmosphere within the District of toxic air contaminants (referenced hereinafter as TACs), which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health; and,
  - prevent occurrences which may endanger the health and welfare of the public within the District and to assure that no person will suffer material impairment of health or functional capacity; and,
  - comply with the federal Clean Air Act §112(g) Toxic New Source Review requirements; and,
  - protect the public's health and welfare while allowing, where permitted, the continued operation of sources which do or may emit TACs; and,
  - Not to limit in any way the provisions, extent, intent, interpretation, or enforcement of District Rule 402 (Nuisances).
- Rule 1003, Air Toxics Emissions Inventory and Risk Assessments Comply with the California Health & Safety Code Part 6, Section 44300 et seq., by establishing and implementing a program to inventory air toxics emissions, to assess the risk to public health from exposure to these emissions, to notify the public of any known significant health risk associated with toxic emissions from any facility, and to prepare Risk Reduction Audits and Plans to effect risk reductions.

The District adopted the 2012-2015 Air Quality Management Plan in March 2017, which updates the 2013 Air Quality Management Plan (AQMP) for the Monterey Bay Region and documents progress towards attaining the ozone CAAQS. MBARD has adopted CEQA Air Quality Guidelines[3] in 2008, which is the most recent applicable Guideline. The 2008 CEQA Guideline determined the regional project-level thresholds of significance for construction and operational-related emissions. Emissions that exceed the designated threshold levels are considered potentially significant impacts and further mitigation measures should be applied.

This assessment follows the 2008 MBARD CEQA Air Quality guidelines. The significance thresholds used in this analysis are based on the MBARD standards and as set forth in Table 6 below.

Current Air Quality Plans

A State Implementation Plan (SIP) is a federal requirement; each state prepares one to describe existing air quality conditions and measures that will be followed to attain and maintain the national ambient air quality standards. In addition in California, state ozone standards have planning requirements. However, state PM_{10} standards have no attainment planning requirements, but air districts must demonstrate that all measures feasible for the area have been adopted.

Ozone Plans

Because the NCCAB is nonattainment for the state ozone standards, the MBARD AQMP is a transitional plan shifting focus of their efforts to achieving the new, more stringent 8-hour

[3] MBUAPCD. February 2008. Monterey Bay Unified Air Pollution Control District 2008a.

requirement.[4] The plan includes an updated air quality trends analysis, which now reflects both the 1- and 8-hour standards, as well as an updated emission inventory, which includes the latest information on stationary, area and mobile emission sources.

The 2008 AQMP documented that the air basin continued to attain the 1-hour standard and recommended adoption of the following five control measures to make progress towards achieving the 8-hour standard:

- A1—Solvent Cleaning Operations: reduce VOC emissions by the establishment of a 25 gram/liter VOC limit on general cleaning applications, cleaning of ink application equipment, and polyester resin application equipment.
- A2—Degreasing Operations: reduce VOC emissions from degreasing operations by the establishment of a 50 gram/liter VOC limit on the cleaning solution. As an alternative, an airtight/airless cleaning system could be used in lieu of complying with the 50 gram/liter VOC limit.
- A3—Spray Booths: Miscellaneous Coatings and Cleanup Solvents: require the reduction of VOC emissions from miscellaneous coating and cleanup solvents at spray booth operations, which are not affected by other coating regulations.
- A4—Adhesives and Sealants–reduce VOC emissions from the use of adhesives/sealants and cleanup solvents by requiring low-volatile organic compounds (VOC) adhesives/sealants and clean-up solvents and improved adhesive transfer efficiency.
- A5—Natural Gas-Fired Fan-Type Central Furnaces and Residential Water Heaters: reduce NO_X emissions by establishing a limit of 40 nanograms/joule (55 ppm (@ 3% O2) for new and replacement installations.

For 2010, the combined emission reductions from these measures are estimated to be 1.65 tons per day of VOC and 0.17 tons per day of NO_X.

In March 2017, the MBARD adopted the 2012-2015 Air Quality Management Plan, which is the latest AQMP. It is an update to elements included in the 2013 AQMP and shows that the region continues to make progress toward meeting the state ozone standard. The recent changes that contributed to reducing estimated ROG emissions compared to the 2013 AQMP include lower vehicle miles traveled and aligning Rule 426 Architectural Coatings to the ARB's recommendations. In addition, Cleaner exhaust standards for mobile sources continue to be an important factor in reducing regional ROG and NO_X emissions over the lifetime of the AQMP series.

Particulate Matter Plans

MBARD planning related to attainment of the state's PM_{10} standard is addressed in the 2005 Report on the Attainment of the California Particulate Matter Standards in the Monterey Bay Region (Senate Bill 656 Implementation Plan, dated December 1, 2005).[5] This plan describes the greater

[4] MBUAPCD. August 2008. http://www.mbuapcd.org/mbuapcd/pdf/Planning/2008AirQualityManagementPlan1.pdf. Accessed June 14, 2017.

[5] MBUAPCD. 2005 Report on Attainment of the California Particulate Matter Standards in the Monterey Bay Region. December 2005. http://mbard.org/pdf/358%20(1).pdf.

vulnerability of coastal locations within the NCCAB to PM_{10} standard violations, due largely to the contribution from sea salt. It focuses primarily on controlling particles in fugitive dust and smoke related to combustion, but also addresses NO_X- and ROG-related particulate matter formation.

Rules

The following District Rules and Regulations address direct emissions for PM_{10} from area sources requiring District permits:

- Rule 400 Visible Emissions: Limits opacity for visual emissions to 20%.
- Rule 403, Particulate Matter

3.5.3 - Monterey County General Plan

The 2010 Monterey County General Plan, adopted in October 2010, applies to the inland area of Monterey County, including the Project site. The 2010 Monterey County General Plan presents goals and policies that guide the general distribution and intensity of land uses, including residential, agricultural, commercial and industrial, public facilities, and open space uses, in the County. The Conservation and Open Space Element includes the following air quality goals and policies that are relevant to the Project.

- **Goal OS-10:** Provide for the protection and enhancement of Monterey County's air quality without constraining routine and ongoing agricultural activities.
- **Policy OS-10.1:** Land use policy and development decisions shall be consistent with the natural limitations of the County's air basins.
- **Policy OS-10.6:** The Monterey Bay Unified Air Pollution Control District's air pollution control strategies, air quality monitoring, and enforcement activities shall be supported.
- **Policy OS-10.7:** Use of the best available technology for reducing air pollution emissions shall be encouraged
- **Policy OS-10.9:** The County of Monterey shall require that future development implement applicable MBARD control measures…The County will require that future construction operate and implement MBUPACD control measures to ensure that construction-related PM_{10} and NO_x emissions do not exceed the MBARD's daily thresholds.

3.6 - Thresholds of Significance

CEQA gives lead agencies discretion on how to determine if a particular environmental impact is considered significant. Ultimately, formulation of a standard or "threshold" of significance requires the lead agency to make a policy judgment about where the line should be drawn distinguishing adverse impacts it considers significant from those that are not deemed significant. This judgment must, however, be based on scientific information and other factual data to the extent possible. (CEQA Guidelines Section 15064(b)).

Pursuant to the MBARD 2008 Guidelines, implementation of the proposed Project would be considered significant if it would exceed any of the following criteria in Table 6.

Table 6: MBARD Thresholds of Significance

Pollutant	Construction-related Thresholds Emissions (pounds/day)	Operational Thresholds (pounds/day)
Criteria Air Pollutants		
ROG	NA	137
NO_X	NA	137
PM_{10}	82	82 (on-site)
SO_X	NA	137
CO	NA	550
Health Risks and Hazards for Sensitive Receptors		
Excess Cancer Risk	10 per one million	10 per one million
Chronic or Acute Hazard Index	1	1

Notes:
ROG = reactive organic gases, NO_x = nitrogen oxides, PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 µm or less, and SO_X= sulfur oxides
NA = not applicable
Source: MBARD 2008.

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SECTION 4: MODELING PARAMETERS AND ASSUMPTIONS FOR CONSTRUCTION AND OPERATION EMISSIONS

4.1 - Model Selection and Guidance

The California Emissions Estimator Model (CalEEMod) version 2016.3.2 was used to estimate the Project's construction and operation-related air pollutant emissions. CalEEMod was developed in cooperation with air districts throughout the State. CalEEMod is designed as a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions associated with construction and operation from a variety of land uses.

4.2 - Construction

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and prevailing weather conditions. Construction emissions result from on-site and off-site activities. On-site emissions principally consist of exhaust emissions from heavy-duty construction equipment and motor vehicle operation, and fugitive dust (mainly PM_{10}) from disturbed soil. Additionally, paving operations and application of architectural coatings would release volatile organic compounds (VOC) emissions. Off-site emissions are from motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (mainly PM_{10}).

The activity for construction equipment is based on the hours of operation, horsepower of the engine, and load factors of the equipment. The load factor is the average power of a given piece of equipment while in operation compared with its maximum rated horsepower. A load factor of 1.0 indicates that a piece of equipment continually operates at its maximum operating capacity.

The total construction area would be 6.8 acres. Up to 4 percent of the floor space (4,700 sq.ft.) was assumed to be occupied by support office space which is categorized as general office space. The remaining floor area (113,900 sq.ft.) was modeled as light industrial space. The remaining area was assumed to be non-asphalt surfaces.

The construction equipment assumed for the Project is shown in the CalEEMod output contained in Appendix A. The CalEEMod default construction duration and equipment fleet mix was used in the analysis. It should be noted that default assumptions tend to result in more conservative estimates of emissions in order to avoid underestimating emissions when project-specific information is not available.

Construction was modeled to begin as early as September 2018 to meet the 2020 operation plan. Construction activities were assumed to occur 5 days per week throughout the construction period. The CalEEMod default construction schedule used to model construction emissions is shown in Table 7 below.

Table 7: Project Construction Schedule

Construction Phase	Project Construction Schedule		Working Days
	Start Date	End Date	
Demolition	9/3/2018	9/28/2018	20
Site Preparation	9/29/2018	10/12/2018	10
Grading	10/13/2018	11/9/2018	20
Building Construction	11/10/2018	9/27/2019	230
Paving	9/28/2019	10/25/2019	20
Architectural Coating	10/26/2019	11/22/2019	20
Source: FirstCarbon Solutions and CalEEMod			

Construction Equipment Emission Factors

CalEEMod contains a default inventory of construction equipment based on the size and types of land uses to be developed. For each construction phases, CalEEMod can estimate the number of equipment, their age, their horsepower, and equipment tier from which rates of emissions are developed. Table 8 presents the CalEEMod default construction equipment used on the Project.

Table 8: Project Construction Equipment Assumptions

Phase Name	Equipment	Number	Hours per day	Horsepower	Load Factor
Demolition	Excavators	3	8.00	158	0.38
	Concrete/Industrial Saws	1	8.00	81	0.73
	Rubber Tired Dozers	2	8.00	247	0.40
Site preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Excavators	1	8.00	158	0.38
	Rubber Tired Dozers	1	8.00	247	0.40
	Graders	1	8.00	187	0.41
	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building construction	Cranes	1	7.00	231	0.29
	Forklifts	3	8.00	89	0.20
	Generator Sets	1	8.00	84	0.74
	Tractors/Loaders/Backhoes	3	7.00	97	0.37
	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
	Rollers	2	8.00	80	0.38

Table 8 (cont.): Project Construction Equipment Assumptions

Phase Name	Equipment	Number	Hours per day	Horsepower	Load Factor
	Paving Equipment	2	8.00	132	0.36
Architectural coating	Air compressors	1	6	78	0.48
Source: CalEEMod and FirstCarbon Solutions, see Appendix A.					

Demolition and Grading

The Project includes demolition of an existing, 900-square-foot, one-story building. The Project would balance the soil on-site during grading phase. In others, no soil materials are anticipated to be imported or exported from the project site. Default trip lengths for material delivery trucks and construction workers were used in the modeling analysis.

During demolition and grading activities, fugitive dust would be generated from the movement of materials on the Project site. CalEEMod estimates dust from dozers moving dirt around, dust from graders or scrapers leveling the land, and loading or unloading construction debris and dirt into haul trucks. Each of those activities is calculated differently in CalEEMod based on the number of acres traversed by the grading equipment and amount of building to be demolished.

Construction Off-site Trips

Worker trips are accounted for during the construction phases based on 1.25 trips per piece of equipment (the CalEEMod default). The CalEEMod run used the default worker trip length of 10.8 miles and the default vehicle fleet (LD Mix) for employee trips.

The CalEEMod defaults for vendor trips, trip length, and vehicle fleet (Heavy Duty Truck Mix) were used.

Haul trips are based on the assumption that a truck can handle 20 tons (or 16 cubic yards) of material per load. Assuming one load of material, CalEEMod considers a haul truck importing material will have a return trip with an empty truck (2 trips). Similarly, the haul truck to take material away will have an arrival trip in an empty truck (2 trips). CalEEMod default haul trips for an assumed 900-square-foot building to be demolished were used.

A summary of the construction-related vehicle trips is shown in Table 9. Note that the total number of off-site construction trips would not necessarily occur on the same day since the various construction activities would vary each day.

Table 9: Construction Off-Site Trips

Activity	Construction Trips		
	Worker (per Day)	Vendor (per Day)	Haul (in total)
Demolition—Building	15	0	4
Site Preparation	18	0	0
Grading	15	0	0
Building Construction	124	49	0
Paving	15	0	0
Architectural Coating	25	0	0
Source: FirstCarbon Solutions and CalEEMod, see Appendix A.			

4.3 - Operation

Operational emissions are those emissions that occur during operation of the Project. The major sources are summarized below.

Motor Vehicles

Motor vehicle emissions refer to exhaust and road dust emissions from the automobiles that would travel to and from the Project site. Rodeo Property General Plan Amendment & Rezoning Traffic Impact Analysis prepared by Mott Macdonald (April 2018) utilized the trip rates from the Institute of Transportation Engineers (ITE) publication Trip Generation Manual, 10th Edition. The proposed Project would be served with daily truck deliveries. Trucks would consist of 2-axle, 3-axle, and 4+ axle combination units. Based on studies of truck percentages for high-cube warehouse and light industries, the assumptions for vehicle classification are summarized and shown in Table 10.[6]

Table 10: Vehicle Type Classification

Type	Passenger Vehicle	LHDT 2-Axle	MHDT 3-Axle	HHDT 4+ Axle	Total
General Light Industry	74.4%	8.4%	4.6%	12.6%	100%
Source: San Bernardino County Truck percentages for industrial and warehouse uses.					

The vehicle fleet mix is the mix of motor vehicle classes active during the operation of the Project. Emission factors are assigned to the expected vehicle mix as a function of vehicle class, speed, and fuel use (gasoline and diesel-powered vehicles). The fleet mix for the proposed Project was a combination of CalEEMod default vehicle fleet mix shown in Table 11 (for passenger vehicles) and the vehicle type classifications (for truck deliveries) shown in Table 10.

[6] San Bernardino County Truck Percentage for Industrial and Warehouse Uses. 2003.

Table 11: Vehicle Fleet Mix

Vehicle Type	CalEEMod Default Fleet Mix	Proposed Fleet Mix
LDA	0.533	0.437
LDT1	0.031	0.025
LDT2	0.203	0.166
MDV	0.141	0.116
LHDT[1]	0.025	0.068
LHDT[2]	0.006	0.016
MHD	0.018	0.046
HHDT	0.026	0.126
OBUS	0.004	0.000
UBUS	0.003	0.000
NCT	0.008	0.000
SBUS	0.001	0.000
MH	0.001	0.000

Source:
[1] Default is from CalEEMod General Light Industry Land Use Type, Monterey County
[2] San Bernardino County Truck Percentages for Industrial and Warehouse Uses, 2003.

Architectural Coatings (Painting)

Paints release VOC emissions during application and drying. The buildings in the Project would be periodically repainted as warranted for maintenance needs. Default VOC content coatings were used in the CalEEMod modeling.

Landscape Equipment

CalEEMod estimated the landscaping equipment (leaf blowers, chainsaws, and mowers) using the statewide average of 3 percent electric powered equipment in the model.

4.4 - Health Risk Assessment

A Health Risk Assessment (HRA) is a guide that helps to determine whether current or future exposures to a chemical or substance in the environment could affect the health of a population. Currently the project site does not have a specific development plan. Therefore, a quantitative project-level health risk analysis is not available. A full construction and operation HRA technical study report including methodology and assumptions would be prepared when future site-specific development plans are determined.

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SECTION 5: AIR QUALITY IMPACT ANALYSIS

This section calculates the expected emissions from construction and operation of the Project as a requisite for assessing the regulatory significance of Project emissions on a regional and localized level.

5.1 - CEQA Guidelines

The CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in the environment." To determine if a Project would have a significant impact on air quality, the type, level, and impact of emissions generated by the Project must be evaluated.

The following air quality significance thresholds are contained in Appendix G of the CEQA Guidelines. A significant impact would occur if the Project would:

a) Conflict with or obstruct implementation of the applicable air quality plan;

b) Violate any air quality standard or contribute substantially to an existing or Projected air quality violation;

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable national or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

d) Expose sensitive receptors to substantial pollutant concentrations; or

e) Create objectionable odors affecting a substantial number of people.

While the final determination of whether a Project is significant is within the purview of the Lead Agency pursuant to Section 15064(b) of the CEQA Guidelines, MBARD recommends that its quantitative thresholds be used to determine the significance of Project emissions. If the Lead Agency finds that the Project has the potential to exceed these air pollution thresholds, the Project should be considered to have significant air quality impacts.

5.2 - Impact Analysis

Applicable Air Quality Plans

Impact AIR-1:	**The Project would not conflict with or obstruct implementation of the applicable Air Quality Plan.**

Impact Analysis

MBARD prepares air quality plans that include projected emissions inventories and account for emission reductions strategies in order to demonstrate how the region will achieve the ambient air quality standards by the given deadlines. MBARD recommends that Projects consider the following

criteria to determine if a Project would conflict with or obstruct implementation of an applicable air quality plan:

1) Consistent with the AQMP?

The applicable AQMP for the Project is the 2012-2015 Air Quality Management Plan (AQMP), adopted in March 2017. The AQMP uses growth projections from local general plans to project future regional emissions. Thus, if a Project is consistent with the land use designations and growth projections of the applicable general plan, it would also be considered consistent with the regional AQMP.

This City of Salinas General Plan adopted in September 2002, and updated its land use designation in January 2014. The project site is designated in the General Plan as Open Space. The project is a General Plan amendment and Rezone change that would allow development of industrial and commercial uses on site. Furthermore, MBARD considers its thresholds of significance the allowable limit for each project to generate without impeding or conflicting with the AQMP's goal to achieve ambient air quality standards. As shown in Table 12 and Table 13, the project's short-term construction and long-term operational emissions would not exceed regional thresholds. Therefore, the proposed Project would not conflict with or obstruct implementation of the applicable air quality plan. This impact would be less than significant.

2) Emit 137 or more of VOC or NO_X?

As shown in Table 12 and Table 13, the proposed Project construction and operational-related emissions would not exceed the MBARD-recommended regional significance thresholds. Therefore, the Project would not result in a significant impact.

Therefore, considering the consistency with the AQMP and that the Project's construction and operational emissions would not exceed MBARD's thresholds of significance, the Project would not conflict with or obstruct implementation of the applicable air quality plan. The impact would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

None.

5.3 - Impact Analysis

Potential for Air Quality Standard Violation

Impact AIR-2: **The Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.**

Impact Analysis

This impact relates to regional criteria pollutant impacts. The thresholds of significance are considered the allowable limit that each Project can generate without substantially contributing to an existing or Project air quality violation. Based on the nonattainment status of the region with respect to the State particulate matter (PM_{10}), and state and federal for ozone, ozone precursors and particulate matter are of particular concern. The analysis below evaluates the potential for construction and operational activities to generate substantial air quality emissions.

MBARD recommends that Projects consider the following criteria to determine if a Project would violate any air quality standards:

1. Emit 137 or more of VOC or NO_X?
2. Directly emit 550 lbs/day or more of CO?
3. Generate traffic that significantly affects levels of service?
4. Directly emit 82 lbs/day or more of PM_{10}on-site during construction or operation?
5. Generate traffic on unpaved roads of 82 lbs/day or more of PM_{10}?
6. Directly emit 150 lbs/day or more of SO_X?

Construction Emissions

Construction-related emissions were calculated using CalEEMod version 2016.3.2. CalEEMod outputs and assumptions are provided as Appendix A.

During building construction and grading, fugitive dust ($PM_{2.5}$ and PM_{10}) would be generated from these and other related earth-moving activities. The majority of this fugitive dust will remain localized and be deposited near the Project site. Exhaust-related construction emissions would occur from construction equipment, material delivery trucks, haul trucks, and construction worker vehicles. The Project's estimated daily construction emissions are presented in Table 12.

Table 12: Unmitigated Maximum Daily Construction Emissions

Construction Activity	Emission (lbs/day)				
	ROG	NOx	CO	SO_2	PM_{10} (total)
Demolition -2018	3.81	38.48	23.05	0.04	2.09
Site Preparation—2018	4.67	48.30	23.40	0.04	10.86
Grading—2018	2.86	30.76	17.31	0.03	4.62

Table 12 (cont.): Unmitigated Construction Emissions

Construction Activity	Emission (lbs/day)				
	ROG	NOx	CO	SO_2	PM_{10} (total)
Building Construction—2018	3.74	31.14	25.92	0.05	2.92
Building Construction—2019	3.30	28.45	24.51	0.05	2.70
Paving—2019	1.53	15.32	15.31	0.02	0.95
Architectural Coating—2019	86.56	1.96	2.92	0.01	0.34
Maximum daily Emissions (lbs/day)[1]	86.56	48.30	25.92	0.05	10.86
MBARD- 2008 Average Daily Emissions Significance of Thresholds	NA	NA	NA	NA	82
Exceeding thresholds?	NA	NA	NA	NA	**No**

Notes:
ROG = reactive organic gases; NO_X = oxides of nitrogen; CO = carbon monoxide; PM_{10} = particulate matter 10 microns in diameter; $PM_{2.5}$ = particulate matter 2.5 microns in diameter
[1] The daily emissions presented in the table are the maximum of either the summer and winter outputs for each construction phase.
Source: Monterey Bay Air Resources District, 2008

As shown in Table 12, the Project would generate PM_{10} emissions that do not exceed the 82 lbs/day threshold of significance during construction. Therefore, the construction-related emissions would result in a less-than-significant impact.

Operational Emissions

Operational emissions associated with the Project were calculated using CalEEMod. Operational emissions would be generated by area, energy, and mobile sources. Area sources would include activities such as landscape maintenance and occasional architectural coatings. Energy sources would include natural gas combustion for space and water heating. Mobile sources would include vehicle trips associated with employees, and delivery trucks. Table 13 shows the average daily operational emissions of the proposed Project.

Table 13: Average Daily Operational Emissions

Construction Activity	Emission (lbs/day)				
	ROG	NOx	CO	SO_2	PM_{10} (total) On-site
Area	3.08	0.01	0.03	0.00	0.00
Energy	0.09	0.83	0.70	0.01	0.06
Mobile	1.64	18.77	18.57	0.07	3.93
Total daily Emissions (lbs/day)	4.80	19.60	19.30	0.08	3.99

Table 13 (cont.): Daily Operational Emissions

Construction Activity	Emission (lbs/day)				
	ROG	NOx	CO	SO_2	PM_{10} (total) On-site
MBARD—2008 Average Daily Emissions Significance of Thresholds	137	137	550	150	82
Exceeding thresholds?	**No**	**No**	**No**	**No**	**No**

Notes:
ROG = reactive organic gases; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X= oxides of sulfur; PM_{10} = particulate matter 10 microns in diameter; $PM_{2.5}$ = particulate matter 2.5 microns in diameter
Source: Monterey Bay Air Resources District, 2008

As noted in Table 13, the average daily and annual operational emissions from the Project would not exceed the MBARD operational thresholds for any criteria pollutant. Therefore, the Project-level operational-related emission impact would be less than significant. Thus, criteria 1, 2, 4, and 6 listed above are met.

In addition, there are no unpaved roads anticipated on the project site, therefore, the proposed Project would not generate traffic on unpaved roads. Thus, criterion 5 is also met. Thus, long-term operational emissions would not violate or contribute substantially an existing or projected air quality violation.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

None.

5.4 - Cumulative Impacts

Impact AIR-3: **The Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).**

Impact Analysis

The Project's construction and operational emissions are below MBARD's Project-level thresholds of significance. The thresholds of significance represent the allowable amount of emissions each Project can generate without generating a cumulatively considerable contribution to regional air quality impacts. As discussed above, the region is nonattainment for state ozone standards, and the state PM_{10} standards. MBARD recommends if the Project emissions which are not consistent with

the AQMP will have a significant cumulative impact unless offset.[7] Therefore, a Project that would not exceed the MBARD thresholds of significance on a Project-level would also not be considered to result in a cumulatively considerable contribution to these regional air quality impacts. Considering this information, the Project's construction and operational emissions would not be considered a cumulatively considerable contribution to the existing regional air quality impacts. This impact would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

None.

Level of Significance After Mitigation

Less than significant impact.

5.5 - Sensitive Receptors

Impact AIR-4:	**The Project would not expose sensitive receptors to substantial pollutant concentrations.**

Impact Analysis

This discussion addresses whether the Project would expose sensitive receptors to substantial pollutant concentrations of CO or other toxic air contaminants of concern (including diesel particulate matter).

Two scenarios have the potential for exposing sensitive receptors to toxic air contaminants. The first is when a Project includes a new or modified source of toxic air contaminants and would be located near an existing or proposed sensitive receptor. The second scenario involves a residential or other sensitive receptor development locating near an existing or planned source of toxic air contaminants. The MBARD defines a sensitive receptor as:

> Any residence including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve schools; daycare centers; and health care facilities such as hospitals or retirement and nursing homes.

Existing residences are located close to Project site. The nearest sensitive receptor is approximately 50 feet southwest of the Project site boundary. Therefore, this analysis examines potential exposure of off-site sensitive receptors from development of the Project site.

The health risk significance thresholds adopted for this assessment were derived from the MBARD significance thresholds shown in Table 6.

[7] 2008 MBUAPCD CEQA Guidelines.

CO Hotspot

The CO emissions from traffic generated by the Project are a concern at the local level. Congested intersections can result in high, localized concentrations of CO.

At the time of this analysis, MBARD did not provide a screening threshold to evaluate the potential for CO hot spots. However, the Bay Area Air Quality Management District (BAAQMD) recommends the following screening analysis to determine if a Project has the potential to contribute to a CO hotspot. The screening criteria identify when site-specific CO dispersion modeling is necessary. The Project would result in a less than significant impact to air quality for local CO if the following screening criteria are met:

- The Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans; or
- The Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; or
- The Project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

According to the Traffic Impact Study for the Project, the maximum peak-hour intersection volume would occur at the Sun Street and E Market Street during the AM peak hour. The estimated traffic volume at this intersection would be 40 AM peak-hour trips. Therefore, the maximum hourly traffic volumes with implementation of the Project would be substantially less than the screening threshold. Therefore, the proposed Project would not exceed the CO screening criteria. Accordingly, the Project would have less than significant impact related to CO hot spots.

Construction-Related Health Risk Assessment

MBARD considers projects that would not exceed the regional thresholds of significance during construction to also not result in potential health impacts on sensitive receptors (David Frisbey, Planning and Air Monitoring Manager, MBARD, pers. comm.). As shown in Table 12, the estimated Project-related construction emissions prior to mitigation measures would not exceed MBARD's thresholds of significance. Therefore, the Project's construction-related DPM emissions would likely not result in a significant health risk impact.

Operational-Related Health Risk Assessment

Since a specific development project is not proposed for the site at this time, the DPM emissions from motor vehicle trips and health risk impacts during project operation would be unknown. Therefore, this analysis does not include an operational HRA. A full health risk assessment would be required when future site-specific development details for the site are determined in order to estimate the health impacts on nearby sensitive receptors and ensure Rule 1003 is met.

In addition, Rule 1000 would be applied if project installs any stationary sources.

As discussed above, impacts from CO emissions and construction HRA on nearby sensitive receptors would be less than significant. A full operation HRA would be required once specific development details are determined.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

None.

5.6 - Objectionable Odors

Impact AIR-5:	**The Project would not create objectionable odors affecting a substantial number of people.**

Impact Analysis

There are two circumstances that have the potential to cause odor impacts:

1) A source of odors is proposed to be located near existing or planned receptors; or
2) A receptor land use is proposed near an existing or planned source of odor.

The MBARD does not provide any specific quantitative threshold or screening threshold to evaluate odor impacts from projects. Therefore, the screening method from nearby Lead Agency, the BAAQMD's CEQA Air Quality Guidelines is used. BAAQMD provides suggested screening distances for a variety of odor-generating land uses and operations. Projects that would site a new receptor farther than the applicable screening distances from an existing odor source would likely not result in a significant odor impact.

Project Analysis

The project is a General Plan amendment and Rezone that would allow development of industrial and commercial uses. The nearest sensitive receptor is approximately 50 feet away southwest of the Project site. Although diesel-fueled vehicles could be considered potential odor sources, it is anticipated that Project-related exhaust emissions would be dispersed along local and regional roadways. On-site diesel emissions would be limited to trucks traveling a short distance to the truck bays and all idling would be subject to ARB's Airborne Toxic Control Measure (ATCM) to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which restricts diesel trucks from idling over 5 minutes when not in operational use. The project would not include any other substantial odor sources. Considering this, and the highly dispersive properties of DPM, it is not anticipated that the Project's operations would result in substantial odor emissions that would affect nearby receptors. Thus, the Project would not expose receptors or its proposed residents to substantial odor emissions during operations.

In addition to Project operations, construction activities would also involve diesel-fueled construction equipment and trucks. Furthermore, VOC emissions would be generated during architectural coating and asphalt paving phases, which could be objectionable odors to some populations. However, such odorous emissions would disperse rapidly from the Project site and would be intermittent during construction activities. Thus, it is highly unlikely that these intermittent odor sources would reach an objectionable level at nearby residences. Construction-related odor impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

None.

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SECTION 6: REFERENCES

The following references were used in the preparation of this analysis and are referenced in the text and/or were used to provide the author with background information necessary for the preparation of thresholds and content.

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Appendix A:
CalEEMod Output

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CalEEMod Output

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Construction (2018-2019) and Project Operations (2020) Winter..... **A-65**

Rodeo GPA

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	113.90	1000sqft	2.61	113,900.00	0
General Office Building	4.70	1000sqft	0.11	4,700.00	0
Other Non-Asphalt Surfaces	177.60	1000sqft	4.08	177,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.6	**Precipitation Freq (Days)**	55
Climate Zone	4			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	491.65	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Rodeo GPA - Monterey County, Annual

Project Characteristics - Utilitiy information ajusted based on Renewable Portofolio Standard

Land Use - info from Rodeo GPA TIA 041318. The project site is 6.8 acres. Therefore, the remaining area would be considered as non-asphalt surfaces.

Construction Phase - assume operation year is 2020. CalEEMod default schedule is applied.

Grading - assume balance onsite (old Rodeo project info, GPA does not specify if there would have cut and fill)

Demolition - infro from client RFI response 5/26/2017

Vehicle Trips - Rodeo GPA TIA 041318 ITE 10th edition trip rates.

Fleet Mix - fleet mix adjusted based on CalEEMod default and San Bernadino 2003 study for truck percentages for industrial and warehouse uses

Energy Use -

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.03	0.13
tblFleetMix	LDA	0.53	0.44
tblFleetMix	LDT1	0.03	0.03
tblFleetMix	LDT2	0.20	0.17
tblFleetMix	LHD1	0.02	0.07
tblFleetMix	LHD2	6.0270e-003	0.02
tblFleetMix	MCY	7.8900e-003	0.00
tblFleetMix	MDV	0.14	0.12
tblFleetMix	MH	9.0500e-004	0.00
tblFleetMix	MHD	0.02	0.05
tblFleetMix	OBUS	4.1500e-003	0.00
tblFleetMix	SBUS	1.2530e-003	0.00
tblFleetMix	UBUS	2.9590e-003	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	491.65
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	ST_TR	1.32	1.99
tblVehicleTrips	ST_TR	2.46	2.21
tblVehicleTrips	SU_TR	0.68	5.00
tblVehicleTrips	SU_TR	1.05	0.70
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	11.03	9.74

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.1558	1.4931	0.9789	1.8500e-003	0.1830	0.0761	0.2591	0.0906	0.0708	0.1615	0.0000	167.7018	167.7018	0.0364	0.0000	168.6118
2019	1.1943	2.9175	2.5259	5.3000e-003	0.1300	0.1406	0.2706	0.0353	0.1321	0.1674	0.0000	477.2599	477.2599	0.0734	0.0000	479.0939
Maximum	**1.1943**	**2.9175**	**2.5259**	**5.3000e-003**	**0.1830**	**0.1406**	**0.2706**	**0.0906**	**0.1321**	**0.1674**	**0.0000**	**477.2599**	**477.2599**	**0.0734**	**0.0000**	**479.0939**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.1558	1.4931	0.9789	1.8500e-003	0.0970	0.0761	0.1732	0.0448	0.0708	0.1156	0.0000	167.7017	167.7017	0.0364	0.0000	168.6117
2019	1.1943	2.9175	2.5259	5.3000e-003	0.1300	0.1406	0.2706	0.0353	0.1321	0.1674	0.0000	477.2596	477.2596	0.0734	0.0000	479.0936
Maximum	**1.1943**	**2.9175**	**2.5259**	**5.3000e-003**	**0.1300**	**0.1406**	**0.2706**	**0.0448**	**0.1321**	**0.1674**	**0.0000**	**477.2596**	**477.2596**	**0.0734**	**0.0000**	**479.0936**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**27.46**	**0.00**	**16.23**	**36.42**	**0.00**	**13.95**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-3-2018	12-2-2018	1.2800	1.2800
2	12-3-2018	3-2-2019	1.0507	1.0507
3	3-3-2019	6-2-2019	1.0333	1.0333
4	6-3-2019	9-2-2019	1.0303	1.0303
5	9-3-2019	9-30-2019	0.2980	0.2980
		Highest	1.2800	1.2800

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5612	4.0000e-005	3.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.3500e-003	7.3500e-003	2.0000e-005	0.0000	7.8400e-003
Energy	0.0166	0.1511	0.1269	9.1000e-004		0.0115	0.0115		0.0115	0.0115	0.0000	392.9451	392.9451	0.0134	5.3400e-003	394.8704
Mobile	0.2571	3.0905	2.9026	0.0117	0.6102	0.0174	0.6276	0.1651	0.0165	0.1816	0.0000	1,085.9409	1,085.9409	0.0494	0.0000	1,087.1765
Waste						0.0000	0.0000		0.0000	0.0000	29.5575	0.0000	29.5575	1.7468	0.0000	73.2275
Water						0.0000	0.0000		0.0000	0.0000	8.6213	33.1914	41.8127	0.8870	0.0213	70.3183
Total	**0.8349**	**3.2416**	**3.0333**	**0.0126**	**0.6102**	**0.0289**	**0.6390**	**0.1651**	**0.0280**	**0.1931**	**38.1788**	**1,512.0847**	**1,550.2635**	**2.6966**	**0.0266**	**1,625.6005**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5612	4.0000e-005	3.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.3500e-003	7.3500e-003	2.0000e-005	0.0000	7.8400e-003
Energy	0.0166	0.1511	0.1269	9.1000e-004		0.0115	0.0115		0.0115	0.0115	0.0000	392.9451	392.9451	0.0134	5.3400e-003	394.8704
Mobile	0.2571	3.0905	2.9026	0.0117	0.6102	0.0174	0.6276	0.1651	0.0165	0.1816	0.0000	1,085.9409	1,085.9409	0.0494	0.0000	1,087.1765
Waste						0.0000	0.0000		0.0000	0.0000	29.5575	0.0000	29.5575	1.7468	0.0000	73.2275
Water						0.0000	0.0000		0.0000	0.0000	8.6213	33.1914	41.8127	0.8870	0.0213	70.3183
Total	**0.8349**	**3.2416**	**3.0333**	**0.0126**	**0.6102**	**0.0289**	**0.6390**	**0.1651**	**0.0280**	**0.1931**	**38.1788**	**1,512.0847**	**1,550.2635**	**2.6966**	**0.0266**	**1,625.6005**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/3/2018	9/28/2018	5	20	
2	Site Preparation	Site Preparation	9/29/2018	10/12/2018	5	10	
3	Grading	Grading	10/13/2018	11/9/2018	5	20	
4	Building Construction	Building Construction	11/10/2018	9/27/2019	5	230	
5	Paving	Paving	9/28/2019	10/25/2019	5	20	
6	Architectural Coating	Architectural Coating	10/26/2019	11/22/2019	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 4.08

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 177,900; Non-Residential Outdoor: 59,300; Striped Parking Area: 10,656 (Architectural Coating – sqft)

OffRoad Equipment

Rodeo GPA - Monterey County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	4.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	124.00	49.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.6000e-004	0.0000	4.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0372	0.3832	0.2230	3.9000e-004		0.0194	0.0194		0.0181	0.0181	0.0000	35.1241	35.1241	9.6800e-003	0.0000	35.3660
Total	**0.0372**	**0.3832**	**0.2230**	**3.9000e-004**	**4.6000e-004**	**0.0194**	**0.0199**	**7.0000e-005**	**0.0181**	**0.0181**	**0.0000**	**35.1241**	**35.1241**	**9.6800e-003**	**0.0000**	**35.3660**

3.2 Demolition - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	7.0000e-004	1.4000e-004	0.0000	3.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1587	0.1587	1.0000e-005	0.0000	0.1588
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	7.9000e-004	6.9900e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.2032	1.2032	6.0000e-005	0.0000	1.2048
Total	**8.3000e-004**	**1.4900e-003**	**7.1300e-003**	**1.0000e-005**	**1.2200e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.3619**	**1.3619**	**7.0000e-005**	**0.0000**	**1.3637**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.1000e-004	0.0000	2.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0372	0.3832	0.2230	3.9000e-004		0.0194	0.0194		0.0181	0.0181	0.0000	35.1240	35.1240	9.6800e-003	0.0000	35.3660
Total	**0.0372**	**0.3832**	**0.2230**	**3.9000e-004**	**2.1000e-004**	**0.0194**	**0.0196**	**3.0000e-005**	**0.0181**	**0.0181**	**0.0000**	**35.1240**	**35.1240**	**9.6800e-003**	**0.0000**	**35.3660**

3.2 Demolition - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	7.0000e-004	1.4000e-004	0.0000	3.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1587	0.1587	1.0000e-005	0.0000	0.1588
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	7.9000e-004	6.9900e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.2032	1.2032	6.0000e-005	0.0000	1.2048
Total	**8.3000e-004**	**1.4900e-003**	**7.1300e-003**	**1.0000e-005**	**1.2200e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.3619**	**1.3619**	**7.0000e-005**	**0.0000**	**1.3637**

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0228	0.2410	0.1124	1.9000e-004		0.0129	0.0129		0.0119	0.0119	0.0000	17.3800	17.3800	5.4100e-003	0.0000	17.5152
Total	**0.0228**	**0.2410**	**0.1124**	**1.9000e-004**	**0.0903**	**0.0129**	**0.1032**	**0.0497**	**0.0119**	**0.0615**	**0.0000**	**17.3800**	**17.3800**	**5.4100e-003**	**0.0000**	**17.5152**

3.3 Site Preparation - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9000e-004	4.7000e-004	4.1900e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.7219	0.7219	4.0000e-005	0.0000	0.7229
Total	**4.9000e-004**	**4.7000e-004**	**4.1900e-003**	**1.0000e-005**	**7.2000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.7219**	**0.7219**	**4.0000e-005**	**0.0000**	**0.7229**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0407	0.0000	0.0407	0.0223	0.0000	0.0223	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0228	0.2410	0.1124	1.9000e-004		0.0129	0.0129		0.0119	0.0119	0.0000	17.3799	17.3799	5.4100e-003	0.0000	17.5152
Total	**0.0228**	**0.2410**	**0.1124**	**1.9000e-004**	**0.0407**	**0.0129**	**0.0535**	**0.0223**	**0.0119**	**0.0342**	**0.0000**	**17.3799**	**17.3799**	**5.4100e-003**	**0.0000**	**17.5152**

3.3 Site Preparation - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9000e-004	4.7000e-004	4.1900e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.7219	0.7219	4.0000e-005	0.0000	0.7229
Total	**4.9000e-004**	**4.7000e-004**	**4.1900e-003**	**1.0000e-005**	**7.2000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.7219**	**0.7219**	**4.0000e-005**	**0.0000**	**0.7229**

3.4 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0277	0.3067	0.1658	3.0000e-004		0.0155	0.0155		0.0143	0.0143	0.0000	27.1069	27.1069	8.4400e-003	0.0000	27.3178
Total	**0.0277**	**0.3067**	**0.1658**	**3.0000e-004**	**0.0655**	**0.0155**	**0.0810**	**0.0337**	**0.0143**	**0.0479**	**0.0000**	**27.1069**	**27.1069**	**8.4400e-003**	**0.0000**	**27.3178**

3.4 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	7.9000e-004	6.9900e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.2032	1.2032	6.0000e-005	0.0000	1.2048
Total	**8.1000e-004**	**7.9000e-004**	**6.9900e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.2032**	**1.2032**	**6.0000e-005**	**0.0000**	**1.2048**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0295	0.0000	0.0295	0.0152	0.0000	0.0152	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0277	0.3067	0.1658	3.0000e-004		0.0155	0.0155		0.0143	0.0143	0.0000	27.1068	27.1068	8.4400e-003	0.0000	27.3178
Total	**0.0277**	**0.3067**	**0.1658**	**3.0000e-004**	**0.0295**	**0.0155**	**0.0450**	**0.0152**	**0.0143**	**0.0294**	**0.0000**	**27.1068**	**27.1068**	**8.4400e-003**	**0.0000**	**27.3178**

3.4 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	7.9000e-004	6.9900e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.2032	1.2032	6.0000e-005	0.0000	1.2048
Total	**8.1000e-004**	**7.9000e-004**	**6.9900e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.2032**	**1.2032**	**6.0000e-005**	**0.0000**	**1.2048**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0482	0.4210	0.3165	4.8000e-004		0.0270	0.0270		0.0254	0.0254	0.0000	42.7981	42.7981	0.0105	0.0000	43.0602
Total	**0.0482**	**0.4210**	**0.3165**	**4.8000e-004**		**0.0270**	**0.0270**		**0.0254**	**0.0254**	**0.0000**	**42.7981**	**42.7981**	**0.0105**	**0.0000**	**43.0602**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.6300e-003	0.1267	0.0389	2.5000e-004	5.8000e-003	1.1500e-003	6.9500e-003	1.6800e-003	1.1000e-003	2.7800e-003	0.0000	24.1015	24.1015	1.2600e-003	0.0000	24.1331
Worker	0.0121	0.0117	0.1040	2.0000e-004	0.0177	1.7000e-004	0.0179	4.7200e-003	1.6000e-004	4.8700e-003	0.0000	17.9042	17.9042	9.5000e-004	0.0000	17.9280
Total	**0.0177**	**0.1384**	**0.1429**	**4.5000e-004**	**0.0235**	**1.3200e-003**	**0.0249**	**6.4000e-003**	**1.2600e-003**	**7.6500e-003**	**0.0000**	**42.0057**	**42.0057**	**2.2100e-003**	**0.0000**	**42.0611**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0482	0.4210	0.3165	4.8000e-004		0.0270	0.0270		0.0254	0.0254	0.0000	42.7981	42.7981	0.0105	0.0000	43.0602
Total	**0.0482**	**0.4210**	**0.3165**	**4.8000e-004**		**0.0270**	**0.0270**		**0.0254**	**0.0254**	**0.0000**	**42.7981**	**42.7981**	**0.0105**	**0.0000**	**43.0602**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.6300e-003	0.1267	0.0389	2.5000e-004	5.8000e-003	1.1500e-003	6.9500e-003	1.6800e-003	1.1000e-003	2.7800e-003	0.0000	24.1015	24.1015	1.2600e-003	0.0000	24.1331
Worker	0.0121	0.0117	0.1040	2.0000e-004	0.0177	1.7000e-004	0.0179	4.7200e-003	1.6000e-004	4.8700e-003	0.0000	17.9042	17.9042	9.5000e-004	0.0000	17.9280
Total	**0.0177**	**0.1384**	**0.1429**	**4.5000e-004**	**0.0235**	**1.3200e-003**	**0.0249**	**6.4000e-003**	**1.2600e-003**	**7.6500e-003**	**0.0000**	**42.0057**	**42.0057**	**2.2100e-003**	**0.0000**	**42.0611**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2290	2.0446	1.6649	2.6100e-003		0.1251	0.1251		0.1176	0.1176	0.0000	228.0511	228.0511	0.0556	0.0000	229.4400
Total	**0.2290**	**2.0446**	**1.6649**	**2.6100e-003**		**0.1251**	**0.1251**		**0.1176**	**0.1176**	**0.0000**	**228.0511**	**228.0511**	**0.0556**	**0.0000**	**229.4400**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0263	0.6449	0.1855	1.3600e-003	0.0313	5.0100e-003	0.0363	9.0400e-003	4.7900e-003	0.0138	0.0000	129.3235	129.3235	6.4400e-003	0.0000	129.4846
Worker	0.0582	0.0554	0.4941	1.0400e-003	0.0956	8.9000e-004	0.0965	0.0254	8.2000e-004	0.0262	0.0000	93.7395	93.7395	4.5200e-003	0.0000	93.8525
Total	**0.0845**	**0.7002**	**0.6795**	**2.4000e-003**	**0.1269**	**5.9000e-003**	**0.1328**	**0.0345**	**5.6100e-003**	**0.0401**	**0.0000**	**223.0630**	**223.0630**	**0.0110**	**0.0000**	**223.3371**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2290	2.0446	1.6649	2.6100e-003		0.1251	0.1251		0.1176	0.1176	0.0000	228.0508	228.0508	0.0556	0.0000	229.4397
Total	**0.2290**	**2.0446**	**1.6649**	**2.6100e-003**		**0.1251**	**0.1251**		**0.1176**	**0.1176**	**0.0000**	**228.0508**	**228.0508**	**0.0556**	**0.0000**	**229.4397**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0263	0.6449	0.1855	1.3600e-003	0.0313	5.0100e-003	0.0363	9.0400e-003	4.7900e-003	0.0138	0.0000	129.3235	129.3235	6.4400e-003	0.0000	129.4846
Worker	0.0582	0.0554	0.4941	1.0400e-003	0.0956	8.9000e-004	0.0965	0.0254	8.2000e-004	0.0262	0.0000	93.7395	93.7395	4.5200e-003	0.0000	93.8525
Total	**0.0845**	**0.7002**	**0.6795**	**2.4000e-003**	**0.1269**	**5.9000e-003**	**0.1328**	**0.0345**	**5.6100e-003**	**0.0401**	**0.0000**	**223.0630**	**223.0630**	**0.0110**	**0.0000**	**223.3371**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0145	0.1524	0.1467	2.3000e-004		8.2500e-003	8.2500e-003		7.5900e-003	7.5900e-003	0.0000	20.4752	20.4752	6.4800e-003	0.0000	20.6371
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0145**	**0.1524**	**0.1467**	**2.3000e-004**		**8.2500e-003**	**8.2500e-003**		**7.5900e-003**	**7.5900e-003**	**0.0000**	**20.4752**	**20.4752**	**6.4800e-003**	**0.0000**	**20.6371**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3000e-004	6.9000e-004	6.1600e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1690	1.1690	6.0000e-005	0.0000	1.1704
Total	**7.3000e-004**	**6.9000e-004**	**6.1600e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.1690**	**1.1690**	**6.0000e-005**	**0.0000**	**1.1704**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0145	0.1524	0.1467	2.3000e-004		8.2500e-003	8.2500e-003		7.5900e-003	7.5900e-003	0.0000	20.4752	20.4752	6.4800e-003	0.0000	20.6371
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0145**	**0.1524**	**0.1467**	**2.3000e-004**		**8.2500e-003**	**8.2500e-003**		**7.5900e-003**	**7.5900e-003**	**0.0000**	**20.4752**	**20.4752**	**6.4800e-003**	**0.0000**	**20.6371**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3000e-004	6.9000e-004	6.1600e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1690	1.1690	6.0000e-005	0.0000	1.1704
Total	**7.3000e-004**	**6.9000e-004**	**6.1600e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.1690**	**1.1690**	**6.0000e-005**	**0.0000**	**1.1704**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8616					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6600e-003	0.0184	0.0184	3.0000e-005		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	2.5533	2.5533	2.2000e-004	0.0000	2.5587
Total	**0.8643**	**0.0184**	**0.0184**	**3.0000e-005**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**2.5533**	**2.5533**	**2.2000e-004**	**0.0000**	**2.5587**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2100e-003	1.1500e-003	0.0103	2.0000e-005	1.9900e-003	2.0000e-005	2.0000e-003	5.3000e-004	2.0000e-005	5.5000e-004	0.0000	1.9484	1.9484	9.0000e-005	0.0000	1.9507
Total	**1.2100e-003**	**1.1500e-003**	**0.0103**	**2.0000e-005**	**1.9900e-003**	**2.0000e-005**	**2.0000e-003**	**5.3000e-004**	**2.0000e-005**	**5.5000e-004**	**0.0000**	**1.9484**	**1.9484**	**9.0000e-005**	**0.0000**	**1.9507**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8616					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6600e-003	0.0184	0.0184	3.0000e-005		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	2.5533	2.5533	2.2000e-004	0.0000	2.5586
Total	**0.8643**	**0.0184**	**0.0184**	**3.0000e-005**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**2.5533**	**2.5533**	**2.2000e-004**	**0.0000**	**2.5586**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2100e-003	1.1500e-003	0.0103	2.0000e-005	1.9900e-003	2.0000e-005	2.0000e-003	5.3000e-004	2.0000e-005	5.5000e-004	0.0000	1.9484	1.9484	9.0000e-005	0.0000	1.9507
Total	**1.2100e-003**	**1.1500e-003**	**0.0103**	**2.0000e-005**	**1.9900e-003**	**2.0000e-005**	**2.0000e-003**	**5.3000e-004**	**2.0000e-005**	**5.5000e-004**	**0.0000**	**1.9484**	**1.9484**	**9.0000e-005**	**0.0000**	**1.9507**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2571	3.0905	2.9026	0.0117	0.6102	0.0174	0.6276	0.1651	0.0165	0.1816	0.0000	1,085.9409	1,085.9409	0.0494	0.0000	1,087.1765
Unmitigated	0.2571	3.0905	2.9026	0.0117	0.6102	0.0174	0.6276	0.1651	0.0165	0.1816	0.0000	1,085.9409	1,085.9409	0.0494	0.0000	1,087.1765

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	564.94	226.66	569.50	1,510,172	1,510,172
General Office Building	45.78	10.39	3.29	82,811	82,811
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	610.72	237.05	572.79	1,592,983	1,592,983

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.436895	0.025303	0.166081	0.115721	0.067659	0.016341	0.046000	0.126000	0.000000	0.000000	0.000000	0.000000	0.000000
General Office Building	0.533135	0.030877	0.202665	0.141212	0.024955	0.006027	0.018072	0.025901	0.004150	0.002959	0.007890	0.001253	0.000905
Other Non-Asphalt Surfaces	0.533135	0.030877	0.202665	0.141212	0.024955	0.006027	0.018072	0.025901	0.004150	0.002959	0.007890	0.001253	0.000905

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	228.4981	228.4981	0.0102	2.3200e-003	229.4462
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	228.4981	228.4981	0.0102	2.3200e-003	229.4462
NaturalGas Mitigated	0.0166	0.1511	0.1269	9.1000e-004		0.0115	0.0115		0.0115	0.0115	0.0000	164.4470	164.4470	3.1500e-003	3.0100e-003	165.4243
NaturalGas Unmitigated	0.0166	0.1511	0.1269	9.1000e-004		0.0115	0.0115		0.0115	0.0115	0.0000	164.4470	164.4470	3.1500e-003	3.0100e-003	165.4243

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	3.00468e+006	0.0162	0.1473	0.1237	8.8000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	160.3413	160.3413	3.0700e-003	2.9400e-003	161.2941
General Office Building	76939	4.1000e-004	3.7700e-003	3.1700e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.1058	4.1058	8.0000e-005	8.0000e-005	4.1302
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0166**	**0.1511**	**0.1269**	**9.0000e-004**		**0.0115**	**0.0115**		**0.0115**	**0.0115**	**0.0000**	**164.4470**	**164.4470**	**3.1500e-003**	**3.0200e-003**	**165.4243**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	3.00468e+006	0.0162	0.1473	0.1237	8.8000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	160.3413	160.3413	3.0700e-003	2.9400e-003	161.2941
General Office Building	76939	4.1000e-004	3.7700e-003	3.1700e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.1058	4.1058	8.0000e-005	8.0000e-005	4.1302
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0166**	**0.1511**	**0.1269**	**9.0000e-004**		**0.0115**	**0.0115**		**0.0115**	**0.0115**	**0.0000**	**164.4470**	**164.4470**	**3.1500e-003**	**3.0200e-003**	**165.4243**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	940814	209.8097	9.3900e-003	2.1300e-003	210.6803
General Office Building	83801	18.6884	8.4000e-004	1.9000e-004	18.7659
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**228.4981**	**0.0102**	**2.3200e-003**	**229.4462**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	940814	209.8097	9.3900e-003	2.1300e-003	210.6803
General Office Building	83801	18.6884	8.4000e-004	1.9000e-004	18.7659
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**228.4981**	**0.0102**	**2.3200e-003**	**229.4462**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5612	4.0000e-005	3.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.3500e-003	7.3500e-003	2.0000e-005	0.0000	7.8400e-003
Unmitigated	0.5612	4.0000e-005	3.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.3500e-003	7.3500e-003	2.0000e-005	0.0000	7.8400e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0862					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4747					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.6000e-004	4.0000e-005	3.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.3500e-003	7.3500e-003	2.0000e-005	0.0000	7.8400e-003
Total	**0.5612**	**4.0000e-005**	**3.8000e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**7.3500e-003**	**7.3500e-003**	**2.0000e-005**	**0.0000**	**7.8400e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0862					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4747					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.6000e-004	4.0000e-005	3.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.3500e-003	7.3500e-003	2.0000e-005	0.0000	7.8400e-003
Total	**0.5612**	**4.0000e-005**	**3.8000e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**7.3500e-003**	**7.3500e-003**	**2.0000e-005**	**0.0000**	**7.8400e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	41.8127	0.8870	0.0213	70.3183
Unmitigated	41.8127	0.8870	0.0213	70.3183

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	26.3394 / 0	40.1400	0.8597	0.0206	67.7677
General Office Building	0.835349 / 0.511988	1.6727	0.0273	6.6000e-004	2.5505
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**41.8126**	**0.8870**	**0.0213**	**70.3183**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	26.3394 / 0	40.1400	0.8597	0.0206	67.7677
General Office Building	0.835349 / 0.511988	1.6727	0.0273	6.6000e-004	2.5505
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**41.8126**	**0.8870**	**0.0213**	**70.3183**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	29.5575	1.7468	0.0000	73.2275
Unmitigated	29.5575	1.7468	0.0000	73.2275

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	141.24	28.6704	1.6944	0.0000	71.0298
General Office Building	4.37	0.8871	0.0524	0.0000	2.1977
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**29.5575**	**1.7468**	**0.0000**	**73.2275**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	141.24	28.6704	1.6944	0.0000	71.0298
General Office Building	4.37	0.8871	0.0524	0.0000	2.1977
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**29.5575**	**1.7468**	**0.0000**	**73.2275**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Rodeo GPA

Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	113.90	1000sqft	2.61	113,900.00	0
General Office Building	4.70	1000sqft	0.11	4,700.00	0
Other Non-Asphalt Surfaces	177.60	1000sqft	4.08	177,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.6	**Precipitation Freq (Days)**	55
Climate Zone	4			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	491.65	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Utilitiy information ajusted based on Renewable Portofolio Standard

Land Use - info from Rodeo GPA TIA 041318. The project site is 6.8 acres. Therefore, the remaining area would be considered as non-asphalt surfaces.

Construction Phase - assume operation year is 2020. CalEEMod default schedule is applied.

Grading - assume balance onsite (old Rodeo project info, GPA does not specify if there would have cut and fill)

Demolition - infro from client RFI response 5/26/2017

Vehicle Trips - Rodeo GPA TIA 041318 ITE 10th edition trip rates.

Fleet Mix - fleet mix adjusted based on CalEEMod default and San Bernadino 2003 study for truck percentages for industrial and warehouse uses

Energy Use -

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.03	0.13
tblFleetMix	LDA	0.53	0.44
tblFleetMix	LDT1	0.03	0.03
tblFleetMix	LDT2	0.20	0.17
tblFleetMix	LHD1	0.02	0.07
tblFleetMix	LHD2	6.0270e-003	0.02
tblFleetMix	MCY	7.8900e-003	0.00
tblFleetMix	MDV	0.14	0.12
tblFleetMix	MH	9.0500e-004	0.00
tblFleetMix	MHD	0.02	0.05
tblFleetMix	OBUS	4.1500e-003	0.00
tblFleetMix	SBUS	1.2530e-003	0.00
tblFleetMix	UBUS	2.9590e-003	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	491.65
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	ST_TR	1.32	1.99
tblVehicleTrips	ST_TR	2.46	2.21
tblVehicleTrips	SU_TR	0.68	5.00
tblVehicleTrips	SU_TR	1.05	0.70
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	11.03	9.74

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	4.6607	48.2813	25.6792	0.0528	18.2141	2.5783	20.7924	9.9699	2.3720	12.3419	0.0000	5,278.1600	5,278.1600	1.2017	0.0000	5,297.6054
2019	86.5492	28.1239	24.3236	0.0524	1.3500	1.3502	2.7002	0.3656	1.2701	1.6357	0.0000	5,209.8608	5,209.8608	0.7557	0.0000	5,228.7534
Maximum	**86.5492**	**48.2813**	**25.6792**	**0.0528**	**18.2141**	**2.5783**	**20.7924**	**9.9699**	**2.3720**	**12.3419**	**0.0000**	**5,278.1600**	**5,278.1600**	**1.2017**	**0.0000**	**5,297.6054**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	4.6607	48.2813	25.6792	0.0528	8.2777	2.5783	10.8560	4.5080	2.3720	6.8801	0.0000	5,278.1600	5,278.1600	1.2017	0.0000	5,297.6054
2019	86.5492	28.1239	24.3236	0.0524	1.3500	1.3502	2.7002	0.3656	1.2701	1.6357	0.0000	5,209.8608	5,209.8608	0.7557	0.0000	5,228.7534
Maximum	**86.5492**	**48.2813**	**25.6792**	**0.0528**	**8.2777**	**2.5783**	**10.8560**	**4.5080**	**2.3720**	**6.8801**	**0.0000**	**5,278.1600**	**5,278.1600**	**1.2017**	**0.0000**	**5,297.6054**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**50.79**	**0.00**	**42.30**	**52.85**	**0.00**	**39.08**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.0759	2.8000e-004	0.0304	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0648	0.0648	1.7000e-004		0.0692
Energy	0.0911	0.8277	0.6953	4.9700e-003		0.0629	0.0629		0.0629	0.0629		993.2703	993.2703	0.0190	0.0182	999.1728
Mobile	1.6408	18.2005	17.9087	0.0729	3.8210	0.1041	3.9251	1.0307	0.0988	1.1294		7,482.8603	7,482.8603	0.3290		7,491.0845
Total	**4.8077**	**19.0285**	**18.6344**	**0.0779**	**3.8210**	**0.1671**	**3.9881**	**1.0307**	**0.1618**	**1.1924**		**8,476.1953**	**8,476.1953**	**0.3482**	**0.0182**	**8,490.3264**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.0759	2.8000e-004	0.0304	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0648	0.0648	1.7000e-004		0.0692
Energy	0.0911	0.8277	0.6953	4.9700e-003		0.0629	0.0629		0.0629	0.0629		993.2703	993.2703	0.0190	0.0182	999.1728
Mobile	1.6408	18.2005	17.9087	0.0729	3.8210	0.1041	3.9251	1.0307	0.0988	1.1294		7,482.8603	7,482.8603	0.3290		7,491.0845
Total	**4.8077**	**19.0285**	**18.6344**	**0.0779**	**3.8210**	**0.1671**	**3.9881**	**1.0307**	**0.1618**	**1.1924**		**8,476.1953**	**8,476.1953**	**0.3482**	**0.0182**	**8,490.3264**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/3/2018	9/28/2018	5	20	
2	Site Preparation	Site Preparation	9/29/2018	10/12/2018	5	10	
3	Grading	Grading	10/13/2018	11/9/2018	5	20	
4	Building Construction	Building Construction	11/10/2018	9/27/2019	5	230	
5	Paving	Paving	9/28/2019	10/25/2019	5	20	
6	Architectural Coating	Architectural Coating	10/26/2019	11/22/2019	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 4.08

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 177,900; Non-Residential Outdoor: 59,300; Striped Parking Area: 10,656 (Architectural Coating – sqft)

OffRoad Equipment

Rodeo GPA - Monterey County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	4.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	124.00	49.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0463	0.0000	0.0463	7.0200e-003	0.0000	7.0200e-003			0.0000			0.0000
Off-Road	3.7190	38.3225	22.3040	0.0388		1.9386	1.9386		1.8048	1.8048		3,871.7665	3,871.7665	1.0667		3,898.4344
Total	**3.7190**	**38.3225**	**22.3040**	**0.0388**	**0.0463**	**1.9386**	**1.9849**	**7.0200e-003**	**1.8048**	**1.8119**		**3,871.7665**	**3,871.7665**	**1.0667**		**3,898.4344**

3.2 Demolition - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.1700e-003	0.0681	0.0139	1.7000e-004	3.4900e-003	4.2000e-004	3.9100e-003	9.6000e-004	4.0000e-004	1.3600e-003		17.6286	17.6286	6.8000e-004		17.6455
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0816	0.0687	0.7324	1.4200e-003	0.1232	1.1500e-003	0.1244	0.0327	1.0600e-003	0.0338		140.8075	140.8075	7.4000e-003		140.9926
Total	**0.0838**	**0.1368**	**0.7463**	**1.5900e-003**	**0.1267**	**1.5700e-003**	**0.1283**	**0.0336**	**1.4600e-003**	**0.0351**		**158.4361**	**158.4361**	**8.0800e-003**		**158.6381**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0209	0.0000	0.0209	3.1600e-003	0.0000	3.1600e-003			0.0000			0.0000
Off-Road	3.7190	38.3225	22.3040	0.0388		1.9386	1.9386		1.8048	1.8048	0.0000	3,871.7665	3,871.7665	1.0667		3,898.4344
Total	**3.7190**	**38.3225**	**22.3040**	**0.0388**	**0.0209**	**1.9386**	**1.9594**	**3.1600e-003**	**1.8048**	**1.8080**	**0.0000**	**3,871.7665**	**3,871.7665**	**1.0667**		**3,898.4344**

3.2 Demolition - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.1700e-003	0.0681	0.0139	1.7000e-004	3.4900e-003	4.2000e-004	3.9100e-003	9.6000e-004	4.0000e-004	1.3600e-003		17.6286	17.6286	6.8000e-004		17.6455
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0816	0.0687	0.7324	1.4200e-003	0.1232	1.1500e-003	0.1244	0.0327	1.0600e-003	0.0338		140.8075	140.8075	7.4000e-003		140.9926
Total	**0.0838**	**0.1368**	**0.7463**	**1.5900e-003**	**0.1267**	**1.5700e-003**	**0.1283**	**0.0336**	**1.4600e-003**	**0.0351**		**158.4361**	**158.4361**	**8.0800e-003**		**158.6381**

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.5627	48.1988	22.4763	0.0380		2.5769	2.5769		2.3708	2.3708		3,831.6239	3,831.6239	1.1928		3,861.4448
Total	**4.5627**	**48.1988**	**22.4763**	**0.0380**	**18.0663**	**2.5769**	**20.6432**	**9.9307**	**2.3708**	**12.3014**		**3,831.6239**	**3,831.6239**	**1.1928**		**3,861.4448**

3.3 Site Preparation - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0979	0.0825	0.8789	1.7000e-003	0.1479	1.3800e-003	0.1493	0.0392	1.2800e-003	0.0405		168.9691	168.9691	8.8800e-003		169.1911
Total	**0.0979**	**0.0825**	**0.8789**	**1.7000e-003**	**0.1479**	**1.3800e-003**	**0.1493**	**0.0392**	**1.2800e-003**	**0.0405**		**168.9691**	**168.9691**	**8.8800e-003**		**169.1911**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	4.5627	48.1988	22.4763	0.0380		2.5769	2.5769		2.3708	2.3708	0.0000	3,831.6239	3,831.6239	1.1928		3,861.4448
Total	**4.5627**	**48.1988**	**22.4763**	**0.0380**	**8.1298**	**2.5769**	**10.7067**	**4.4688**	**2.3708**	**6.8396**	**0.0000**	**3,831.6239**	**3,831.6239**	**1.1928**		**3,861.4448**

3.3 Site Preparation - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0979	0.0825	0.8789	1.7000e-003	0.1479	1.3800e-003	0.1493	0.0392	1.2800e-003	0.0405		168.9691	168.9691	8.8800e-003		169.1911
Total	**0.0979**	**0.0825**	**0.8789**	**1.7000e-003**	**0.1479**	**1.3800e-003**	**0.1493**	**0.0392**	**1.2800e-003**	**0.0405**		**168.9691**	**168.9691**	**8.8800e-003**		**169.1911**

3.4 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.7733	30.6725	16.5770	0.0297		1.5513	1.5513		1.4272	1.4272		2,988.0216	2,988.0216	0.9302		3,011.2769
Total	**2.7733**	**30.6725**	**16.5770**	**0.0297**	**6.5523**	**1.5513**	**8.1037**	**3.3675**	**1.4272**	**4.7947**		**2,988.0216**	**2,988.0216**	**0.9302**		**3,011.2769**

3.4 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0816	0.0687	0.7324	1.4200e-003	0.1232	1.1500e-003	0.1244	0.0327	1.0600e-003	0.0338		140.8075	140.8075	7.4000e-003		140.9926
Total	**0.0816**	**0.0687**	**0.7324**	**1.4200e-003**	**0.1232**	**1.1500e-003**	**0.1244**	**0.0327**	**1.0600e-003**	**0.0338**		**140.8075**	**140.8075**	**7.4000e-003**		**140.9926**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9486	0.0000	2.9486	1.5154	0.0000	1.5154			0.0000			0.0000
Off-Road	2.7733	30.6725	16.5770	0.0297		1.5513	1.5513		1.4272	1.4272	0.0000	2,988.0216	2,988.0216	0.9302		3,011.2769
Total	**2.7733**	**30.6725**	**16.5770**	**0.0297**	**2.9486**	**1.5513**	**4.4999**	**1.5154**	**1.4272**	**2.9426**	**0.0000**	**2,988.0216**	**2,988.0216**	**0.9302**		**3,011.2769**

3.4 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0816	0.0687	0.7324	1.4200e-003	0.1232	1.1500e-003	0.1244	0.0327	1.0600e-003	0.0338		140.8075	140.8075	7.4000e-003		140.9926
Total	**0.0816**	**0.0687**	**0.7324**	**1.4200e-003**	**0.1232**	**1.1500e-003**	**0.1244**	**0.0327**	**1.0600e-003**	**0.0338**		**140.8075**	**140.8075**	**7.4000e-003**		**140.9926**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**		**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3069	6.9228	2.0440	0.0142	0.3314	0.0633	0.3947	0.0954	0.0606	0.1559		1,493.2158	1,493.2158	0.0745		1,495.0785
Worker	0.6747	0.5682	6.0548	0.0117	1.0186	9.5300e-003	1.0282	0.2702	8.8000e-003	0.2790		1,164.0090	1,164.0090	0.0612		1,165.5386
Total	**0.9815**	**7.4911**	**8.0988**	**0.0259**	**1.3500**	**0.0728**	**1.4229**	**0.3656**	**0.0694**	**0.4349**		**2,657.2249**	**2,657.2249**	**0.1357**		**2,660.6171**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**	**0.0000**	**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3069	6.9228	2.0440	0.0142	0.3314	0.0633	0.3947	0.0954	0.0606	0.1559		1,493.2158	1,493.2158	0.0745		1,495.0785
Worker	0.6747	0.5682	6.0548	0.0117	1.0186	9.5300e-003	1.0282	0.2702	8.8000e-003	0.2790		1,164.0090	1,164.0090	0.0612		1,165.5386
Total	**0.9815**	**7.4911**	**8.0988**	**0.0259**	**1.3500**	**0.0728**	**1.4229**	**0.3656**	**0.0694**	**0.4349**		**2,657.2249**	**2,657.2249**	**0.1357**		**2,660.6171**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**		**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2660	6.5460	1.8031	0.0141	0.3314	0.0512	0.3826	0.0954	0.0489	0.1443		1,487.2500	1,487.2500	0.0705		1,489.0126
Worker	0.6044	0.4991	5.3567	0.0114	1.0186	9.1500e-003	1.0278	0.2702	8.4500e-003	0.2786		1,131.0306	1,131.0306	0.0539		1,132.3773
Total	**0.8704**	**7.0451**	**7.1598**	**0.0255**	**1.3500**	**0.0603**	**1.4104**	**0.3656**	**0.0574**	**0.4230**		**2,618.2806**	**2,618.2806**	**0.1244**		**2,621.3899**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**	**0.0000**	**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2660	6.5460	1.8031	0.0141	0.3314	0.0512	0.3826	0.0954	0.0489	0.1443		1,487.2500	1,487.2500	0.0705		1,489.0126
Worker	0.6044	0.4991	5.3567	0.0114	1.0186	9.1500e-003	1.0278	0.2702	8.4500e-003	0.2786		1,131.0306	1,131.0306	0.0539		1,132.3773
Total	**0.8704**	**7.0451**	**7.1598**	**0.0255**	**1.3500**	**0.0603**	**1.4104**	**0.3656**	**0.0574**	**0.4230**		**2,618.2806**	**2,618.2806**	**0.1244**		**2,621.3899**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586		2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4544**	**15.2441**	**14.6648**	**0.0228**		**0.8246**	**0.8246**		**0.7586**	**0.7586**		**2,257.0025**	**2,257.0025**	**0.7141**		**2,274.8548**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0731	0.0604	0.6480	1.3800e-003	0.1232	1.1100e-003	0.1243	0.0327	1.0200e-003	0.0337		136.8182	136.8182	6.5200e-003		136.9811
Total	**0.0731**	**0.0604**	**0.6480**	**1.3800e-003**	**0.1232**	**1.1100e-003**	**0.1243**	**0.0327**	**1.0200e-003**	**0.0337**		**136.8182**	**136.8182**	**6.5200e-003**		**136.9811**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586	0.0000	2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4544**	**15.2441**	**14.6648**	**0.0228**		**0.8246**	**0.8246**		**0.7586**	**0.7586**	**0.0000**	**2,257.0025**	**2,257.0025**	**0.7141**		**2,274.8548**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0731	0.0604	0.6480	1.3800e-003	0.1232	1.1100e-003	0.1243	0.0327	1.0200e-003	0.0337		136.8182	136.8182	6.5200e-003		136.9811
Total	**0.0731**	**0.0604**	**0.6480**	**1.3800e-003**	**0.1232**	**1.1100e-003**	**0.1243**	**0.0327**	**1.0200e-003**	**0.0337**		**136.8182**	**136.8182**	**6.5200e-003**		**136.9811**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	86.1609					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**86.4274**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1219	0.1006	1.0800	2.2900e-003	0.2054	1.8400e-003	0.2072	0.0545	1.7000e-003	0.0562		228.0304	228.0304	0.0109		228.3019
Total	**0.1219**	**0.1006**	**1.0800**	**2.2900e-003**	**0.2054**	**1.8400e-003**	**0.2072**	**0.0545**	**1.7000e-003**	**0.0562**		**228.0304**	**228.0304**	**0.0109**		**228.3019**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	86.1609					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**86.4274**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1219	0.1006	1.0800	2.2900e-003	0.2054	1.8400e-003	0.2072	0.0545	1.7000e-003	0.0562		228.0304	228.0304	0.0109		228.3019
Total	**0.1219**	**0.1006**	**1.0800**	**2.2900e-003**	**0.2054**	**1.8400e-003**	**0.2072**	**0.0545**	**1.7000e-003**	**0.0562**		**228.0304**	**228.0304**	**0.0109**		**228.3019**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6408	18.2005	17.9087	0.0729	3.8210	0.1041	3.9251	1.0307	0.0988	1.1294		7,482.8603	7,482.8603	0.3290		7,491.0845
Unmitigated	1.6408	18.2005	17.9087	0.0729	3.8210	0.1041	3.9251	1.0307	0.0988	1.1294		7,482.8603	7,482.8603	0.3290		7,491.0845

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	564.94	226.66	569.50	1,510,172	1,510,172
General Office Building	45.78	10.39	3.29	82,811	82,811
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	610.72	237.05	572.79	1,592,983	1,592,983

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.436895	0.025303	0.166081	0.115721	0.067659	0.016341	0.046000	0.126000	0.000000	0.000000	0.000000	0.000000	0.000000
General Office Building	0.533135	0.030877	0.202665	0.141212	0.024955	0.006027	0.018072	0.025901	0.004150	0.002959	0.007890	0.001253	0.000905
Other Non-Asphalt Surfaces	0.533135	0.030877	0.202665	0.141212	0.024955	0.006027	0.018072	0.025901	0.004150	0.002959	0.007890	0.001253	0.000905

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0911	0.8277	0.6953	4.9700e-003		0.0629	0.0629		0.0629	0.0629		993.2703	993.2703	0.0190	0.0182	999.1728
NaturalGas Unmitigated	0.0911	0.8277	0.6953	4.9700e-003		0.0629	0.0629		0.0629	0.0629		993.2703	993.2703	0.0190	0.0182	999.1728

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	8232.01	0.0888	0.8071	0.6779	4.8400e-003		0.0613	0.0613		0.0613	0.0613		968.4712	968.4712	0.0186	0.0178	974.2264
General Office Building	210.792	2.2700e-003	0.0207	0.0174	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003		24.7990	24.7990	4.8000e-004	4.5000e-004	24.9464
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0911**	**0.8277**	**0.6953**	**4.9600e-003**		**0.0629**	**0.0629**		**0.0629**	**0.0629**		**993.2703**	**993.2703**	**0.0190**	**0.0182**	**999.1728**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	8.23201	0.0888	0.8071	0.6779	4.8400e-003		0.0613	0.0613		0.0613	0.0613		968.4712	968.4712	0.0186	0.0178	974.2264
General Office Building	0.210792	2.2700e-003	0.0207	0.0174	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003		24.7990	24.7990	4.8000e-004	4.5000e-004	24.9464
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0911**	**0.8277**	**0.6953**	**4.9600e-003**		**0.0629**	**0.0629**		**0.0629**	**0.0629**		**993.2703**	**993.2703**	**0.0190**	**0.0182**	**999.1728**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.0759	2.8000e-004	0.0304	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0648	0.0648	1.7000e-004		0.0692
Unmitigated	3.0759	2.8000e-004	0.0304	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0648	0.0648	1.7000e-004		0.0692

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4721					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.6010					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.8600e-003	2.8000e-004	0.0304	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0648	0.0648	1.7000e-004		0.0692
Total	**3.0759**	**2.8000e-004**	**0.0304**	**0.0000**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**		**0.0648**	**0.0648**	**1.7000e-004**		**0.0692**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4721					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.6010					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.8600e-003	2.8000e-004	0.0304	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0648	0.0648	1.7000e-004		0.0692
Total	**3.0759**	**2.8000e-004**	**0.0304**	**0.0000**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**		**0.0648**	**0.0648**	**1.7000e-004**		**0.0692**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Rodeo GPA

Monterey County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	113.90	1000sqft	2.61	113,900.00	0
General Office Building	4.70	1000sqft	0.11	4,700.00	0
Other Non-Asphalt Surfaces	177.60	1000sqft	4.08	177,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.6	**Precipitation Freq (Days)**	55
Climate Zone	4			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	491.65	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Rodeo GPA - Monterey County, Winter

Project Characteristics - Utilitiy information ajusted based on Renewable Portofolio Standard

Land Use - info from Rodeo GPA TIA 041318. The project site is 6.8 acres. Therefore, the remaining area would be considered as non-asphalt surfaces.

Construction Phase - assume operation year is 2020. CalEEMod default schedule is applied.

Grading - assume balance onsite (old Rodeo project info, GPA does not specify if there would have cut and fill)

Demolition - infro from client RFI response 5/26/2017

Vehicle Trips - Rodeo GPA TIA 041318 ITE 10th edition trip rates.

Fleet Mix - fleet mix adjusted based on CalEEMod default and San Bernadino 2003 study for truck percentages for industrial and warehouse uses

Energy Use -

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.03	0.13
tblFleetMix	LDA	0.53	0.44
tblFleetMix	LDT1	0.03	0.03
tblFleetMix	LDT2	0.20	0.17
tblFleetMix	LHD1	0.02	0.07
tblFleetMix	LHD2	6.0270e-003	0.02
tblFleetMix	MCY	7.8900e-003	0.00
tblFleetMix	MDV	0.14	0.12
tblFleetMix	MH	9.0500e-004	0.00
tblFleetMix	MHD	0.02	0.05
tblFleetMix	OBUS	4.1500e-003	0.00
tblFleetMix	SBUS	1.2530e-003	0.00
tblFleetMix	UBUS	2.9590e-003	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	491.65
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	ST_TR	1.32	1.99
tblVehicleTrips	ST_TR	2.46	2.21
tblVehicleTrips	SU_TR	0.68	5.00
tblVehicleTrips	SU_TR	1.05	0.70
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	11.03	9.74

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	4.6698	48.3026	25.9218	0.0517	18.2141	2.5783	20.7924	9.9699	2.3720	12.3419	0.0000	5,163.2112	5,163.2112	1.2014	0.0000	5,182.7565
2019	86.5602	28.3479	24.5119	0.0513	1.3500	1.3513	2.7013	0.3656	1.2712	1.6367	0.0000	5,096.0074	5,096.0074	0.7597	0.0000	5,115.0005
Maximum	**86.5602**	**48.3026**	**25.9218**	**0.0517**	**18.2141**	**2.5783**	**20.7924**	**9.9699**	**2.3720**	**12.3419**	**0.0000**	**5,163.2112**	**5,163.2112**	**1.2014**	**0.0000**	**5,182.7565**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	4.6698	48.3026	25.9218	0.0517	8.2777	2.5783	10.8560	4.5080	2.3720	6.8801	0.0000	5,163.2112	5,163.2112	1.2014	0.0000	5,182.7565
2019	86.5602	28.3479	24.5119	0.0513	1.3500	1.3513	2.7013	0.3656	1.2712	1.6367	0.0000	5,096.0074	5,096.0074	0.7597	0.0000	5,115.0005
Maximum	**86.5602**	**48.3026**	**25.9218**	**0.0517**	**8.2777**	**2.5783**	**10.8560**	**4.5080**	**2.3720**	**6.8801**	**0.0000**	**5,163.2112**	**5,163.2112**	**1.2014**	**0.0000**	**5,182.7565**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**50.79**	**0.00**	**42.29**	**52.85**	**0.00**	**39.07**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.0759	2.8000e-004	0.0304	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0648	0.0648	1.7000e-004		0.0692
Energy	0.0911	0.8277	0.6953	4.9700e-003		0.0629	0.0629		0.0629	0.0629		993.2703	993.2703	0.0190	0.0182	999.1728
Mobile	1.5750	18.7741	18.5671	0.0698	3.8210	0.1063	3.9273	1.0307	0.1009	1.1316		7,156.2210	7,156.2210	0.3404		7,164.7315
Total	**4.7420**	**19.6021**	**19.2929**	**0.0747**	**3.8210**	**0.1694**	**3.9903**	**1.0307**	**0.1639**	**1.1946**		**8,149.5561**	**8,149.5561**	**0.3596**	**0.0182**	**8,163.9735**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.0759	2.8000e-004	0.0304	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0648	0.0648	1.7000e-004		0.0692
Energy	0.0911	0.8277	0.6953	4.9700e-003		0.0629	0.0629		0.0629	0.0629		993.2703	993.2703	0.0190	0.0182	999.1728
Mobile	1.5750	18.7741	18.5671	0.0698	3.8210	0.1063	3.9273	1.0307	0.1009	1.1316		7,156.2210	7,156.2210	0.3404		7,164.7315
Total	**4.7420**	**19.6021**	**19.2929**	**0.0747**	**3.8210**	**0.1694**	**3.9903**	**1.0307**	**0.1639**	**1.1946**		**8,149.5561**	**8,149.5561**	**0.3596**	**0.0182**	**8,163.9735**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/3/2018	9/28/2018	5	20	
2	Site Preparation	Site Preparation	9/29/2018	10/12/2018	5	10	
3	Grading	Grading	10/13/2018	11/9/2018	5	20	
4	Building Construction	Building Construction	11/10/2018	9/27/2019	5	230	
5	Paving	Paving	9/28/2019	10/25/2019	5	20	
6	Architectural Coating	Architectural Coating	10/26/2019	11/22/2019	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 4.08

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 177,900; Non-Residential Outdoor: 59,300; Striped Parking Area: 10,656 (Architectural Coating – sqft)

OffRoad Equipment

Rodeo GPA - Monterey County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	4.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	124.00	49.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0463	0.0000	0.0463	7.0200e-003	0.0000	7.0200e-003			0.0000			0.0000
Off-Road	3.7190	38.3225	22.3040	0.0388		1.9386	1.9386		1.8048	1.8048		3,871.7665	3,871.7665	1.0667		3,898.4344
Total	**3.7190**	**38.3225**	**22.3040**	**0.0388**	**0.0463**	**1.9386**	**1.9849**	**7.0200e-003**	**1.8048**	**1.8119**		**3,871.7665**	**3,871.7665**	**1.0667**		**3,898.4344**

3.2 Demolition - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.2400e-003	0.0699	0.0150	1.6000e-004	3.4900e-003	4.3000e-004	3.9200e-003	9.6000e-004	4.1000e-004	1.3600e-003		17.3034	17.3034	7.2000e-004		17.3215
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0892	0.0865	0.7294	1.3300e-003	0.1232	1.1500e-003	0.1244	0.0327	1.0600e-003	0.0338		131.8660	131.8660	7.1300e-003		132.0443
Total	**0.0915**	**0.1564**	**0.7444**	**1.4900e-003**	**0.1267**	**1.5800e-003**	**0.1283**	**0.0336**	**1.4700e-003**	**0.0351**		**149.1694**	**149.1694**	**7.8500e-003**		**149.3658**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0209	0.0000	0.0209	3.1600e-003	0.0000	3.1600e-003			0.0000			0.0000
Off-Road	3.7190	38.3225	22.3040	0.0388		1.9386	1.9386		1.8048	1.8048	0.0000	3,871.7665	3,871.7665	1.0667		3,898.4344
Total	**3.7190**	**38.3225**	**22.3040**	**0.0388**	**0.0209**	**1.9386**	**1.9594**	**3.1600e-003**	**1.8048**	**1.8080**	**0.0000**	**3,871.7665**	**3,871.7665**	**1.0667**		**3,898.4344**

3.2 Demolition - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	2.2400e-003	0.0699	0.0150	1.6000e-004	3.4900e-003	4.3000e-004	3.9200e-003	9.6000e-004	4.1000e-004	1.3600e-003		17.3034	17.3034	7.2000e-004		17.3215
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0892	0.0865	0.7294	1.3300e-003	0.1232	1.1500e-003	0.1244	0.0327	1.0600e-003	0.0338		131.8660	131.8660	7.1300e-003		132.0443
Total	**0.0915**	**0.1564**	**0.7444**	**1.4900e-003**	**0.1267**	**1.5800e-003**	**0.1283**	**0.0336**	**1.4700e-003**	**0.0351**		**149.1694**	**149.1694**	**7.8500e-003**		**149.3658**

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.5627	48.1988	22.4763	0.0380		2.5769	2.5769		2.3708	2.3708		3,831.6239	3,831.6239	1.1928		3,861.4448
Total	**4.5627**	**48.1988**	**22.4763**	**0.0380**	**18.0663**	**2.5769**	**20.6432**	**9.9307**	**2.3708**	**12.3014**		**3,831.6239**	**3,831.6239**	**1.1928**		**3,861.4448**

3.3 Site Preparation - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1071	0.1038	0.8753	1.5900e-003	0.1479	1.3800e-003	0.1493	0.0392	1.2800e-003	0.0405		158.2392	158.2392	8.5600e-003		158.4532
Total	**0.1071**	**0.1038**	**0.8753**	**1.5900e-003**	**0.1479**	**1.3800e-003**	**0.1493**	**0.0392**	**1.2800e-003**	**0.0405**		**158.2392**	**158.2392**	**8.5600e-003**		**158.4532**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	4.5627	48.1988	22.4763	0.0380		2.5769	2.5769		2.3708	2.3708	0.0000	3,831.6239	3,831.6239	1.1928		3,861.4448
Total	**4.5627**	**48.1988**	**22.4763**	**0.0380**	**8.1298**	**2.5769**	**10.7067**	**4.4688**	**2.3708**	**6.8396**	**0.0000**	**3,831.6239**	**3,831.6239**	**1.1928**		**3,861.4448**

3.3 Site Preparation - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1071	0.1038	0.8753	1.5900e-003	0.1479	1.3800e-003	0.1493	0.0392	1.2800e-003	0.0405		158.2392	158.2392	8.5600e-003		158.4532
Total	**0.1071**	**0.1038**	**0.8753**	**1.5900e-003**	**0.1479**	**1.3800e-003**	**0.1493**	**0.0392**	**1.2800e-003**	**0.0405**		**158.2392**	**158.2392**	**8.5600e-003**		**158.4532**

3.4 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.7733	30.6725	16.5770	0.0297		1.5513	1.5513		1.4272	1.4272		2,988.0216	2,988.0216	0.9302		3,011.2769
Total	**2.7733**	**30.6725**	**16.5770**	**0.0297**	**6.5523**	**1.5513**	**8.1037**	**3.3675**	**1.4272**	**4.7947**		**2,988.0216**	**2,988.0216**	**0.9302**		**3,011.2769**

3.4 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0892	0.0865	0.7294	1.3300e-003	0.1232	1.1500e-003	0.1244	0.0327	1.0600e-003	0.0338		131.8660	131.8660	7.1300e-003		132.0443
Total	**0.0892**	**0.0865**	**0.7294**	**1.3300e-003**	**0.1232**	**1.1500e-003**	**0.1244**	**0.0327**	**1.0600e-003**	**0.0338**		**131.8660**	**131.8660**	**7.1300e-003**		**132.0443**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9486	0.0000	2.9486	1.5154	0.0000	1.5154			0.0000			0.0000
Off-Road	2.7733	30.6725	16.5770	0.0297		1.5513	1.5513		1.4272	1.4272	0.0000	2,988.0216	2,988.0216	0.9302		3,011.2769
Total	**2.7733**	**30.6725**	**16.5770**	**0.0297**	**2.9486**	**1.5513**	**4.4999**	**1.5154**	**1.4272**	**2.9426**	**0.0000**	**2,988.0216**	**2,988.0216**	**0.9302**		**3,011.2769**

3.4 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0892	0.0865	0.7294	1.3300e-003	0.1232	1.1500e-003	0.1244	0.0327	1.0600e-003	0.0338		131.8660	131.8660	7.1300e-003		132.0443
Total	**0.0892**	**0.0865**	**0.7294**	**1.3300e-003**	**0.1232**	**1.1500e-003**	**0.1244**	**0.0327**	**1.0600e-003**	**0.0338**		**131.8660**	**131.8660**	**7.1300e-003**		**132.0443**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**		**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3225	7.0364	2.3119	0.0138	0.3314	0.0645	0.3959	0.0954	0.0617	0.1571		1,452.1840	1,452.1840	0.0807		1,454.2019
Worker	0.7376	0.7151	6.0295	0.0110	1.0186	9.5300e-003	1.0282	0.2702	8.8000e-003	0.2790		1,090.0922	1,090.0922	0.0590		1,091.5663
Total	**1.0600**	**7.7515**	**8.3414**	**0.0248**	**1.3500**	**0.0741**	**1.4241**	**0.3656**	**0.0705**	**0.4361**		**2,542.2761**	**2,542.2761**	**0.1397**		**2,545.7683**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.9351	2,620.9351	0.6421		2,636.9883
Total	**2.6795**	**23.3900**	**17.5804**	**0.0269**		**1.4999**	**1.4999**		**1.4099**	**1.4099**	**0.0000**	**2,620.9351**	**2,620.9351**	**0.6421**		**2,636.9883**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3225	7.0364	2.3119	0.0138	0.3314	0.0645	0.3959	0.0954	0.0617	0.1571		1,452.1840	1,452.1840	0.0807		1,454.2019
Worker	0.7376	0.7151	6.0295	0.0110	1.0186	9.5300e-003	1.0282	0.2702	8.8000e-003	0.2790		1,090.0922	1,090.0922	0.0590		1,091.5663
Total	**1.0600**	**7.7515**	**8.3414**	**0.0248**	**1.3500**	**0.0741**	**1.4241**	**0.3656**	**0.0705**	**0.4361**		**2,542.2761**	**2,542.2761**	**0.1397**		**2,545.7683**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**		**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2798	6.6406	2.0477	0.0138	0.3314	0.0523	0.3837	0.0954	0.0500	0.1454		1,445.3492	1,445.3492	0.0767		1,447.2654
Worker	0.6590	0.6285	5.3004	0.0107	1.0186	9.1500e-003	1.0278	0.2702	8.4500e-003	0.2786		1,059.0780	1,059.0780	0.0517		1,060.3716
Total	**0.9387**	**7.2691**	**7.3481**	**0.0244**	**1.3500**	**0.0614**	**1.4115**	**0.3656**	**0.0585**	**0.4240**		**2,504.4273**	**2,504.4273**	**0.1284**		**2,507.6370**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.5802	2,591.5802	0.6313		2,607.3635
Total	**2.3612**	**21.0788**	**17.1638**	**0.0269**		**1.2899**	**1.2899**		**1.2127**	**1.2127**	**0.0000**	**2,591.5802**	**2,591.5802**	**0.6313**		**2,607.3635**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2798	6.6406	2.0477	0.0138	0.3314	0.0523	0.3837	0.0954	0.0500	0.1454		1,445.3492	1,445.3492	0.0767		1,447.2654
Worker	0.6590	0.6285	5.3004	0.0107	1.0186	9.1500e-003	1.0278	0.2702	8.4500e-003	0.2786		1,059.0780	1,059.0780	0.0517		1,060.3716
Total	**0.9387**	**7.2691**	**7.3481**	**0.0244**	**1.3500**	**0.0614**	**1.4115**	**0.3656**	**0.0585**	**0.4240**		**2,504.4273**	**2,504.4273**	**0.1284**		**2,507.6370**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586		2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4544**	**15.2441**	**14.6648**	**0.0228**		**0.8246**	**0.8246**		**0.7586**	**0.7586**		**2,257.0025**	**2,257.0025**	**0.7141**		**2,274.8548**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0797	0.0760	0.6412	1.2900e-003	0.1232	1.1100e-003	0.1243	0.0327	1.0200e-003	0.0337		128.1143	128.1143	6.2600e-003		128.2708
Total	**0.0797**	**0.0760**	**0.6412**	**1.2900e-003**	**0.1232**	**1.1100e-003**	**0.1243**	**0.0327**	**1.0200e-003**	**0.0337**		**128.1143**	**128.1143**	**6.2600e-003**		**128.2708**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586	0.0000	2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4544**	**15.2441**	**14.6648**	**0.0228**		**0.8246**	**0.8246**		**0.7586**	**0.7586**	**0.0000**	**2,257.0025**	**2,257.0025**	**0.7141**		**2,274.8548**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0797	0.0760	0.6412	1.2900e-003	0.1232	1.1100e-003	0.1243	0.0327	1.0200e-003	0.0337		128.1143	128.1143	6.2600e-003		128.2708
Total	**0.0797**	**0.0760**	**0.6412**	**1.2900e-003**	**0.1232**	**1.1100e-003**	**0.1243**	**0.0327**	**1.0200e-003**	**0.0337**		**128.1143**	**128.1143**	**6.2600e-003**		**128.2708**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	86.1609					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**86.4274**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1329	0.1267	1.0686	2.1500e-003	0.2054	1.8400e-003	0.2072	0.0545	1.7000e-003	0.0562		213.5238	213.5238	0.0104		213.7846
Total	**0.1329**	**0.1267**	**1.0686**	**2.1500e-003**	**0.2054**	**1.8400e-003**	**0.2072**	**0.0545**	**1.7000e-003**	**0.0562**		**213.5238**	**213.5238**	**0.0104**		**213.7846**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	86.1609					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**86.4274**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1329	0.1267	1.0686	2.1500e-003	0.2054	1.8400e-003	0.2072	0.0545	1.7000e-003	0.0562		213.5238	213.5238	0.0104		213.7846
Total	**0.1329**	**0.1267**	**1.0686**	**2.1500e-003**	**0.2054**	**1.8400e-003**	**0.2072**	**0.0545**	**1.7000e-003**	**0.0562**		**213.5238**	**213.5238**	**0.0104**		**213.7846**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.5750	18.7741	18.5671	0.0698	3.8210	0.1063	3.9273	1.0307	0.1009	1.1316		7,156.2210	7,156.2210	0.3404		7,164.7315
Unmitigated	1.5750	18.7741	18.5671	0.0698	3.8210	0.1063	3.9273	1.0307	0.1009	1.1316		7,156.2210	7,156.2210	0.3404		7,164.7315

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	564.94	226.66	569.50	1,510,172	1,510,172
General Office Building	45.78	10.39	3.29	82,811	82,811
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	610.72	237.05	572.79	1,592,983	1,592,983

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.436895	0.025303	0.166081	0.115721	0.067659	0.016341	0.046000	0.126000	0.000000	0.000000	0.000000	0.000000	0.000000
General Office Building	0.533135	0.030877	0.202665	0.141212	0.024955	0.006027	0.018072	0.025901	0.004150	0.002959	0.007890	0.001253	0.000905
Other Non-Asphalt Surfaces	0.533135	0.030877	0.202665	0.141212	0.024955	0.006027	0.018072	0.025901	0.004150	0.002959	0.007890	0.001253	0.000905

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0911	0.8277	0.6953	4.9700e-003		0.0629	0.0629		0.0629	0.0629		993.2703	993.2703	0.0190	0.0182	999.1728
NaturalGas Unmitigated	0.0911	0.8277	0.6953	4.9700e-003		0.0629	0.0629		0.0629	0.0629		993.2703	993.2703	0.0190	0.0182	999.1728

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	8232.01	0.0888	0.8071	0.6779	4.8400e-003		0.0613	0.0613		0.0613	0.0613		968.4712	968.4712	0.0186	0.0178	974.2264
General Office Building	210.792	2.2700e-003	0.0207	0.0174	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003		24.7990	24.7990	4.8000e-004	4.5000e-004	24.9464
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0911**	**0.8277**	**0.6953**	**4.9600e-003**		**0.0629**	**0.0629**		**0.0629**	**0.0629**		**993.2703**	**993.2703**	**0.0190**	**0.0182**	**999.1728**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	8.23201	0.0888	0.8071	0.6779	4.8400e-003		0.0613	0.0613		0.0613	0.0613		968.4712	968.4712	0.0186	0.0178	974.2264
General Office Building	0.210792	2.2700e-003	0.0207	0.0174	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003		24.7990	24.7990	4.8000e-004	4.5000e-004	24.9464
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0911**	**0.8277**	**0.6953**	**4.9600e-003**		**0.0629**	**0.0629**		**0.0629**	**0.0629**		**993.2703**	**993.2703**	**0.0190**	**0.0182**	**999.1728**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.0759	2.8000e-004	0.0304	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0648	0.0648	1.7000e-004		0.0692
Unmitigated	3.0759	2.8000e-004	0.0304	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0648	0.0648	1.7000e-004		0.0692

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4721					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.6010					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.8600e-003	2.8000e-004	0.0304	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0648	0.0648	1.7000e-004		0.0692
Total	**3.0759**	**2.8000e-004**	**0.0304**	**0.0000**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**		**0.0648**	**0.0648**	**1.7000e-004**		**0.0692**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4721					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.6010					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.8600e-003	2.8000e-004	0.0304	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0648	0.0648	1.7000e-004		0.0692
Total	**3.0759**	**2.8000e-004**	**0.0304**	**0.0000**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**		**0.0648**	**0.0648**	**1.7000e-004**		**0.0692**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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Biological Resources Assessment
Rodeo Property Project
City of Salinas, Monterey County, California

Prepared for:
SyWest Development
150 Pelican Way
San Rafael, CA 94901

Contact: Tracy LaTray, Project Coordinator

Prepared by:
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597
925.357.2562

Contact: Jason Brandman, Project Director
Brian Mayerle, Senior Biologist

Date: August 17, 2018

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SECTION 1: INTRODUCTION

At the request of the SyWest Development, FirstCarbon Solutions (FCS) conducted a biological resources assessment for the proposed industrial space in Salinas. The purpose of this biological resources assessment is to describe on-site vegetation communities, identify potentially jurisdictional waters of the U.S., and assess the potential for occurrence of special-status plant and wildlife species within the project site.

1.1 - Project Summary

1.1.1 - Site Location

The Rodeo Property Project is located at 295 Sun Way, south and west of US 101 in the central part of the City of Salinas, Monterey County, California (see Exhibit 1). North and south of the Project site are existing warehouse/light industrial uses. To the north of the Project site is Security Public Storage; to the south at 10 Simas Street is Celebration Church and at 34 Simas Street is a light industrial building containing an ambulance dispatch business and an electrical supply company. To the southwest of the Project at 8 Sun Street is Sun Street Centers Men's Residential Program. Adjacent to and west of the Project is open space; however, there is a mix of land uses further west of the Project, including St. James CME Church located at 285 Calle Cebu, Haciendas Place multi-family residential located at 245 Calle Cebu, and the Rancho Salinas Mobile Park located at 150 Sherwood Drive. The Project site is bounded by Sun Street and Sun Way to the west, US 101 to the east, Security Public Storage to the north, and light industrial uses to the south (see Exhibit 2). The project site is located on the Salinas, California United States Geological Survey 7.5-minute topographic quadrangle, Assessor's Parcel Number 003-212-017-000.

The project site comprises one parcel that consists of semi-developed land equaling a total of approximately 6 acres. The project site currently contains a soccer field, a baseball diamond with associated lighting, a gravel parking lot, gravel walking trail, playground area, and restrooms. The project site has been used recreationally activities and was actively managed (mowed) for recreational purposes.

1.1.2 - Project Description

The project is a General Plan amendment and Rezone that would allow development of industrial and commercial uses on a 6.8-acre site located on Sun Street adjacent to US 101. The proposed land use designation would allow the site to be developed at a floor area ratio of 0.4, which would allow for the development of up to 188,600 square feet of industrial floor space. The site is designated in the General Plan as Open Space. Access to the site is provided via Sun Street and its connections to Calle Cebu and E. Market Street.

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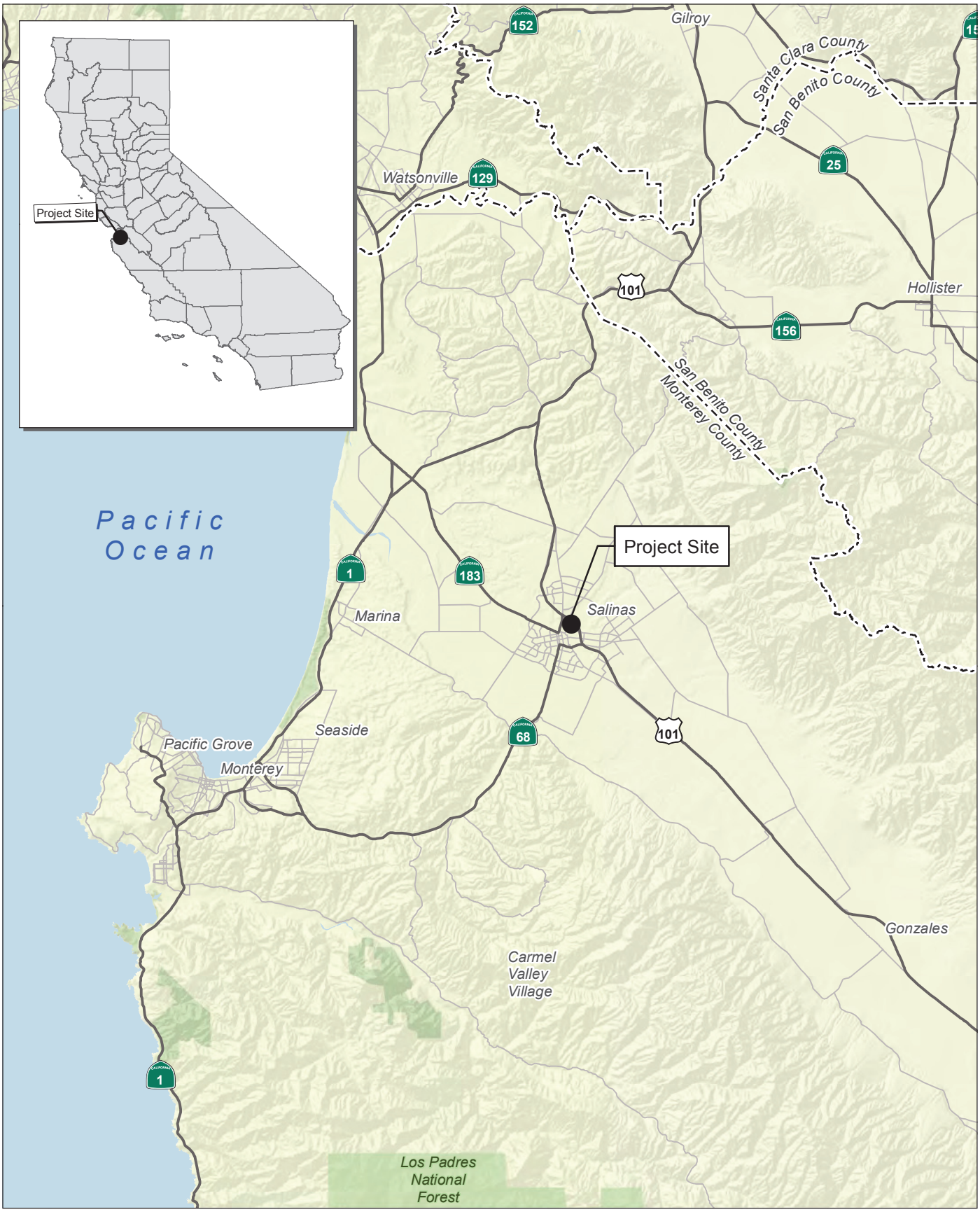

Source: Census 2000 Data, The CaSIL, FCS GIS 2016.

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5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

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Source: ESRI Imagery

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1,000 500 0 1,000 Feet

Exhibit 2
Local Vicinity Map
Aerial Base

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SECTION 2: METHODOLOGY

Analysis of the biological resources associated with the project site began with a thorough review of relevant literature followed by a reconnaissance-level field survey. The survey area included the entire project site as well as the immediate vicinity.

The primary objective of the survey was to document existing site conditions and determine the potential presence of special-status biological resources.

For the purpose of this report, special-status species refers to all species formally listed as threatened and/or endangered under Federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA); California Species of Special Concern; designated as Fully Protected by CDFW; given a status of 1A, 1B, or 2 by the California Native Plant Society (CNPS); or designated as special-status by city, county, or other regional planning documents. Federal and state listed threatened and/or endangered species are legally protected under ESA/CESA. The designated special-status species listed by CNPS have no direct legal protection, but they require an analysis of the significance of potential impacts under CEQA guidelines.

2.1 - Literature Review

The literature review provides a baseline from which to evaluate the biological resources potentially occurring on the project site as well as the surrounding area.

2.1.1 - Existing Environmental Documentation

As part of the literature review, an FCS biologist examined existing environmental documentation for the project site and local vicinity. This documentation included literature pertaining to habitat requirements of special-status species potentially occurring near the site; and federal register listings, protocols, and species data provided by the USFWS and CDFW. These and other documents are listed in the references section of this report.

2.1.2 - Topographic Maps and Aerial Photographs

An FCS biologist reviewed current USGS 7.5-minute topographic quadrangle map(s) and aerial photographs as a preliminary analysis of the existing conditions within the project site and immediate vicinity. Information obtained from the review of the topographic maps included elevation range, general watershed information, and potential drainage feature locations (USGS 1986). Aerial photographs provide a perspective of the most current site conditions relative to on-site and off-site land use, plant community locations, and potential locations of wildlife movement corridors.

2.1.3 - Soil Surveys

The United States Department of Agriculture (USDA) has published soil surveys that describe the soil series (a group of soils with similar profiles) occurring within a particular area (USDA 1980). These profiles include major horizons with similar thickness, arrangement, and other important characteristics. These series are further subdivided into soil mapping units that provide specific

information regarding soil characteristics. Many special-status plant species have a limited distribution based exclusively on soil type. Therefore, pertinent USDA soil survey maps were reviewed to determine the existing soil mapping units within the project site and to establish if soil conditions on-site are suitable for any special-status plant species (Soil Survey Staff 2017).

2.1.4 - Special-Status Species Database Search

An FCS biologist compiled a list of threatened, endangered, and otherwise special-status species previously recorded within the general project vicinity. The list was based on a search of the CDFW's California Natural Diversity Database (CNDDB; CDFW 2017), a special-status species and plant community account database, the CNPS's Electronic Inventory (CNPSEI) of Rare and Endangered Vascular Plants of California database (CNPS 2017), and a USFWS Information Planning and Conservation Report Search (USFWS 2017), for the Salinas California USGS 7.5-minute topographic quadrangle maps and nine surrounding topographic quadrangles (Moss Landing, Prunedale, San Juan Bautista, Marina, Natividad, Seaside, Spreckels, and Chualar). The database search results can be found in Appendix A.

The CNDDB Biogeographic Information and Observation System (BIOS 5; CDFW 2017) database was used to determine the distance between known recorded occurrences of special-status species and the project site.

2.1.5 - Trees

Prior to conducting the reconnaissance-level survey, FCS's biologists reviewed any applicable City and County ordinances pertaining to tree preservation and protective measures and their tree replacement conditions or permits required. Species listed in any applicable ordinances identified on-site were noted, and their locations were recorded using a handheld GPS unit and were identified on a topographic map. Any potential tree removal that takes place will have to abide by the regulations set in place by Monterey County and the City of Salinas. Specifically, the proposed project would have to follow:

- Monterey County Municipal Code 21.64.260 regarding the preservation of oak and other protected trees
- Monterey County Municipal Code Chapter 35 regarding the language and definitions for tree and shrub removal
- 2010 Monterey County Zoning Ordinances for tree removal polices
- During the bird nesting season (February 22 through August 1) tree consultants shall identify any nests within 300 feet of the proposed tree removal(s) in the tree assessment. If a nest is found, a County-qualified biologist must conduct a nest survey prior to the approval of the tree removal permit. The biologist's recommendations will be added as condition of approval (See condition list on the back of the Tree Removal Application form).
- If the tree removal report/evaluation indicates any sudden oak death, the proposed removal must be referred to the Ag. Commissioner's Office (Brad Oliver: 759-7332). Do not go any further until written direction is received from the Ag/ Commissioner's Office.

- Proposed tree removal located within the coastal and non-coastal sections of the Del Monte Forest require a report/letter by Pebble Beach Company (Eric Love: 625-8421).

Additionally, any trees where removal is necessary will require the client to submit a city tree permit removal application.

2.1.6 - Jurisdictional Waters and Wetlands

Prior to conducting the reconnaissance-level survey, FCS's biologists reviewed USGS topographic maps and aerial photography to identify any potential natural drainage features and water bodies. In general, all surface drainage features identified as blue-line streams on USGS maps and linear patches of vegetation are expected to exhibit evidence of flows and considered potentially subject to state and federal regulatory authority as "waters of the U.S. and/or State." A preliminary assessment was conducted to determine the location of any existing drainages and limits of project-related grading activities, to aid in determining if a formal delineation of waters of the U.S. or State is necessary.

2.1.7 - Reconnaissance-Level Field Survey

An FCS biologist conducted a field survey on June 7, 2017. The reconnaissance-level survey was conducted on foot during daylight hours. The purpose of the survey was not to extensively search for every species occurring within the project site, but to ascertain general site conditions and identify potentially suitable habitat areas for various special-status plant and wildlife species. Special-status or unusual biological resources identified during the literature review were ground-truthed during the reconnaissance-level survey for mapping accuracy. Special attention was paid to sensitive habitats and areas potentially supporting special-status floral and faunal species.

Plant Species

Common plant species observed during the reconnaissance-level survey were identified by visual characteristics and morphology in the field and recorded in a field notebook. Uncommon and less familiar plants were identified off-site with the use of taxonomical guides, such as Clarke et al. (2007), Hitchcock (1971), McAuley (1996), and Munz (1974). Taxonomic nomenclature used in this study follows Baldwin et al. (2012). Common plant names, when not available from Baldwin et al. (2012), were taken from other regionally specific references.

Wildlife Species

Wildlife species detected during the reconnaissance-level survey by sight, calls, tracks, scat, or other signs were recorded in a field notebook. Notations were made regarding suitable habitat for those special-status species determined to potentially occur within the project site (CDFW 2017). Appropriate field guides were used to assist with species identification during surveys, such as Peterson (2010), Reid (2006), and Stebbins (2003).

Wildlife Movement Corridors

Wildlife movement corridors link areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. Urbanization and the resulting

fragmentation of open space areas create isolated “islands” of wildlife habitat, forming separated populations. Corridors act as an effective link between populations.

The project site was evaluated for evidence of a wildlife movement corridor during the reconnaissance-level survey. The focus of this study was to determine if the change of current land use of the project site may have significant impacts on the regional movement of wildlife. These conclusions are made based on the information compiled during the literature review, including aerial photographs, USGS topographic maps and resource maps for the vicinity, the field survey conducted, and professional knowledge of desired topography and resource requirements for wildlife potentially utilizing the project site and vicinity.

SECTION 3: EXISTING CONDITIONS

An FCS biologist conducted the reconnaissance-level field survey on June 7, 2017 from 12:00 p.m. to 2:00 p.m. (1200 to 1400 hours). Weather conditions during the field survey were partly cloudy with moderate wind gusts and average temperature of 65 degrees Fahrenheit (°F).

3.1 - Environmental Setting

The project site is relatively flat and does not show signs of sloping. The project site overlaps with FEMA's 100-year flood plain, which is described as a flood event that has a 1 percent probability of occurring in any given year.

3.1.1 - Soils

The United States Department of Agriculture, Natural Resources Conservation Service indicates that the vast majority of the project site contains the Clear Lake Clay soil series, with minor components of Pacheco, Mocho, Cropley, and Salinas soil series.

Clear Lake Clay

The Clear Lake series consists of deep, poorly drained soils that formed in fine textured alluvium derived from sandstone and shale. Clear Lake soils are in basins and in swales of drainageways. Slopes are 0 to 2 percent. The mean annual precipitation is about 20 inches and the mean annual air temperature is about 60°F. Used for production of row crops, irrigated, and dry farmed pasture; also used for rangeland (USDA 2017).

Pacheco Silt Loam

The Pacheco series consists of deep, somewhat poorly drained soils that formed in alluvium derived mostly from sedimentary rocks. Pacheco soils are on flood plains and have slopes of 0 to 2 percent. Mean annual precipitation is approximately 16 inches and the mean annual temperature is approximately 58°F. Used for production of small grain field crops and pasture vegetation (USDA 2017).

Mocho Loam

The Mocho series consists of deep, well-drained soils that formed in alluvium derived mostly from sandstone and shale rock sources. Mocho soils are on alluvial fans and have slopes of 0 to 9 percent. The mean annual precipitation approximately about 16 inches and the mean annual air temperature is approximately 59°F. Used for production of field and truck crops; nontilled areas have a cover of naturalized vegetation of annual grasses and forbs (USDA 2017).

Cropley Clay

The Cropley series consists of deep, well-drained soils that formed in alluvium from mixed rock sources. Cropley soils are on alluvial fans, floodplains and in small basins. Slopes range from 0 to 15 percent. The mean annual precipitation is approximately 16 inches and the mean annual

temperature is approximately 60°F. Used for production of row and truck crops and for urban development (USDA 2017).

Salinas Clay Loam

The Salinas series consists of deep, well-drained soils that formed in alluvium weathered from sandstone and shale. Salinas soils are on alluvial plains, fans, and terraces and have slopes of 0 to 9 percent. The mean annual precipitation is approximately 16 inches and the mean annual air temperature is approximately 59 °F. Used for production of truck, field, and forage crops (USDA 2017).

3.1.2 - Biological Communities

The vegetation communities on the project site consist of non-native ruderal (weedy) grass and weeds. The entirety of the project site shows evidence of disturbance. The project site does not contain any sensitive biological communities.

Non-Native Grassland

Non-native ruderal grassland is found throughout the project site with the majority of the site showing evidence of recent mowing.

Non-native grassland is found throughout California and is generally characterized by a dense to sparse cover of non-native, annual grasses often associated with numerous weedy species as well as some native annual forbs (wildflowers), especially in years of ample rain. Seed germination occurs with the onset of fall-winter rains. Some plant growth occurs in winter, but most growth and flowering occurs in the spring. Plants then die in the summer, and persist as seeds in the uppermost layers of soil until the next rainy season. The project site consists of almost entirely of non-native weeds, grasses, with some native weedy forbs. Plants included telegraph weed (*Heterotheca grandiflora*), wild oats (*Avena* spp.), and ripgut brome (*Bromus diandrus*), due to high levels of disturbance on the site and its surrounding areas.

Wildlife species likely to be found in this habitat include mammals such as Botta's pocket gopher (*Thomomys bottae*), house mouse (*Mus musculus*), and deer mouse (*Peromyscus).* Reptiles such as gopher snake (*Pituophis melanoleuces*), western fence lizard (*Scelsporus occidentalis*), and common garter snake (*Thamnophis sirtalis*) may be present. A variety of bird species including lesser goldfinch (*Carduelis psaltria*), house finch (*Carpodacus mexicanus*), house sparrow (*Passer domesticus*), American crow (*Corvus brachyrhychos*), mourning dove (*Zenaida macroura*) and Brewer's blackbird (*Spizella breweri*) are likely to occur in grassland habitats. Aerial foragers, including tree swallow (*Tachycineta bicolor*), cliff swallow (*Petrochelidon pyrrhonota*), barn swallow (*Hirundo rustica*), and whitethroated swift (*Aeronautes saxatilis*) may be present in this area, foraging within this habitat. Raptor species potentially feeding on small mammals within this habitat include red-tailed hawk (*Buteo jamaicensis*) and American kestrel (*Falco sparverius*). Because of high levels of disturbance, the only wildlife species observed on the project site was the American crow.

Disturbed

Vegetation communities characterized as disturbed habitat occur in areas of disturbances such as along roadsides, trails, parking lots, etc. These communities are subjected to ongoing or past human activity (e.g., vehicle activities, recreational activities, mowing). These areas are generally barren or exhibit sparse vegetative cover consisting mainly of ruderal species that typically appear after severe disturbance or clearing. Typical opportunistic weeds that occur in disturbed areas include Russian thistle or "tumbleweed" (*Salsola tragus*), tocalote (*Centaurea melitensis*), and some native weedy forbs such as telegraph weed (*Heterotheca grandiflora*), fascicled tarweed, and non-native annual grasses of this area. Dominant plant species observed in the disturbed areas included telegraph weed (*Heterotheca grandiflora*), wild oat (*Avena fatua*) and annual grass (*Festuca bromoides*).

The vegetation community and land cover types above provide habitat for a variety of wildlife species, briefly described under each community type. Wildlife activity was low during the field survey and consisted primarily of avian species flying over the project site. Wildlife observed during the survey included the American crow.

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SECTION 4: SENSITIVE BIOLOGICAL RESOURCES

The following section discusses existing conditions and the potential for special-status biological resources to occur within the project site.

4.1 - Special-status Plant Communities

Special-status plant communities are considered sensitive biological resources based on federal, state, or local laws regulating their development, limited distributions, and habitat requirements of special-status plant or wildlife species that occur within them. There are no sensitive plant communities recorded on or near the project site.

4.1.1 - Special-status Plant Species

The CNDDB, CNPS, and background data were reviewed for the Salinas 7.5-minute topographic quadrangle in addition to the nine surrounding topographic quadrangles to identify special-status species that are known to occur in the region, or have the potential to occur on the project site.

Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*) is listed as a California Rare Plant 1B.1 and was found to occur in the surrounding areas near the proposed site. The species does reside in grassland habitats with clay loam soils but due to the highly disturbed nature of the site in addition to the absence of the species during the site survey, it is unlikely for the species to occur within the project boundaries.

A plant's potential to occur on the project site was based on the presence of suitable habitats, soil types, occurrences recorded by the USFWS, CNPS, or CNDDB in the project region. Habitat suitability was determined for 47 special-status plant species within the project site, also listed in Appendix A. Frequent mowing of the project site reduces the potential for disturbance-intolerant perennials to be present, but it is not expected to exclude the presence of some annuals. No special-status species were found during the survey.

4.1.2 - Special-status Wildlife

Wildlife's potential to occur on the project site was based on the presence of suitable habitats, recorded occurrences by CNDDB (CDFW 2017) and known to occur by the Information for Planning and Consultation (IPAC) (USFWS 2017) within Salinas topographic quadrangle (USGS 1986) and the nine surrounding topographical quadrangles. Several species were found to be present in the surrounding area, such as California tiger salamander (*Ambystoma californiense*), California red-legged frog (*Rana draytonii*), and burrowing owl (*Athene cunicularia*), and these species are listed in the special-status species table as well as discussed below.

The California tiger salamander is a federally and locally threatened species that requires seasonal water sources for breeding and nesting. It is generally found nesting in underground refuges. Due to the lack of water onsite, it unlikely for the species to occur within the project boundaries.

The California red-legged frog is a federally threatened species, as well as a California species of special concern, that requires permanent water sources for larval development and appropriate aquatic habitat for estivation. Due to the lack of water onsite, it unlikely for the species to occur within the project boundaries.

The western burrowing owl is a federal species of concern and a California species of special concern. Burrowing owls are year-round residents in the open, dry grasslands of the Central Valley. During fall and winter, local residents may move from nesting areas, and migrants may move in. Burrowing owls nest and take shelter in burrows in the ground: typically, burrows excavated by other species such as ground squirrels. They forage in grasslands and agricultural fields. While there are similar habitat qualities in the area of the proposed site, the high level of disturbance in conjunction with the absence of the species during a site survey precludes the potential presence of the species. It is unlikely for the species to occur within the project boundaries.

Table 1 summarizes the potential for occurrence and rationale for nine special-status wildlife species occurring in the vicinity of the project, based on the database search (Appendix A). The database search revealed a total of 42 special-status wildlife species. All special-status wildlife species that have been determined unlikely to occur on-site, primarily based on the absence of suitable habitat, have also been included in Table 1 to justify their exclusion from further discussion. FCS biologists did not observe special-status species during the field survey.

Table 1: Special-status Wildlife Species Potentially Occurring within the Project Site

Scientific Name Common Name	Status		Habitat Description[3]	Potential to Occur and Rationale	Included in Impact Analysis
	USFWS[1]	CDFW[2]			
Amphibians					
Ambystoma californiense California tiger salamander	FT	ST	Needs underground refuges, especially ground squirrel burrows, and vernal pools or other seasonal water sources for breeding.	Potential to Occur: **unlikely**. The site lacks suitable nesting and foraging habitat due to lack of water on site.	Yes
Rana boylii Foothill yellow-legged frog	—	SSC	Frequents rocky streams and rivers with rocky substrate and open, sunny banks, in forests, chaparral, and woodlands. Sometimes found in isolated pools, vegetated backwaters, and deep, shaded, spring-fed pools.	Potential to Occur**: unlikely**. The site lacks suitable nesting and foraging habitat due to lack of water on site.	No
Rana draytonii California red-legged frog	FT	SSC	Found mainly near ponds in humid forests, woodlands, grasslands, coastal scrub, and streamsides with plant cover. Most common in lowlands or foothills. Frequently found in woods adjacent to streams. Breeding habitat is in permanent or ephemeral water sources; lakes, ponds, reservoirs, slow streams, marshes, bogs, and swamps.	Potential to Occur**: unlikely**. The site lacks suitable nesting and foraging habitat due to lack of water on site.	Yes
Reptiles					
Anniella pulchra nigra Black legless lizard	—	SSC	Occurs in moist warm loose sand or soil with plant cover. Moisture is essential. Occurs in sparsely vegetated areas of beach dunes, chaparral, pine-oak woodlands, desert scrub, sandy washes, and stream terraces with sycamores, cottonwoods, or oaks.	Potential to Occur**: unlikely**. The site lacks suitable nesting habitat due to lack of plant cover and sand.	No
Birds					
Agelaius tricolor Tricolored blackbird	— MBTA	SSC	Highly colonial species, most numerous in Central and San Joaquin Valleys. Found in areas near water, such as freshwater marsh, grasslands, and wetlands. Requires open water, protected nesting substrate, and foraging area with insect prey in the vicinity of the colony.	Potential to Occur**: unlikely**. No nesting habitat is present due to the lack of aquatic vegetation. Furthermore, the site lacks suitable foraging habitat.	No

Table 1 (cont.): Special-status Wildlife Species Potentially Occurring within the Project Site

Scientific Name Common Name	Status		Habitat Description[3]	Potential to Occur and Rationale	Included in Impact Analysis
	USFWS[1]	CDFW[2]			
Athene cunicularia Burrowing owl	— MBTA	SSC FGC	Found in open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. A subterranean nester, dependent upon burrowing mammals, most notably the California ground squirrel	Potential to Occur**: low**. Marginal nesting and foraging habitat is present within the project site. However, high levels of disturbance within the project site reduce the potential of occurrence.	Yes
Eremophila alpestris actia California horned lark	— MBTA	—	Temperate species that prefers large open land devoid of large obstacles such as trees. It can generally be found in fields, prairies, and dry tundra. Also known to inhabit places with widespread lawns, such as airports. They are most often found on the ground.	Potential to Occur**: unlikely**. Marginal nesting and foraging habitat is present within the project site. However, high levels of disturbance and a lack of bare ground within the project site reduce the potential of occurrence.	No
Mammals					
Corynorhinus townsendii Townsend's big-ear bat	—	SSC	Wide ranging habitat. Most western populations live in montane forest with pine, fir, and aspen trees bounded by shrub and grasslands. Roosting sites include caves, cliffs, and rock ledges. Extremely sensitive to human disturbance.	Potential to Occur**: unlikely**. High levels of human disturbance within the project site and its immediate surroundings.	No
Reithrodontomys megalotis distichlis Salinas harvest mouse	—	—	Coastal salt marshes, freshwater wetlands and sandhill grasslands near the seacoast in the vicinity of the Salinas River mouth	Potential to Occur**: unlikely**. The site does not contain suitable habitat.	No

Table 1 (cont.): Special-status Wildlife Species Potentially Occurring within the Project Site

Scientific Name Common Name	Status		Habitat Description[3]	Potential to Occur and Rationale	Included in Impact Analysis
	USFWS[1]	CDFW[2]			
Code Designations					
[1] Federal Status: 2017 USFWS Listing				**[2] State Status: 2017 CDFW Listing**	
ESU = Evolutionary Significant Unit is a distinctive population. **FE** = Listed as endangered under the FESA. **FT** = Listed as threatened under the FESA. **FC** = Candidate for listing (threatened or endangered) under FESA. **FD** = Delisted in accordance with the FESA. **FPD** = Federally Proposed to be Delisted. **MBTA** = protected by the Migratory Bird Treaty Act **—** = Not federally listed				**SE** = Listed as endangered under the CESA. **ST** = Listed as threatened under the CESA. **SSC** = Species of Special Concern as identified by the CDFW. **FP** = Listed as fully protected under FGC. **CFG** = FGC =protected by FGC 3503.5 **CR** = Rare in California. **—** = Not state listed	
[3] **Habitat description**: Habitat description adapted from CNDDB (CDFW 2017a).					

Birds

Marginal foraging habitat is present for one special-status bird potentially occurring on or near the project site, listed below and in Table 1; however, marginal nesting habitat occurs for any of the species within the project site. The property has few shrubs and trees or rodent burrows and shows evidence of high human disturbance.

SECTION 5: CONCLUSIONS AND RECOMMENDATIONS

Complete avoidance of special-status plant and animal species and their associated habitats is the ecologically preferred method for preservation of these resources. However, to meet project goals, avoidance is not always feasible. The following discussion looks at the potential impacts and offers recommendations if needed on avoidance, minimization, and/or compensation measures in compliance with the various laws that regulate natural resources and land use. This information is offered to help the applicant design a development that meets both financial and ecological objectives to the extent possible.

5.1 - Special-status Species

As noted in the discussion above, the project has the potential to support 47 special-status plant species and 42 special-status wildlife species. It also has the potential to support birds and raptors protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (FGC).

5.1.1 - Special-status Plants

As discussed in Section 4.1.1, an FCS biologist conducted a field survey on June 7, 2017. As a result of the recurrent mowing of the project site no special-status species were observed and are not expected to be found on site. No significant impacts to special-status plants species is expected due to high levels of disturbance. No mitigation is recommended at this time.

5.1.2 - Special-status Wildlife

Assessment of the potential for each special-status species to occur within the project site was based on known occurrences of the species within the Salinas quadrangle and nine surrounding quadrangles, suitability of habitat within the project site, the field survey completed on June 7, 2017, and professional expertise. Focused surveys are recommended for sensitive wildlife species that are federally or state-listed as endangered or threatened or species of special concern and have potential to occur on the project site.

Special-status Birds and Birds Protected by the MBTA

Three special-status birds were determined to have some potential to occur on the project site. The habitats on the project site provide marginal foraging habitat for all avian species identified as having the potential to occur on the project site, and marginal nesting habitat is present for only a few of the species known to nest in grassland habitats.

Potential impacts could occur to resident and migratory species during project construction, which would render the project temporarily unsuitable for nesting birds because of the noise, vibration, and increased activity levels associated with various construction activities. These activities could potentially subject birds to risk of death or injury, and they are likely to avoid using the area until such construction activities have dissipated or ceased. Relocation, in turn, could cause hunger or stress among individual birds by displacing them into adjacent territories belonging to other

individuals. However, the project is located in a region with abundant access to agricultural fields and operations that provide equal to greater foraging quality for nesting migratory birds.

With the implementation of the following recommendations, any potential impacts on special-status wildlife species, including birds protected by the MBTA, would be avoided.

- Prior to any site-disturbing activities, including grading or woody vegetation and tree removal, the applicant will retain a qualified wildlife biologist to conduct a nesting bird survey to determine if nests are active or occupied on the project site. Any active nests observed on the project site will be avoided until after the nestlings have fledged and left the nest. If avoidance is not feasible, then a biological monitor will be present if construction activities occur during the nesting season. Construction activity within the vicinity of the active nests may only be conducted at the discretion of the biological monitor. If construction activity will likely result in nest failure, the applicant shall consult with CDFW and/or USFWS to determine what mitigation or permitting is required.

The non-native ruderal grassland provides marginal habitat for the burrowing owl. The potential for this species to occur in the project site is considered low to moderate because of regular mowing of the grassland habitat. However, the possibility that burrowing owls will not nest on the project site in the future cannot be ruled out. Therefore, the following conservation measures are recommended:

- No more than 30 days prior to the first ground-disturbing activities, the project Applicant shall retain a qualified biologist to conduct a preconstruction survey on the project site. The survey shall establish the presence or absence of western burrowing owl and/or habitat features, and evaluate use by owls in accordance with CDFW survey guidelines.
- On the parcel where the activity is proposed, the biologist shall survey the proposed disturbance footprint and a 500-foot radius from the perimeter of the proposed footprint to identify burrows and owls. Adjacent parcels under different land ownership need not be surveyed. The survey shall take place near the sunrise or sunset in accordance with CDFW guidelines. All burrows or burrowing owls shall be identified and mapped. During the breeding season (February 1–August 31), surveys shall document whether burrowing owls are nesting on or directly adjacent to disturbance areas. During the non-breeding season (September 1–January 31), surveys shall document whether burrowing owls are using habitat on or directly adjacent to any disturbance area. Survey results will be valid only for the season during which the survey is conducted.
- If burrowing owls are not discovered, further mitigation is not required. If burrowing owls are observed during the pre-construction surveys, the applicant shall perform the following measures to limit the impact on the burrowing owls:
    1. Avoidance shall include establishment of a 160-foot non-disturbance buffer zone. Construction may occur during the breeding season if a qualified biologist monitors the nest and determines that the birds have not begun egg-laying and incubation, or that the juveniles from the occupied burrows have fledged. During the non-breeding season (September 1–January 31), the project proponent shall avoid the owls and the burrows

they are using, if possible. Avoidance shall include the establishment of a 160-foot non-disturbance buffer zone.

2. If it is not possible to avoid occupied burrows, passive relocation shall be implemented. Owls shall be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors in burrow entrances. These doors shall be in place for 48 hours prior to excavation. The project area shall be monitored daily for 1 week to confirm that the owl has abandoned the burrow. Whenever possible, burrows should be excavated using hand tools and refilled to prevent re-occupation. Plastic tubing or a similar structure shall be inserted in the tunnels during excavation to maintain an escape route for any owls inside the burrow.

5.2 - Wildlife Movement Corridors

The project site was evaluated for evidence of a wildlife movement corridor during the reconnaissance-level survey. As discussed in Section 2, the focus of this study was to determine if the change of current land use of the project site has adverse effects on the regional movement of wildlife. These conclusions are based on the information compiled during the literature review, including aerial photographs, USGS topographic maps and resource maps for the vicinity, the field survey conducted, and professional knowledge of desired topography and resource requirements for wildlife potentially utilizing the project site and vicinity.

Given the location of the site, adjacent to US 101 with high traffic volumes, and between existing warehouse and industrial uses, reduces the ability for most species to use the project site as a migratory corridor. No significant impacts to wildlife movement are expected as a result of existing barriers coupled with the lack of suitable habitat due to high levels of disturbance on the project site. No mitigation is recommended at this time.

5.3 - Potential Jurisdictional Features

The project was evaluated for the presence of potential wetland features under both state and federal jurisdiction. There is a cement-lined storm water drainage ditch running along the south edge of the site. The proposed development of the project will not be affected this feature, thus no mitigation measures will be required. If any changes are made to the proposed project plan and the feature will be affected in anyway, several other steps including permitting, additional site visits, and potential delineations may be required.

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SECTION 6: CERTIFICATION

I hereby certify that the statements furnished above and in the attached exhibits present data and information required for this biological evaluation, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Date: August 17, 2018 Signed:

Brian Mayerle, Senior Biologist
FirstCarbon Solutions
1350 Treat Blvd., Suite 380
Walnut Creek, CA 94597

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SECTION 7: REFERENCES

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Appendix A:
Database Search Results

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Selected Elements by Common Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Salinas (3612166) OR Moss Landing (3612177) OR Prunedale (3612176) OR San Juan Bautista (3612175) OR Marina (3612167) OR Natividad (3612165) OR Seaside (3612157) OR Spreckels (3612156) OR Chualar (3612155))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
alkali milk-vetch *Astragalus tener var. tener*	PDFAB0F8R1	None	None	G2T2	S2	1B.2
American badger *Taxidea taxus*	AMAJF04010	None	None	G5	S3	SSC
American peregrine falcon *Falco peregrinus anatum*	ABNKD06071	Delisted	Delisted	G4T4	S3S4	FP
bank swallow *Riparia riparia*	ABPAU08010	None	Threatened	G5	S2	
burrowing owl *Athene cunicularia*	ABNSB10010	None	None	G4	S3	SSC
California horned lark *Eremophila alpestris actia*	ABPAT02011	None	None	G5T4Q	S4	WL
California linderiella *Linderiella occidentalis*	ICBRA06010	None	None	G2G3	S2S3	
California red-legged frog *Rana draytonii*	AAABH01022	Threatened	None	G2G3	S2S3	SSC
California Ridgway's rail *Rallus obsoletus obsoletus*	ABNME05016	Endangered	Endangered	G5T1	S1	FP
California tiger salamander *Ambystoma californiense*	AAAAA01180	Threatened	Threatened	G2G3	S2S3	WL
Carmel Valley bush-mallow *Malacothamnus palmeri var. involucratus*	PDMAL0Q0B1	None	None	G3T2Q	S2	1B.2
Carmel Valley malacothrix *Malacothrix saxatilis var. arachnoidea*	PDAST660C2	None	None	G5T2	S2	1B.2
Central Dune Scrub *Central Dune Scrub*	CTT21320CA	None	None	G2	S2.2	
Central Maritime Chaparral *Central Maritime Chaparral*	CTT37C20CA	None	None	G2	S2.2	
Choris' popcornflower *Plagiobothrys chorisianus var. chorisianus*	PDBOR0V061	None	None	G3T1Q	S1	1B.2
coast horned lizard *Phrynosoma blainvillii*	ARACF12100	None	None	G3G4	S3S4	SSC
Coast Range newt *Taricha torosa*	AAAAF02032	None	None	G4	S4	SSC
Coastal and Valley Freshwater Marsh *Coastal and Valley Freshwater Marsh*	CTT52410CA	None	None	G3	S2.1	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Coastal Brackish Marsh *Coastal Brackish Marsh*	CTT52200CA	None	None	G2	S2.1	
Congdon's tarplant *Centromadia parryi ssp. congdonii*	PDAST4R0P1	None	None	G3T2	S2	1B.1
Contra Costa goldfields *Lasthenia conjugens*	PDAST5L040	Endangered	None	G1	S1	1B.1
Cooper's hawk *Accipiter cooperii*	ABNKC12040	None	None	G5	S4	WL
Eastwood's goldenbush *Ericameria fasciculata*	PDAST3L080	None	None	G2	S2	1B.1
ferruginous hawk *Buteo regalis*	ABNKC19120	None	None	G4	S3S4	WL
foothill yellow-legged frog *Rana boylii*	AAABH01050	None	Candidate Threatened	G3	S3	SSC
Fort Ord spineflower *Chorizanthe minutiflora*	PDPGN04100	None	None	G1	S1	1B.2
fragrant fritillary *Fritillaria liliacea*	PMLIL0V0C0	None	None	G2	S2	1B.2
globose dune beetle *Coelus globosus*	IICOL4A010	None	None	G1G2	S1S2	
golden eagle *Aquila chrysaetos*	ABNKC22010	None	None	G5	S3	FP
Hickman's onion *Allium hickmanii*	PMLIL02140	None	None	G2	S2	1B.2
hoary bat *Lasiurus cinereus*	AMACC05030	None	None	G5	S4	
Hooker's manzanita *Arctostaphylos hookeri ssp. hookeri*	PDERI040J1	None	None	G3T2	S2	1B.2
Hospital Canyon larkspur *Delphinium californicum ssp. interius*	PDRAN0B0A2	None	None	G3T3	S3	1B.2
Hutchinson's larkspur *Delphinium hutchinsoniae*	PDRAN0B0V0	None	None	G2	S2	1B.2
Jolon clarkia *Clarkia jolonensis*	PDONA050L0	None	None	G2	S2	1B.2
Kellogg's horkelia *Horkelia cuneata var. sericea*	PDROS0W043	None	None	G4T1?	S1?	1B.1
least Bell's vireo *Vireo bellii pusillus*	ABPBW01114	Endangered	Endangered	G5T2	S2	
legenere *Legenere limosa*	PDCAM0C010	None	None	G2	S2	1B.1
longfin smelt *Spirinchus thaleichthys*	AFCHB03010	Candidate	Threatened	G5	S1	SSC

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
marsh microseris *Microseris paludosa*	PDAST6E0D0	None	None	G2	S2	1B.2
Menzies' wallflower *Erysimum menziesii*	PDBRA160R0	Endangered	Endangered	G1	S1	1B.1
mimic tryonia (=California brackishwater snail) *Tryonia imitator*	IMGASJ7040	None	None	G2	S2	
monarch - California overwintering population *Danaus plexippus pop. 1*	IILEPP2012	None	None	G4T2T3	S2S3	
Monterey gilia *Gilia tenuiflora ssp. arenaria*	PDPLM041P2	Endangered	Threatened	G3G4T2	S2	1B.2
Monterey pine *Pinus radiata*	PGPIN040V0	None	None	G1	S1	1B.1
Monterey Pine Forest *Monterey Pine Forest*	CTT83130CA	None	None	G1	S1.1	
Monterey spineflower *Chorizanthe pungens var. pungens*	PDPGN040M2	Threatened	None	G2T2	S2	1B.2
northern California legless lizard *Anniella pulchra*	ARACC01020	None	None	G3	S3	SSC
Northern Coastal Salt Marsh *Northern Coastal Salt Marsh*	CTT52110CA	None	None	G3	S3.2	
northern curly-leaved monardella *Monardella sinuata ssp. nigrescens*	PDLAM18162	None	None	G3T2	S2	1B.2
obscure bumble bee *Bombus caliginosus*	IIHYM24380	None	None	G4?	S1S2	
Oregon meconella *Meconella oregana*	PDPAP0G030	None	None	G2G3	S2	1B.1
Pacific Grove clover *Trifolium polyodon*	PDFAB402H0	None	Rare	G1	S1	1B.1
Pajaro manzanita *Arctostaphylos pajaroensis*	PDERI04100	None	None	G1	S1	1B.1
pallid bat *Antrozous pallidus*	AMACC10010	None	None	G5	S3	SSC
pine rose *Rosa pinetorum*	PDROS1J0W0	None	None	G2	S2	1B.2
pink Johnny-nip *Castilleja ambigua var. insalutata*	PDSCR0D403	None	None	G4T2	S2	1B.1
Pinnacles buckwheat *Eriogonum nortonii*	PDPGN08470	None	None	G2	S2	1B.3
Pinnacles optioservus riffle beetle *Optioservus canus*	IICOL5E020	None	None	G1	S1	
Point Reyes horkelia *Horkelia marinensis*	PDROS0W0B0	None	None	G2	S2	1B.2

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
prairie falcon *Falco mexicanus*	ABNKD06090	None	None	G5	S4	WL
redwood shoulderband *Helminthoglypta sequoicola consors*	IMGASC2421	None	None	G2T1	S1	
robust spineflower *Chorizanthe robusta var. robusta*	PDPGN040Q2	Endangered	None	G2T1	S1	1B.1
Salinas harvest mouse *Reithrodontomys megalotis distichlis*	AMAFF02032	None	None	G5T1	S1	
saline clover *Trifolium hydrophilum*	PDFAB400R5	None	None	G2	S2	1B.2
San Francisco collinsia *Collinsia multicolor*	PDSCR0H0B0	None	None	G2	S2	1B.2
San Francisco popcornflower *Plagiobothrys diffusus*	PDBOR0V080	None	Endangered	G1Q	S1	1B.1
sand-loving wallflower *Erysimum ammophilum*	PDBRA16010	None	None	G2	S2	1B.2
sandmat manzanita *Arctostaphylos pumila*	PDERI04180	None	None	G1	S1	1B.2
Santa Cruz clover *Trifolium buckwestiorum*	PDFAB402W0	None	None	G2	S2	1B.1
Santa Cruz long-toed salamander *Ambystoma macrodactylum croceum*	AAAAA01082	Endangered	Endangered	G5T1T2	S1S2	FP
Santa Cruz microseris *Stebbinsoseris decipiens*	PDAST6E050	None	None	G2	S2	1B.2
Santa Cruz tarplant *Holocarpha macradenia*	PDAST4X020	Threatened	Endangered	G1	S1	1B.1
seaside bird's-beak *Cordylanthus rigidus ssp. littoralis*	PDSCR0J0P2	None	Endangered	G5T2	S2	1B.1
short-eared owl *Asio flammeus*	ABNSB13040	None	None	G5	S3	SSC
Smith's blue butterfly *Euphilotes enoptes smithi*	IILEPG2026	Endangered	None	G5T1T2	S1S2	
steelhead - south-central California coast DPS *Oncorhynchus mykiss irideus pop. 9*	AFCHA0209H	Threatened	None	G5T2Q	S2	
Swainson's hawk *Buteo swainsoni*	ABNKC19070	None	Threatened	G5	S3	
tidewater goby *Eucyclogobius newberryi*	AFCQN04010	Endangered	None	G3	S3	SSC
Toro manzanita *Arctostaphylos montereyensis*	PDERI040R0	None	None	G2?	S2?	1B.2
Townsend's big-eared bat *Corynorhinus townsendii*	AMACC08010	None	None	G3G4	S2	SSC

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
tricolored blackbird *Agelaius tricolor*	ABPBXB0020	None	Candidate Endangered	G2G3	S1S2	SSC
two-striped gartersnake *Thamnophis hammondii*	ARADB36160	None	None	G4	S3S4	SSC
umbrella larkspur *Delphinium umbraculorum*	PDRAN0B1W0	None	None	G3	S3	1B.3
Valley Needlegrass Grassland *Valley Needlegrass Grassland*	CTT42110CA	None	None	G3	S3.1	
vernal pool bent grass *Agrostis lacuna-vernalis*	PMPOA041N0	None	None	G1	S1	1B.1
western bumble bee *Bombus occidentalis*	IIHYM24250	None	None	G2G3	S1	
western pond turtle *Emys marmorata*	ARAAD02030	None	None	G3G4	S3	SSC
western snowy plover *Charadrius alexandrinus nivosus*	ABNNB03031	Threatened	None	G3T3	S2S3	SSC
white-tailed kite *Elanus leucurus*	ABNKC06010	None	None	G5	S3S4	FP
woodland woollythreads *Monolopia gracilens*	PDAST6G010	None	None	G3	S3	1B.2
Yadon's rein orchid *Piperia yadonii*	PMORC1X070	Endangered	None	G1	S1	1B.1
yellow rail *Coturnicops noveboracensis*	ABNME01010	None	None	G4	S1S2	SSC

Record Count: 93

CNPS California Native Plant Society

Plant List

Inventory of Rare and Endangered Plants

4 matches found. *Click on scientific name for details*

Search Criteria

California Rare Plant Rank is one of [1B, 2B], FESA is one of [Endangered, Threatened], CESA is one of [Endangered, Threatened, Rare], Found in Quads 3612177, 3612176, 3612175, 3612167, 3612166, 3612165, 3612157 3612156 and 3612155;

Modify Search Criteria | Export to Excel | Modify Columns | Modify Sort | Display Photos

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Erysimum menziesii	Menzies' wallflower	Brassicaceae	perennial herb	Mar-Sep	1B.1	S1	G1
Gilia tenuiflora ssp. arenaria	Monterey gilia	Polemoniaceae	annual herb	Apr-Jun	1B.2	S2	G3G4T2
Holocarpha macradenia	Santa Cruz tarplant	Asteraceae	annual herb	Jun-Oct	1B.1	S1	G1
Lupinus tidestromii	Tidestrom's lupine	Fabaceae	perennial rhizomatous herb	Apr-Jun	1B.1	S1	G1

Suggested Citation

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The Consortium of California Herbaria
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Questions and Comments
rareplants@cnps.org

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IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Monterey County, California

Not for consultation

Local office

Ventura Fish And Wildlife Office

(805) 644-1766
(805) 644-3958

2493 Portola Road, Suite B
Ventura, CA 93003-7726

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS
California Condor Gymnogyps californianus There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. https://ecos.fws.gov/ecp/species/8193	Endangered
Least Bell's Vireo Vireo bellii pusillus There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. https://ecos.fws.gov/ecp/species/5945	Endangered
Southwestern Willow Flycatcher Empidonax traillii extimus There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. https://ecos.fws.gov/ecp/species/6749	Endangered

Amphibians

NAME	STATUS
California Red-legged Frog Rana draytonii There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. https://ecos.fws.gov/ecp/species/2891	Threatened
California Tiger Salamander Ambystoma californiense There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. https://ecos.fws.gov/ecp/species/2076	Threatened
Santa Cruz Long-toed Salamander Ambystoma macrodactylum croceum No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/7405	Endangered

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp Branchinecta lynchi There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. https://ecos.fws.gov/ecp/species/498	Threatened

Flowering Plants

NAME	STATUS
Contra Costa Goldfields Lasthenia conjugens There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. https://ecos.fws.gov/ecp/species/7058	Endangered
Marsh Sandwort Arenaria paludicola No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2229	Endangered
Monterey Gilia Gilia tenuiflora ssp. arenaria No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/856	Endangered

Monterey Spineflower Chorizanthe pungens var. pungens There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. https://ecos.fws.gov/ecp/species/396	Threatened
Yadon's Piperia Piperia yadonii There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. https://ecos.fws.gov/ecp/species/4205	Endangered

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any activity that results in the take (to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct) of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service[3]. There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Conservation measures for birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Year-round bird occurrence data http://www.birdscanada.org/birdmon/default/datasummaries.jsp

The migratory birds species listed below are species of particular conservation concern (e.g. Birds of Conservation Concern) that may be potentially affected by activities in this location. It is not a list of every bird species you may find in this location, nor a guarantee that all of the bird species on this list will be found on or near this location. Although it is important to try to avoid and minimize impacts to all birds, special attention should be made to avoid and minimize impacts to birds of priority concern. To view available data on other bird species that may occur in your project area, please visit the AKN Histogram Tools and Other Bird Data Resources. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

NAME	SEASON(S)
Allen's Hummingbird Selasphorus sasin https://ecos.fws.gov/ecp/species/9637	Breeding
Bald Eagle Haliaeetus leucocephalus https://ecos.fws.gov/ecp/species/1626	Year-round
Black Oystercatcher Haematopus bachmani https://ecos.fws.gov/ecp/species/9591	Year-round
Black Swift Cypseloides niger https://ecos.fws.gov/ecp/species/8878	Breeding
Burrowing Owl Athene cunicularia https://ecos.fws.gov/ecp/species/9737	Year-round
Costa's Hummingbird Calypte costae https://ecos.fws.gov/ecp/species/9470	Year-round

Flammulated Owl Otus flammeolus https://ecos.fws.gov/ecp/species/7728	Breeding
Fox Sparrow Passerella iliaca	Wintering
Lesser Yellowlegs Tringa flavipes https://ecos.fws.gov/ecp/species/9679	Wintering
Lewis's Woodpecker Melanerpes lewis https://ecos.fws.gov/ecp/species/9408	Wintering
Long-billed Curlew Numenius americanus https://ecos.fws.gov/ecp/species/5511	Wintering
Marbled Godwit Limosa fedoa https://ecos.fws.gov/ecp/species/9481	Wintering
Nuttall's Woodpecker Picoides nuttallii https://ecos.fws.gov/ecp/species/9410	Year-round
Oak Titmouse Baeolophus inornatus https://ecos.fws.gov/ecp/species/9656	Year-round
Olive-sided Flycatcher Contopus cooperi https://ecos.fws.gov/ecp/species/3914	Breeding
Peregrine Falcon Falco peregrinus https://ecos.fws.gov/ecp/species/8831	Year-round
Rufous Hummingbird selasphorus rufus https://ecos.fws.gov/ecp/species/8002	Migrating
Rufous-crowned Sparrow Aimophila ruficeps https://ecos.fws.gov/ecp/species/9718	Year-round
Short-billed Dowitcher Limnodromus griseus https://ecos.fws.gov/ecp/species/9480	Wintering
Short-eared Owl Asio flammeus https://ecos.fws.gov/ecp/species/9295	Wintering
Snowy Plover Charadrius alexandrinus	Breeding
Tricolored Blackbird Agelaius tricolor https://ecos.fws.gov/ecp/species/3910	Year-round
Western Grebe aechmophorus occidentalis https://ecos.fws.gov/ecp/species/6743	Wintering
Yellow Warbler dendroica petechia ssp. brewsteri https://ecos.fws.gov/ecp/species/3230	Breeding

What does IPaC use to generate the list of migratory bird species potentially occurring in my specified location?

Landbirds:

Migratory birds that are displayed on the IPaC species list are based on ranges in the latest edition of the National Geographic Guide, Birds of North America (6th Edition, 2011 by Jon L. Dunn, and Jonathan Alderfer). Although these ranges are coarse in nature, a number of U.S. Fish and Wildlife Service migratory bird biologists agree that these maps are some of the best range maps to date. These ranges were clipped to a specific Bird Conservation Region (BCR) or USFWS Region/Regions, if it was indicated in the 2008 list of Birds of Conservation Concern (BCC) that a species was a BCC species only in a particular Region/Regions. Additional modifications have been made to some ranges based on more local or refined range information and/or information provided by U.S. Fish and Wildlife Service biologists with species expertise. All migratory birds that show in areas on land in IPaC are those that appear in the 2008 Birds of Conservation Concern report.

Atlantic Seabirds:

Ranges in IPaC for birds off the Atlantic coast are derived from species distribution models developed by the National Oceanic and Atmospheric Association (NOAA) National Centers for Coastal Ocean Science (NCCOS) using the best available seabird survey data for the offshore Atlantic Coastal region to date. NOAANCCOS assisted USFWS in developing seasonal species ranges from their models for specific use in IPaC. Some of these birds are not BCC species but were of interest for inclusion because they may occur in high abundance off the coast at different times throughout the year, which potentially makes them more susceptible to certain types of development and activities taking place in that area. For more refined details about the abundance and richness of bird species within your project area off the Atlantic Coast, see the Northeast Ocean Data Portal. The Portal also offers data and information about other types of taxa that may be helpful in your project review.

About the NOAANCCOS models: the models were developed as part of the NOAANCCOS project: Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf. The models resulting from this project are being used in a number of decision-support/mapping products in order to help guide decision-making on activities off the Atlantic Coast with the goal of reducing impacts to migratory birds. One such product is the Northeast Ocean Data Portal, which can be used to explore details about the relative occurrence and abundance of bird species in a particular area off the Atlantic Coast.

All migratory bird range maps within IPaC are continuously being updated as new and better information becomes available.

Can I get additional information about the levels of occurrence in my project area of specific birds or groups of birds listed in IPaC?

Landbirds:

The Avian Knowledge Network (AKN) provides a tool currently called the "Histogram Tool", which draws from the data within the AKN (latest,survey, point count, citizen science datasets) to create a view of relative abundance of species within a particular location over the course of the year. The results of the tool depict the frequency of detection of a species in survey events, averaged between multiple datasets within AKN in a particular week of the year. You may access the histogram tools through the Migratory Bird Programs AKN Histogram Tools webpage.

The tool is currently available for 4 regions (California, Northeast U.S., Southeast U.S. and Midwest), which encompasses the following 32 states: Alabama, Arkansas, California, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North, Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin.

In the near future, there are plans to expand this tool nationwide within the AKN, and allow the graphs produced to appear with the list of trust resources generated by IPaC, providing you with an additional level of detail about the level of occurrence of the species of particular concern potentially occurring in your project area throughout the course of the year.

Atlantic Seabirds:

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAANCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Facilities

Wildlife refuges

Any activity proposed on National Wildlife Refuge lands must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGES AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or

classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Appendix B:
Regulatory Framework

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SENSITIVE PLANT AND WILDLIFE SPECIES

Sensitive species are native species that have been accorded special legal or management protection because of concern for their continued existence. There are several categories of protection at both federal and state levels, depending on the magnitude of threat to continued existence and existing knowledge of population levels.

Federal Endangered Species Act

The United States Fish and Wildlife Service (USFWS) administers the Federal Endangered Species Act (ESA). The ESA provides a process for listing species as either threatened or endangered, and methods of protecting listed species. The ESA defines as "endangered" any plant or animal species that is in danger of extinction throughout all or a significant portion of its known geographic range. A "threatened" species is a species that is likely to become endangered. A "proposed" species is one that has been officially proposed by the USFWS for addition to the federal threatened and endangered species list.

According to Section 9 of the ESA, "take" of threatened or endangered species is prohibited. The term "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in such conduct. Take can include disturbance to habitats used by a threatened or endangered species during any portion of its life history. The presence of any federally threatened or endangered species in a project area generally imposes severe constraints on development, particularly if development would result in "take" of the species or its habitat. Under the regulations of the ESA, the USFWS may authorize "take" when it is incidental to, but not the purpose of, an otherwise lawful act.

California Endangered Species Act

The California Department of Fish and Wildlife (CDFW) administers the California Endangered Species Act (CESA). The State of California considers an "endangered" species one whose prospects of survival and reproduction are in immediate jeopardy. A "threatened" species is one present in such small numbers throughout its range that it is likely to become an endangered species in the near future in the absence of special protection or management. A "rare" species is one present in such small numbers throughout its portion of its known geographic range that it may become endangered if its present environment worsens. The rare species designation applies to California native plants. State threatened and endangered species are fully protected against take, as defined above. The term "species of special concern" is an informal designation used by CDFW for some declining wildlife species that are not state candidates for listing. This designation does not provide legal protection, but signifies that these species are recognized as sensitive by CDFW.

California Native Plant Society

The California Native Plant Society (CNPS) is a California resource conservation organization that has developed and inventory of California's sensitive plant species. This inventory summarizes information on the distribution, rarity, and endangerment of California's vascular plants. The

inventory is divided into four lists based on the rarity of the species. In addition, the CNPS provides an inventory of plant communities that are considered sensitive by the state and federal resource agencies, academic institutions, and various conservation groups. Determination of the level of sensitivity is based on the number and size of remaining occurrences as well as recognized threats.

Migratory Bird Treaty Act

The MBTA protects all common wild birds found in the United States (U.S.) except exotic species identified in the Federal Register. Resident game birds are managed separately by each state. The MBTA makes it unlawful for anyone to kill, capture, collect, possess, buy, sell, trade, ship, import, or export any migratory bird including feathers, parts, nests, or eggs.

California Fish and Game Code—Section 3503 and Section 3511

The CDFW administers the California Fish and Game Code (CFG Code). There are particular sections of the CFG Code that are applicable to natural resource management. For example, Section 3503 of the CFG Code states it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird that is protected under the MBTA. CFG Code Section 3503.5 further protects all birds in the orders Falconiformes and Strigiformes, birds of prey such as hawks and owls, and their eggs and nests from any form of take. CFG Code Section 3511 lists fully protected bird species where the CDFW is unable to authorize the issuance of permits or licenses to take these species.

Impacts to natural drainage features and wetland areas are regulated by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and CDFW based upon the policies and regulations discussed below.

United States Army Corps of Engineers Regulations

Federal Clean Water Act—Section 404

The USACE administers Section 404 of the federal Clean Water Act (CWA). This section regulates the discharge of dredge and fill material into Waters of the U.S. USACE has established a series of nationwide permits that authorize certain activities in Waters of the U.S., if a proposed activity can demonstrate compliance with standard conditions. Normally, USACE requires an individual permit for an activity that will affect an area equal to or in excess of 0.5 acre of Waters of the U.S. Projects that result in impacts to less than 0.5 acre can normally be conducted pursuant to one of the nationwide permits, if consistent with the standard permit conditions. USACE also has discretionary authority to require an Environmental Impact Statement for projects that result in impacts to an area between 0.1 and 0.5 acre. Use of any nationwide permit is contingent on the activities having no impacts to endangered species.

Waters of the United States

Waters of the U.S., as defined in the Code of Federal Regulations (CFR) Section 328.3, include all waters or tributaries to waters such as lakes, rivers, intermittent and perennial streams, mudflats, sand-flats, natural ponds, wetlands, wet meadows, and other aquatic habitats. Frequently, Waters of the U.S., with at least intermittently flowing water or tidal influences, are demarcated by an ordinary high water mark (OHWM). The OHWM is defined in CFR Section 328.3(e) as the line on the

shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas. In this region, the OHWM is typically indicated by the presence of an incised streambed with defined bank shelving.

In June 2001, the USACE South Pacific Division has issued Guidelines for Jurisdictional Delineations for Waters of the United States in the Arid Southwest. The purpose of this document was to provide background information concerning physical characteristics of dryland drainage systems. These guidelines were reviewed and used to identify jurisdictional drainage features within the project site.

Wetlands

According to the USACE Wetlands Delineation Manual, Technical Report, three criteria must be satisfied to classify an area as a jurisdictional wetland:

1. A predominance of plant life that is adapted to life in wet conditions (hydrophytic vegetation)
2. Soils that saturate, flood, or pond long enough during the growing season to develop anaerobic conditions in the upper part (hydric soils)
3. Permanent or periodic inundation or soils saturation, at least seasonally (wetland hydrology)

Wetland vegetation is characterized by vegetation in which more than 50 percent of the composition of dominant plant species are obligate wetland, facultative wetland, and/or facultative species that occur in wetlands. As a result of the 2001 Solid Waste Agency of North Cook County (SWANCC) case, a wetland must show connectivity to a stream course in order for such a feature to be considered jurisdictional. Although wetland criteria was used to identify if areas were considered wetlands, the exact limits of jurisdiction were not measured based on the standard wetland delineation protocol as described in the 1987 USACE manual.

United States Army Corps of Engineers Regulated Activities

The USACE regulates the discharge of dredged or fill material including, but not limited to, grading, placing of rip-rap for erosion control, pouring concrete, laying sod, and stockpiling excavated material. Activities that generally do not involve a regulated discharge, if performed specifically in a manner to avoid discharges, include driving pilings, drainage channel maintenance, temporary mining and farm/forest roads, and excavating without stockpiling.

Regional Water Quality Control Board Regulations

Clean Water Act—Section 401

As stated in Section 401 of the CWA, “any applicant for a Federal permit for activities that involve a discharge to Waters of the State, shall provide the federal permitting agency a certification from the State in which the discharge is proposed that states that the discharge will comply with the applicable provisions under the Federal Clean Water Act.” Therefore, before the USACE will issue a

Section 404 permit, applicants must apply for and receive a Section 401 water quality certification from the RWQCB.

Porter-Cologne Water Quality Act

The RWQCB regulates actions that would involve "discharging waste, or proposing to discharge waste, within any region that could affect the water of the state" (water code Section 13260(a)), pursuant to provisions of the Porter-Cologne Water Quality Act. "Waters of the State" are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state" (water code Section 13050 (e)).

Regional Water Quality Control Board Regulated Activities

Under Section 401 of the CWA, the RWQCB regulates all activities that are regulated by the USACE. Additionally, under the Porter-Cologne Water Quality Act, the RWQCB regulates all activities, including dredging, filling, or discharge of materials into waters of the state that are not regulated by the USACE, due to a lack of connectivity with a navigable water body and/or lack of an OHWM.

California Department of Fish and Game Regulations

California Fish and Game Code—Section 1600 to Section 1603

The CFG Code mandates that "it is unlawful for any person to substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the department, or use any material from the streambeds, without first notifying the department of such activity." CDFW jurisdiction includes ephemeral, intermittent, and perennial watercourses, including dry washes, characterized by the presence of hydrophytic vegetation, the location of definable bed and banks, and the presence of existing fish or wildlife resources.

Furthermore, CDFW jurisdiction is often extended to habitats adjacent to watercourses, such as oak woodlands in canyon bottoms or willow woodlands that function as part of the riparian system. Historic court cases have further extended CDFW jurisdiction to include watercourses that seemingly disappear, but re-emerge elsewhere. Under the CDFW definition, a watercourse need not exhibit evidence of an OHWM to be claimed as jurisdiction. However, CDFW does not regulate isolated wetlands; that is, those that are not associated with a river, stream, or lake.

California Department of Fish and Game Regulated Activities

The CDFW regulates activities that involve diversions, obstruction, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife resources.

FIRSTCARBONSOLUTIONS™

Phase I Cultural and Paleontological Resources Assessment
Rodeo Property Project
City of Salinas, Monterey County, California

Prepared for:
SyWest Development
150 Pelican Way
San Rafael, CA 94901

Contact: Tracy LaTray, Project Coordinator

Prepared by:
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 92408

Fieldwork Conducted By: Dana DePietro, PhD
Fieldwork Conducted on: June 10, 2017
Revised Report Date: July 31, 2019

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MANAGEMENT SUMMARY

At the request of the SyWest Development, FirstCarbon Solutions (FCS) conducted a Phase I Cultural and Paleontological Resources Assessment of the proposed project site located within the City of Salinas, Monterey County, California. The approximately 7.5-acre project site is roughly triangular in shape, and is located within Section 28, Township 14 south, Range 3 East of the USGS Salinas Quadrangle (1984) 7.5-series topographic map. The project is also located within the Nacional Land Grant and is bounded by US 101 (northeast), light industrial buildings (southeast), residential buildings and open space (southwest), and a large public storage facility (northwest).

The purpose of this assessment is to identify the presence or absence of potentially significant cultural resources within the project area and, if impacted by the proposed development, propose recommendations for mitigation. Completion of this investigation fulfills the requirements associated with the California Environmental Quality Act (CEQA). This report follows the California Office of Historic Preservation (OHP) procedures for cultural resource surveys and the OHP's Archaeological Resource Management Report format for archaeological reports.

On June 8, 2017, FCS staff conducted a records search for the project area and a 0.5-mile radius beyond the project boundaries at the Northwest Information Center (NWIC) located at California State University Sonoma. To identify any historic properties or resources, the current inventories of the National Register of Historic Places (NR), the California Register of Historic Resources (CR), the California Historical Landmarks list, the California Points of Historical Interest list, and the California State Historic Resources Inventory were reviewed to determine the existence of previously documented local historical resources. Results from the NWIC indicate that three known resources have been recorded within 0.5 mile of the project area. Of the three resources, none are prehistoric in nature, and none are located within the project area. In addition, 17 area-specific survey reports are on file with the NWIC for the search radius. One of the previous surveys assessed portions of the project location, suggesting the project area has not been previously surveyed for cultural resources. Additionally, an unrecorded transmission line is immediately adjacent to the south side of the project. The line appears on the 1947 U.S. Geologic Survey Salinas, California 7.5' topographic quad, which indicates the line may be eligible for listing on the CR. FCS recommends that the line is recorded and evaluated for its potential eligibility for listing on the CR.

On May 18, 2017, FCS sent a letter to the NAHC in an effort to determine whether any sacred sites are listed on its Sacred Lands File for the project area. A response was received on May 24, 2017 indicating that the Sacred Lands File failed to indicate the presence of Native American cultural resources in the immediate project area. The NAHC included a list of eight tribal representatives who may have additional information regarding cultural resources on or near the project area. A letter containing project information and requesting any additional information was sent to each tribal representative on May 24, 2017. On June 9, 2017, a response was received from Patti Dunton, Tribal Administrator for the Salinan Tribe of Monterey. The letter stated that Administrator Dunton was not aware of any resources at the project location and does not have any concerns, but

requested to be notified should any unknown resources be unearthed by the project. As of this date, no additional correspondence has been received.

On June 13, 2017, FCS Senior Archaeologist Dana DePietro, PhD surveyed the project area for additional unrecorded cultural resources. The survey began in the southwest corner of the project site and moved northeast, inspecting the entire area for cultural resources using transects at standard 15-meter intervals whenever possible. The project area has been subject to extensive development and soil disturbance, including grading, and construction associated with a recreational area built on the site during the 1980s. Soils in sections of poor visibility were intermittently inspected using a hand trowel. Observed soils were largely composed of medium brown soil interspersed with small (5- to 10-centimeter) stones primarily composed of quartz and schist. Survey conditions were documented using digital photographs and field notes. Particular attention was paid to areas of soil disturbance across the site, which were closely inspected for culturally modified soils or other indicators of potential historic or prehistoric resources. No historic or prehistoric cultural resources or raw materials commonly used in the manufacture of tools (e.g., obsidian, Franciscan chert) were found in these areas, nor were any observed elsewhere within the project site.

On May 31, 2017, consulting paleontologist Dr. Ken Finger performed a records search on the University of California Museum of Paleontology (UCMP) database for the San Mateo Central Park project in Santa Clara County. The UCMP database records 473 Rancholabrean vertebrate localities in California, nine of which are located within Monterey County. According to the part of the geologic map by Wagner et al. 2002, the surface of project site is well within an area of Quaternary basin deposits (Qb). All four units shown are Quaternary and are not differentiated as either Holocene or Pleistocene. There are no fossil localities of any kind within a 0.5 mile of the project site.

Based on the results of the records searches, Native American correspondence, and pedestrian survey, FCS considers the potential for the project to have an adverse effect on historic or prehistoric cultural resources to be low. Similarly, considering the disturbed nature of the site and the generally unpredictable occurrence of Pleistocene fossils, the paleontological potential in these areas is typically classified as uncertain or low until a discovery is made.

Neither archaeological nor paleontological monitoring is therefore recommended at this time. Procedures for inadvertent discoveries of human remains, cultural resources, and paleontological resources are provided in section 4.2.

SECTION 1: INTRODUCTION

1.1 - Project Location

The Rodeo Property Project is located at 295 Sun Way, south and west of US 101 in the central part of the City of Salinas, Monterey County, California (Exhibit 1). The approximately 7.5-acre project site is roughly triangular in shape, and is located within Section 28, Township 14 south, Range 3 East of the USGS Salinas Quadrangle (1984) 7.5-series topographic map (Exhibit 2). The project is also located within the Nacional Land Grant.

North and south of the Project site are existing warehouse/light industrial uses. To the north of the Project site is Security Public Storage; to the south at 10 Simas Street is Celebration Church and at 34 Simas Street is a light industrial building containing an ambulance dispatch business and an electrical supply company. To the southwest of the Project at 8 Sun Street is Sun Street Centers Men's Residential Program. Adjacent to and west of the Project is open space; however, there is a mix of land uses further west of the Project, including St. James CME Church located at 285 Calle Cebu, Haciendas Place multi-family residential located at 245 Calle Cebu, and the Rancho Salinas Mobile Park located at 150 Sherwood Drive. The Project site is bounded by Sun Street and Sun Way to the west, US 101 to the east, Security Public Storage to the north, and light industrial uses to the south (Exhibit 3).

1.2 - Project Description

The project is a General Plan amendment and Rezone that would allow development of industrial and commercial uses on a 6.8-acre site located on Sun Street adjacent to US 101. The proposed land use designation would allow the site to be developed at a floor area ratio of 0.4, which would allow for the development of up to 188,600 square feet of industrial floor space. The site is designated in the General Plan as Open Space. Access to the site is provided via Sun Street and its connections to Calle Cebu and E. Market Street.

1.3 - Assessment Team

FCS Senior Archaeologist Dana DePietro, PhD conducted the pedestrian survey and authored this report. Professional qualifications for Dr. DePietro can be found in Appendix C.

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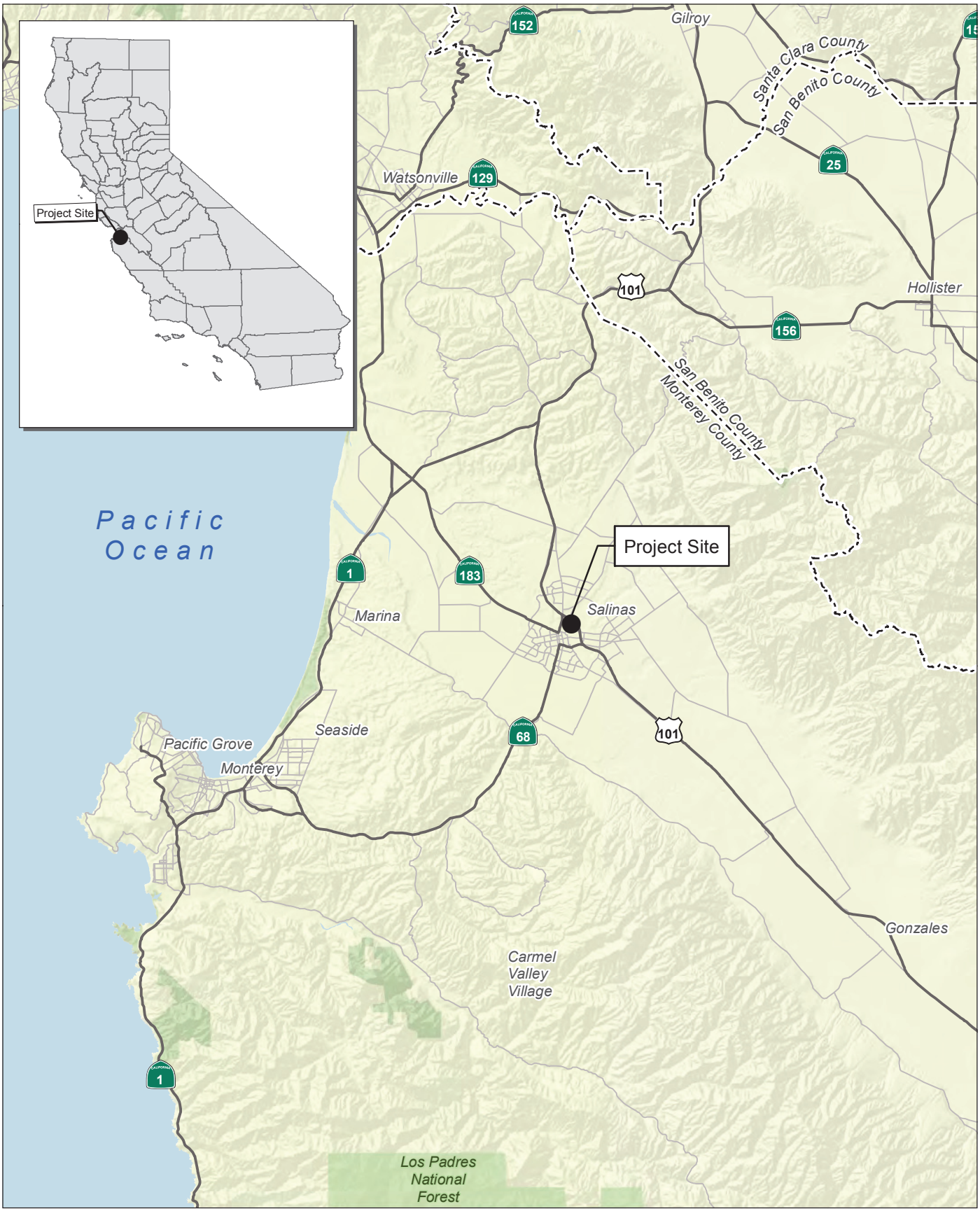

Source: Census 2000 Data, The CaSIL, FCS GIS 2016.

FIRSTCARBON SOLUTIONS™

5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

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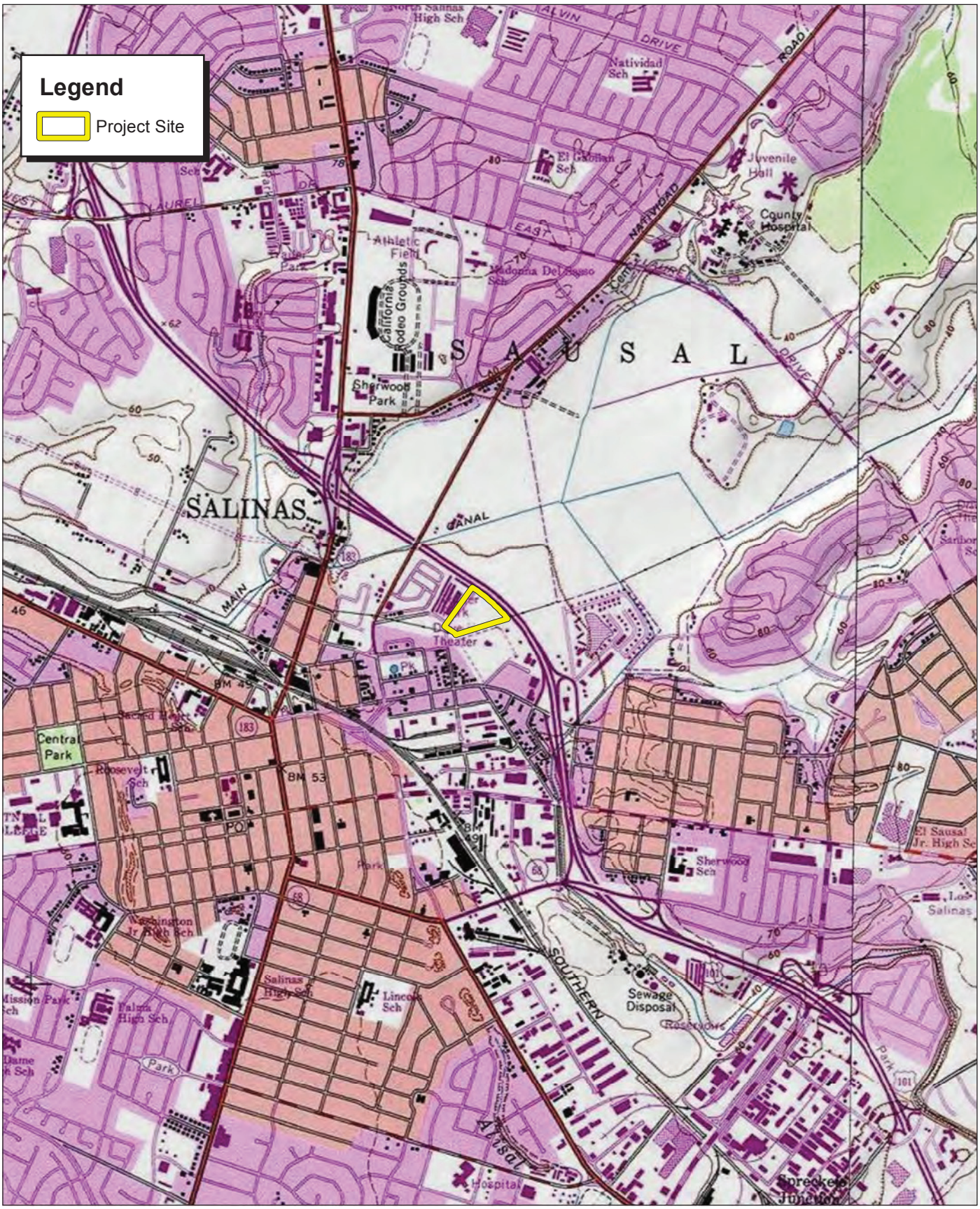

Source: USGS Salinas (1984) 7.5' Quadrangle / Nacional Land Grant

FIRSTCARBON SOLUTIONS™

2,000 1,000 0 2,000 Feet

Exhibit 2
Local Vicinity Map
Topographic Base

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Source: ESRI Imagery

FIRSTCARBON SOLUTIONS™

1,000 500 0 1,000
Feet

Exhibit 3
Local Vicinity Map
Aerial Base

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SECTION 2: CULTURAL SETTING

Following is a brief overview of the prehistory, ethnography, and historic background, providing a context in which to understand the background and relevance of sites found in the general project area. This section is not intended to be a comprehensive review of the current resources available; rather, it serves as a general overview. Further details can be found in ethnographic studies, mission records, and major published sources.

2.1 - Prehistoric Background

2.1.1 - Early Man

Spanning the period from approximately 17,000 to 9,500 Before Present (BP), archaeological assemblages attributed to the Early Man Period are characterized by large projectile points and scrapers. The limited data available suggests that prehistoric populations focused on hunting and gathering, moving about the region in small nomadic groups. Technologies associated with ocean resource gathering would have likely been utilized, but the sea level during this period was lower than today, meaning that sites on the coast are inundated and unavailable for study. Californians of this period are viewed as populations of big game hunters who were mobile enough to pursue herds. The entirety of California may have been occupied near the beginning of the Holocene epoch, about 11,750 years ago. During the Holocene, sea levels rose about 60 meters between 11,750 and 7,000 years BP, due to melting of the Pleistocene ice sheet in the higher latitudes. Although the sea level was about 120 meters lower off the coast of California roughly 22,000 years ago (Milne et al 2005), sea level stabilization began about 7,000 years ago and only a slight rise has occurred since then.

2.1.2 - Central California Chronologies

Early archaeological investigations in central California were conducted at sites located in the Sacramento-San Joaquin Delta region. The first published account documents investigations in the Lodi and Stockton area (Schenck and Dawson 1929). The initial archaeological reports typically contained descriptive narratives, with more systematic approaches sponsored by Sacramento Junior College in the 1930s. At the same time, University of California at Berkeley excavated several sites in the lower Sacramento Valley and Delta region, which resulted in recognizing archaeological site patterns based on variations of inter-site assemblages. Subsequently, research during the 1930s identified temporal periods in central California prehistory and provided an initial chronological sequence (Lillard and Purves 1936; Lillard, et al. 1939).

Fredrickson revised the chronology in 1973 developing new time periods. From this work Fredrickson defined several broad yet distinct temporal patterns—a general way of life shared within a specific geographical region and supported archaeologically. These patterns include:

- Windmiller Pattern or Early Horizon (3000 to 1000 B.C.)
- Berkeley Pattern or Middle Horizon (1000 B.C. to A.D. 500)
- Augustine Pattern or Late Horizon (A.D. 500 to historic period)

With the establishment of these patterns, or horizons, Central California research has expanded from an emphasis on defining chronological and cultural units to a more comprehensive look at settlement and subsistence systems. This shift is illustrated by the early use of burials to identify mortuary assemblages and more recent research using osteological data to determine the health of prehistoric populations (Dickel et al. 1984). Although debate continues over a single model or sequence for central California, the general framework consisting of three temporal/cultural units is generally accepted, although the identification of regional and local variation is a major goal of current archaeological research.

2.1.3 - Early Horizon

The Early Horizon of Central California emphasized hunting rather than gathering, as evidenced by the abundance of projectile points in relation to plant processing tools. Additionally, atlatl, dart, and spear technologies typically included stemmed projectile points of slate and chert but minimal obsidian. The large variety of projectile point types and faunal remains suggests exploitation of numerous types of terrestrial and aquatic species (Bennyhoff 1950; Ragir 1972). Burials occurred in cemeteries and intra-village graves. These burials typically were ventrally extended, although some dorsal extensions are known with a westerly orientation and a high number of grave goods. Trade networks focused on acquisition of ornamental and ceremonial objects in finished form rather than on raw material. The presence of artifacts made of exotic materials such as quartz, obsidian, and shell indicates an extensive trade network that may represent the arrival of Utian populations into central California. Also indicative of this period are rectangular *Haliotis* and *Olivella* shell beads, and charmstones that usually were perforated.

2.1.4 - Middle Horizon

The Middle Horizon displays considerable changes from the Early Horizon. This period exhibited a strong milling technology represented by minimally shaped cobble mortars and pestles, although metates and manos were still used. Dart and atlatl technologies during this period were characterized by non-stemmed projectile points made primarily of obsidian. Fredrickson (1973) suggests that the Berkeley Pattern marked the eastward expansion of Miwok groups from the San Francisco Bay Area. Compared with the Early Horizon, there is a higher proportion of grinding implements at this time, implying an emphasis on plant resources rather than on hunting. Typical burials occurred within the village with flexed positions, variable cardinal orientation, and some cremations. As noted by Lillard, the practice of spreading ground ochre over the burial was common at this time (Lillard, et al. 1939). Grave goods during this period are generally sparse and typically include only utilitarian items and a few ornamental objects. However, objects such as charmstones, quartz crystals, and bone whistles occasionally were present, which suggest the religious or ceremonial significance of the individual (Hughes 1994). During this period, larger populations are suggested by the number and depth of sites compared with the Windmiller Pattern. According to Fredrickson (1973), the Berkeley Pattern reflects gradual expansion or assimilation of different populations rather than sudden population replacement and a gradual shift in economic emphasis.

2.1.5 - Late Period

The Late Horizon is characterized by a shift in the general subsistence pattern. Changes include the introduction of bow and arrow technology; and most importantly, acorns became the predominant food resource. Trade systems expanded to include raw resources as well as finished products. There are more baked clay artifacts and extensive use of *Haliotis* ornaments of many elaborate shapes and forms. Burial patterns retained the use of flexed burials with variable orientation, but there was a reduction in the use of ochre and widespread evidence of cremation (Moratto 1984). Judging from the number and types of grave goods associated with the two types of burials, cremation seems to have been reserved for individuals of higher status, whereas other individuals were buried in flexed positions.

2.2 - Native American Background

2.2.1 - The Ohlone

At the time of European contact, the Salinas area and surrounding coastal region was occupied by various tribelets that were part of the Ohlone (called by the Spaniards "Coastanoans," or Coast-dwellers) tribe of California Native Americans. Evidence of this group of hunter-gatherers exists from as early as 3,600 B.C. The Ohlone group designates a language family consisting of eight branches of the Ohlone language that are considered too distinct to be dialects, with each being related to its geographically adjacent neighbors. These groups lived in approximately 50 separate and politically autonomous tribelet areas, each with one or more permanent villages, between the North San Francisco Bay and the lower Salinas River (Levy 1978).

The various Ohlone tribes subsisted as hunter-gatherers and relied on local terrestrial and marine flora and fauna for subsistence (Levy 1978). The predominant plant food source was the acorn, but they also exploited a wide range of other plants, including various seeds, buckeye, berries, and roots. Protein sources included grizzly bear, elk, sea lions, antelope, and black-tailed deer as well as smaller mammals such as raccoon, brush rabbit, ground squirrels, and wood rats. Waterfowl, including Canadian geese, mallards, green-winged teal, and American widgeon, were captured in nets using decoys to attract them. Fish also played an important role in the Ohlone diet and included steelhead, salmon, and sturgeon (Jones 2007). The Ohlone constructed watercraft from tule reeds and possessed bow and arrow technology. They fashioned blankets from sea otter pelts, fabricated basketry from twined reeds of various types, and assembled a variety of stone and bone tools in their assemblages. Ohlone villages typically consisted of domed dwelling structures, communal sweathouses, dance enclosures, and assembly houses constructed from thatched tule reeds and a combination of wild grasses, wild alfalfa, and ferns.

The Ohlone were politically organized into autonomous tribelets that had distinct cultural territories. Individual tribelets contained one or more villages with a number of seasonal camps for resource procurement within the tribelet territory. The tribelet chief could be either male or female, and the position was inherited patrilineal, but approval of the community was required. The tribelet chief and council were essentially advisors to the community and were responsible for feeding visitors, directing hunting and fishing expeditions, ceremonial activities, and warfare on neighboring tribelets.

The Gold Rush brought disease to the native inhabitants, decimating the population; by the 1850s, nearly all of the Ohlone had adapted in some way or another to economies based on cash income. Hunting and gathering activities continued to decline and were rapidly replaced with economies based on ranching and farming (Levy 1978).

2.3 - Historical Background

2.3.1 - City of Salinas

Three Spanish expeditions surveying the region for colonization either passed through or very near what is now Salinas, CA. from 1769 to 1776. Life changed profoundly for the Ohlone people with the establishment of a Spanish presidio at Monterey and the Franciscan mission at Carmel in 1770. The later missions at Soledad and Santa Cruz (1791), and San Juan Bautista (1797) brought Spanish religious and political hegemony to the region, through Franciscan missions and the enforcement of their assumed authority by the Spanish military. Disease, forced religious conversion, adoption of farming practices, and intermarriage with other groups lead to the wholesale disintegration of tribal culture (Milliken 1995).

It was not until Mexico gained independence from Spain in 1822 that outside settlers began to arrive in Salinas. Named for a nearby salt marsh, Salinas became the seat of Monterey County in 1872 and was incorporated in 1874. Salinas supported a modest Asian community beginning in the late 1800s and extending to the present day. Chinese immigrants were among its first occupants, many setting their sights on the promise of gold in the Santa Lucia Mountains, only to be driven away by the other miners. Their later efforts focused on fishing, farming, or general labor to make ends meet. Most came from Kwangtung (Guangdong) Province via San Francisco. Upon arrival, the Chinese formed district associations, or *huiguan*, which functioned as fraternal organizations providing mutual aid for members (Farkas 2008).

In the mid-1800s, Salinas's agricultural industry began to grow. In 1867, several local businessmen laid out a town plan and enticed the Southern Pacific Railroad to build its tracks through Salinas City.

Agriculture continued as the area's major industry and by the end of World War I, the "green gold" growing in the fields helped make Salinas one of the wealthiest cities (per capita) in the United States. Today, "The Salad Bowl of the World" fuels a $2 billion agriculture industry that supplies 80 percent of the country's lettuce and artichokes, along with many other crops.

In 1924, Salinas had the highest per capita income of any city in the United States. During the growing seasons of the Great Depression, the volume of telephone and telegraph transmissions originating in Salinas was greater than that of San Francisco. This activity was reflected in a burst of building construction, many employing the streamlined shapes and organic patterns of Art Deco or Art Moderne. Many examples remain, including the NR-listed Monterey County Courthouse and the Salinas Californian newspaper building. Several other notable historic structures are also present in the City, including the Victorian house where John Steinbeck was born. US 101 passes through Salinas on its northward path originate in East Los Angeles, and the scenic highway remains a popular travel route for those traversing the state by automobile (City of Salinas, 2017).

SECTION 3: RESULTS

3.1 - Records Search

3.1.1 - Northwest Information Center Search

On June 8, 2017, FCS staff conducted a records search for the project area and a 0.5-mile radius beyond the project boundaries at the NWIC located at California State University Sonoma. To identify any historic properties or resources, the current inventories of the NR, the CR, the California Historical Landmarks list, the California Points of Historical Interest list, and the California State Historic Resources Inventory were also reviewed to determine the existence of previously documented local historical resources.

Results from the NWIC indicate that three known resources have been recorded within 0.5 mile of the project area (Table 1). Of the three resources, none are prehistoric in nature, and none are located within the project area. In addition, 17 area-specific survey reports are on file with the NWIC for the search radius (Table 2). One of the previous surveys assessed portions of the project location, suggesting the project area has largely not been previously surveyed for cultural resources.

Table 1: Cultural Resources within 0.50 Mile of the Project Area

Site Number	Distance from the Project	Resource Description	CRHR Status
P-27-002322	40 feet northeast	CA-MNT-002050H: El Camino Real California Highway 101 AH07 (Roads/trails/railroad grades); HP37 (Highway/trail)	Partially evaluated: ineligible for NR.
P-27-003234	1,800 feet west	PG&E Moss Landing-Salinas Electrical HP09 (Public utility S-043489 building); HP11 (Engineering structure)	Not evaluated
P-27-003465	2,600 feet southwest	Chinese American Community HP02 (Single family S-047415 property); HP05 (Hotel/motel)—boarding houses; HP06 (1–3 story commercial building); HP16 (Religious building)	Not evaluated

Table 2: Previous Investigations within a 0.50-mile Radius of the Project Area

Report Number	Report Title/Project Focus	Author	Date
S-007317	Preliminary Cultural Resources Reconnaissance of Assessor's Parcel Numbers 002-214-31 and 33, Salinas, Monterey County, California.	R. Paul Hampson, Gary S. Breschini, Trudy Haversat, and Micki Ryan	1985
S-007317a	Secondary Archaeological Testing of Assessors Parcel Numbers 0021-214-31 and 33 in Salinas, Monterey County, California	R. Paul Hampson and Gary S. Breschini	1985
S-010634	Preliminary Cultural Resources Reconnaissance of a Parcel at West Menke and Martella Streets, Salinas, Monterey County, California	Gary S. Breschini	1988
S-019611	Preliminary Prehistoric Archaeological Reconnaissance for Assessor's Parcel Number 003-101-37 Salinas, Monterey County, California	Anna Runnings M.A. and Trudy Haversat	1997
S-020593	Cultural Resources Assessment, Pacific Bell Mobile Services Facility SF-830-05, Salinas, Monterey County, California (letter report)	Barry A. Price	1998
S-022657	Phase 1 Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project	Izaak Sawyer, Laurie Pfeiffer, Karen Rasmussen, and Judy Berryman	2000
S-033061	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	Nancy Sikes et al.	2006
S-033061a	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	Nancy Sikes et al.	2006
S-033061b	Final Report of Monitoring and Findings for the Qwest Network Construction Project (letter report)	Nancy E. Sikes	2007
S-035062	Historic Archaeological Reconnaissance for APN 003-101-037 in Salinas, Monterey County, California	Mary Doane and Gary Breschini	2008
S-038553	Archaeological Records Search and Preliminary Impact Assessment for the Highway 101 widening Project in Salinas, Monterey County, California	Mary Doane and Gary Breschini	2011
S-043489	Collocation Submission Packet, Downtown Salinas, CNU3535	Lorna Billat and Dana E. Supernowicz	2013

Table 2 (cont.): Previous Investigations within a 0.50-mile Radius of the Project Area

Report Number	Report Title/Project Focus	Author	Date
S-043489a	Architectural Evaluation Study of the Downtown Salinas Project, AT&T Mobility Site No. CNU3535, 220 Bridge Street, Salinas, Monterey County, California 93941	Dana E. Supernowicz	2013
S-046390	Archaeological Records Search and Site Reconnaissance, Haciendas Phase III and IV Housing Project, City of Salinas, Monterey County, California	John Schlagheck	2015
S-047415	Phase 1 Archaeological Survey of APN 002-191-018, 019, 020, 021, 023, 024, 028 & 029, Salinas, Monterey County, California	Mary Doane and Gary S. Archaeological Consulting Breschini	2015
S-047415a	HUD 2015_0306_004; Housing Development Project Located at 71 Soledad Street, Salinas	Carol Roland-Nawi	2015
S-047776	Cultural Resources Review of the Former Salinas Manufactured Gas Plant Site Project, Salinas, Monterey County, California (letter report)	Allika Ruby	2015

Additionally, an unrecorded transmission line is immediately adjacent to the south side of the project. The line appears on the 1947 U.S. Geologic Survey Salinas, California 7.5' topographic quad, which indicates the line may be eligible for listing on the CR. FCS recommends that the line is recorded and evaluated for its potential eligibility for listing on the CR.

3.1.2 - Native American Heritage Commission and Tribal Correspondence

On May 18, 2017, FCS sent a letter to the NAHC in an effort to determine whether any sacred sites are listed on its Sacred Lands File for the project area. A response was received on May 24, 2017 indicating that the Sacred Lands File failed to indicate the presence of Native American cultural resources in the immediate project area. The NAHC included a list of eight tribal representatives that may have information regarding cultural resources on or near the project area. A letter containing project information and requesting any additional information was sent to each tribal representative on May 24, 2017. On June 9, 2017, a response was received from Patti Dunton, Tribal Administrator for the Salinan Tribe of Monterey. The letter stated that Administrator Dunton was not aware of any resources at the project location and does not have any concerns, but requested to be notified should any unknown resources be unearthed by the project. As of this date, no additional correspondence has been received.

3.2 - Pedestrian Survey

On June 13, 2017, FCS Senior Archaeologist Dana DePietro, PhD surveyed the project area for additional unrecorded cultural resources. The project site is located within the USGS Salinas

Quadrangle (1984) 7.5-series topographic map. The approximately 7.5-acre project site is located in the northeast of the City of Salinas, and is bounded by US 101 (northeast), light industrial buildings (southeast), residential buildings and open space (southwest), and a large public storage facility (northwest). The survey began in the southwest corner of the project site and moved northeast, inspecting the entire area for cultural resources using transects at standard 15-meter intervals whenever possible (Appendix A: Photographs 1–12).

The project area has been subject to extensive development and soil disturbance, including grading, and construction associated with a recreational area built on the site during the 1980s. Structures associated with the recreational area include a baseball diamond, bleachers, lighting, and a cinderblock bathroom facility. All structures were determined to be less than 45 years in age and do not appear to be eligible for inclusion in the NR or CR. Because of the recreational area's field, which covers the majority of the project area, soil visibility was poor across the site, ranging from 15 to 20 percent. Soils in sections of poor visibility were intermittently inspected using a hand trowel. Observed soils were largely composed of medium brown soil interspersed with small (5- to 10-centimeter) stones primarily composed of quartz and schist.

Survey conditions were documented using digital photographs and field notes. During the survey, Dr. DePietro examined all areas of the exposed ground surface for prehistoric artifacts (e.g., fire-affected rock, milling tools, flaked stone tools, tool-making debris, ceramics), soil discoloration and depressions that might indicate the presence of a cultural midden, faunal and human osteological remains, and features indicative of the former presence of structures or buildings (e.g., postholes, standing exterior walls, foundations) or historic debris (e.g., glass, metal, ceramics).

Particular attention was paid to areas of soil disturbance across the site, which were closely inspected for culturally modified soils or other indicators of potential historic or prehistoric resources. No historic or prehistoric cultural resources or raw materials commonly used in the manufacture of tools (e.g., obsidian, Franciscan chert) were found in these areas, nor were any observed elsewhere within the project site.

An unrecorded transmission line is immediately adjacent to the south side of the project. The line appears on the 1947 U.S. Geologic Survey Salinas, California 7.5' topographic quad, which indicates the line may be eligible for listing on the CR. FCS recommends that the line is recorded and evaluated for its potential eligibility for listing on the CR.

3.3 - Paleontological Overview and Records Search Results

To assess the potential for paleontological resources to exist on the project, a literature review was undertaken at the appropriate institution for the region in which the project is located.

On May 31, 2017, consulting paleontologist Dr. Ken Finger performed a records search on the University of California Museum of Paleontology (UCMP) database for the San Mateo Central Park project in Santa Clara County.

3.3.1 - Regional Geologic Setting

The rapid uplift stimulated by active faulting accelerated other physiographic processes that formed major geologic features evident today in Monterey County. Over several tens of millions of years, rapid erosion of the uplifted mountains resulting in deposition and formation of the flat alluvial terrain of the Salinas Valley. During the Pleistocene, sea level fluctuated repeatedly in response to climatic changes that formed and melted glaciers in other parts of the world. As sea level rose, marine sediments were deposited beneath what later became the floor of the Salinas Valley. Fluctuating sea level during the retreat of the sea is evident in the stratigraphic cycling of marine-nonmarine sediments. With the final regression of the sea in the Pleistocene, alluvial deposition formed the surface of the Salinas Valley and it has continued to the present day.

According to the part of the geologic map by Wagner et al. 2002, the surface of project site is well within an area of Quaternary basin deposits (Qb). The four units shown are all Quaternary and not differentiated as either Holocene or Pleistocene. Extending into the 0.5-mile search perimeter are fan deposits (Qfa) from the northwest and southeast, and flood plain deposits (Qfl) from the southwest. Both of these units extend farther in the subsurface of the search perimeter and one or both lie below the basin deposits.

There are no fossil localities of any kind within a half-mile of the project site. The only UCMP vertebrate locality in the Salinas quadrangle is V5576 (Lake Heinz), about 0.25 mile beyond the search perimeter, where a longhorn bison (*Bison latifrons*) skull was recovered from late Pleistocene alluvium. This locality is in the area mapped as flood plain deposits (Qfl). Considering that the occurrence of Pleistocene fossils is generally unpredictable because of the dynamics of the sedimentary regime in which they were transported and deposited, the paleontological potential in these areas is typically classified as uncertain or low until a discovery is made. A copy of Dr. Finger's report may be found in Appendix F.

Paleontological resources may include but are not limited to fossils from mammoths, saber-toothed cats, rodents, reptiles, and birds. In the event that fossils or fossil-bearing deposits are discovered during construction activities, excavations within a 100-foot radius of the find shall be temporarily halted or diverted. The project contractor shall notify a qualified paleontologist to examine the discovery. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction activities are allowed to resume at the location of the find. If the Applicant determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The plan shall be submitted to the City of Salinas for review and approval prior to implementation, and the Applicant shall adhere to the recommendations in the plan.

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SECTION 4: SUMMARY AND RECOMMENDATIONS

4.1 - Summary

In accordance with CEQA regulations, FCS assessed the effects of development for the proposed project site. Results from the NWIC indicate that three historic resources are on file for the search radius; however, none are located within the project area. In addition, 17 area-specific survey reports are on file with the NWIC for the search radius. One of the previous surveys assessed portions of the project location, suggesting the project area has largely not been previously surveyed for cultural resources. The results of the subsequent field survey were negative for additional cultural resources, as were the results of the NAHC Sacred Lands File search and subsequent correspondence with Native American representatives regarding potential TRCs that may be adversely affected by the proposed project.

An unrecorded transmission line is immediately adjacent to the south side of the project. The line appears on the 1947 U.S. Geologic Survey Salinas, California 7.5' topographic quad, which indicates the line may be eligible for listing on the CR. FCS recommends that the line is recorded and evaluated for its potential eligibility for listing on the CR.

The paleontological report identified the surface of project site as being well within an area of Quaternary basin deposits (Qb) that are not differentiated as either Holocene or Pleistocene. There are no fossil localities of any kind within a half-mile of the project site. The only UCMP vertebrate locality in the Salinas quadrangle is V5576 (Lake Heinz), about 0.25 mile beyond the search perimeter, where a longhorn bison skull was recovered from late Pleistocene alluvium.

4.2 - Recommendations

4.2.1 - Cultural and Paleontological Resource Recommendations

Based on the results of the records searches, Native American correspondence, and pedestrian survey, FCS considers the potential for the project to have an adverse effect on historic or prehistoric resources to be low. Similarly, considering the disturbed nature of the site and the generally unpredictable occurrence of Pleistocene fossils, the paleontological potential in these areas is typically classified as uncertain or low until a discovery is made.

Neither archaeological nor paleontological monitoring is therefore recommended at this time. Procedures for inadvertent discoveries of human remains, cultural resources, and paleontological resources are provided below.

4.2.2 - Inadvertent Discovery of Cultural Resources

It is always possible that ground-disturbing activities during construction may uncover previously unknown, buried cultural resources. In the event that buried cultural resources are discovered during construction, operations shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The

qualified archeologist and shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Potentially significant cultural resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria.

If the resources are determined to be unique historic resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.

No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any archaeological artifacts recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the Lead Agency where they would be afforded long-term preservation to allow future scientific study.

4.2.3 - Accidental Discovery of Paleontological Resources

Although not anticipated, sub-surface construction activities associated with the proposed project, such as grading and trenching could result in a significant impact to paleontological resources, if encountered. Paleontological resources may include but are not limited to fossils from mammoths, saber-toothed cats, rodents, reptiles, and birds. In the event that fossils or fossil-bearing deposits are discovered during construction activities, excavations within a 100-foot radius of the find shall be temporarily halted or diverted. The project contractor shall notify a qualified paleontologist to examine the discovery. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction activities are allowed to resume at the location of the find. If the Applicant determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The plan shall be submitted to the City of Salinas for review and approval prior to implementation, and the Applicant shall adhere to the recommendations in the plan.

4.2.4 - Accidental Discovery of Human Remains

There is always the possibility that ground-disturbing activities during construction may uncover previously unknown, buried human remains. Should this occur, Section 7050.5 of the California Health and Safety Code applies, and the following procedures shall be followed.

In the event of an accidental discovery or recognition of any human remains, Public Resource Code (PRC) Section 5097.98 must be followed. In this instance, once project-related earthmoving begins and if there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98, or
2. Where the following conditions occur, the landowner or his/her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendent or on the project area in a location not subject to further subsurface disturbance:
   - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission;
   - The descendent identified fails to make a recommendation; or
   - The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

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Appendix A:
Project Area Photographs

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Photograph 1: Overview of the proposed project area; facing north.

Photograph 2: Overview of the proposed project area; facing east.

Photograph 3: Overview of the proposed project area; facing south.

Photograph 4: Overview of the proposed project area; facing west.

Photograph 5: View from the project area; facing north.

Photograph 6: View from the project area; facing east.

Photograph 7: View from the project area; facing southeast.

Photograph 8: View from the project area; facing southwest.

Photograph 9: View of recreational area bathroom structure within project area; facing south.

Photograph 10: View of disturbed soils within the project area; facing north.

Photograph 11: View of typical recreational field soils and soil visibility within the project area.

Photograph 12: View of typical soils and soil visibility adjacent to the recreational field within the project area.

Appendix B:
Native American Heritage Commission Search Request/Results and Native American Correspondence

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Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: **Rodeo Project**

County: **Monterey**

USGS Quadrangle Name: Salinas (1984)

Township: N/A **Range:** N/A **Section(s):** N/A

Nacional Land Grant

Company/Firm/Agency: **FirstCarbon Solutions**

Street Address: **1350 Treat Boulevard_(Suite 380)**

City: **Walnut Creek** **Zip:** **94597**

Phone: **925.357.2562 ext 1114**

Fax:

Email: **lbaskir@fcs-intl.com**

Project Description:

The project will consist of a rezone application that would rezone the Rodeo property on Sun Street from Parks (P) to Industrial - General Commercial (IGC), identical to the zoning of the parcels that surround this property. The project applicant is proposing to construct 85,500 square feet of industrial space in two separate buildings. Each building will be subdivided into individual tenant spaces. Direct access to the buildings will be via Sun Street and a proposed vehicle bridge connecting to Simas Street.

NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471

May 24, 2017

Liza Baskir
FirstCarbon Solutions

Email to: lbaskir@fcs-intl.com

RE: Rodeo Project, Monterey County

Dear Ms. Baskir,

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not preclude the presence of cultural resources in any project area. Other sources for cultural resources should also be contacted for information regarding known and/or recorded sites.

Enclosed is a list of Native Americans tribes who may have knowledge of cultural resources in the project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these tribes, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at frank.lienert@nahc.ca.gov.

Sincerely,

for Frank Lienert
Associate Governmental Program Analyst

Native American Heritage Commission
Native American Contacts
5/24/2017

Esselen Tribe of Monterey County
Tom Little Bear Nason
38655 Tassajara Road — Esselen
Carmel Valley , CA 93924 — Ohlone
(408) 659-2153

Amah MutsunTribal Band of Mission San Juan Bautista
Irenne Zwierlein, Chairperson
789 Canada Road — Ohlone/Costanoan
Woodside , CA 94062
amahmutsuntribal@gmail.com
(650) 851-7489 Cell
(650) 851-7747 Office
(650) 332-1526 Fax

Coastanoan Rumsen Carmel Tribe
Tony Cerda, Chairperson
244 E. 1st Street — Ohlone/Costanoan
Pomona , CA 91766
rumsen@aol.com
(909) 524-8041 Cell
(909) 629-6081

Xolon-Salinan Tribe
Karen White, Council Chairperson
PO Box 7045 — Salinan
Spreckels , CA 93962
blukat41@yahoo.com
831-238-1488

Salinan Tribe of Monterey, San Luis Obispo Counties
Patti Dunton, Tribal Administrator
7070 Morro Road, Suite A — Salinan
Atascadero , CA 93422
salinantribe@aol.com
(805) 464-2650
(805) 235-2730 Cell
(805) 460-9204

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28 — Ohlone/Costanoan
Hollister , CA 95024
ams@indiancanyon.org
(831) 637-4238

Ohlone/Coastanoan-Esselen Nation
Louise Miranda-Ramirez, Chairperson
P.O. Box 1301 — Esselen
Monterey , CA 93942 — Ohlone/Costanoan
ramirez.louise@yahoo.com
(408) 629-5189
408-661-2486 Cell

Amah MutsunTribal Band
Valentin Lopez, Chairperson
P.O. Box 5272 — Ohlone/Costanoan
Galt , CA 95632 — Northern Valley Yokuts
vlopez@amahmutsun.org
(916) 743-5833

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources assessments for the updated contact list for Rodeo Project, Monterey County.

North America I Europe I Australia I Asia
www.FirstCarbonSolutions.com

Coastanoan Rumsen Carmel Tribe
Tony Cerda, Chairperson
244 E. 1st Street
Pomona, CA 91766

May 24, 2017

Subject: Rodeo Property Project, Monterey County, California

Dear Chairperson Cerda,

FirstCarbon Solutions (FCS) is preparing a Cultural Resources Assessment in support of an Initial Study for the Future Development of the Rodeo Property on behalf of the City of Salinas. The project site is located at Sun Street. It is our understanding that the project site is currently vacant.

The project applicant is proposing to construct 85,500 square feet of industrial space in two separate buildings. Each building would be subdivided into individual tenant spaces. The project would include a Rezone and General Plan Amendment. The project would rezone the former Rodeo Property from Parks (P) to Industrial - General Commercial (IGC), identical to the zoning of the parcels that surround this property.

To determine the presence or absence of cultural and historical resources within the proposed project area and a ½ mile radius, FCS will conduct a record search at the Northwest Information Center (NWIC) at Sonoma State University. To identify any historic properties or resources, the current inventories of the National Register of Historic Places (NR), the California Register of Historic Resources (CR), the California Historical Landmarks list (CHL), the California Points of Historical Interest (CPHI) list, and the California State Historic Resources Inventory (HRI) for Alameda County will be reviewed to determine the existence of previously documented local historical resources. An intensive pedestrian survey will also be conducted at the project locations.

If you have any additional information regarding potential historic or cultural resources in proximity or relation to the proposed project area, we would greatly appreciate your input.

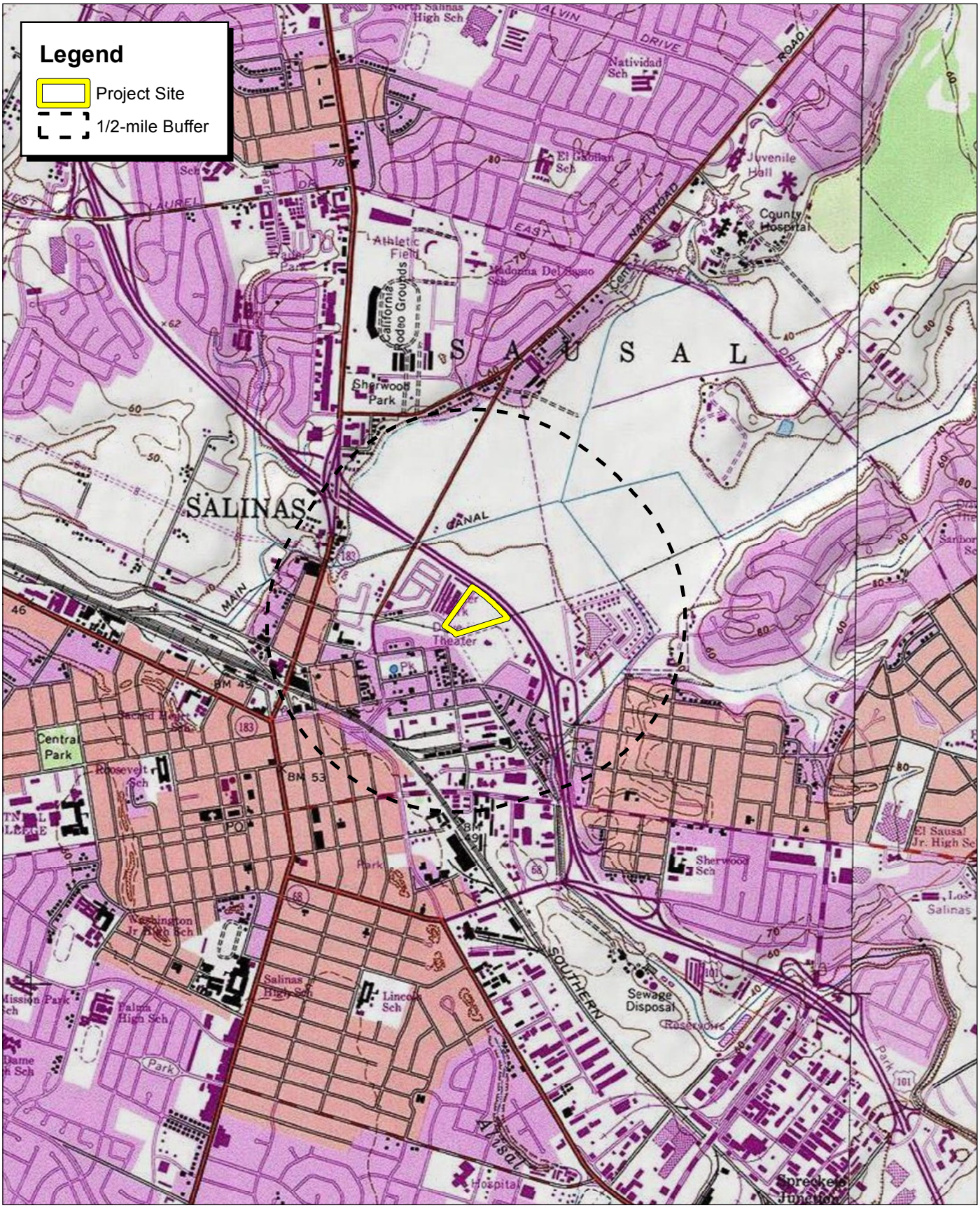
Please note that this letter is a request for information pertaining to a cultural resources assessment and is not notification of a project under Senate Bill (SB) 18, Assembly Bill (AB) 52 or Section 106 of the National Historic Preservation Act. Project notification and consultation requirements are being handled by designated lead agencies under CEQA and NEPA. Please feel free to contact me at 925.357.2562 or via email at ddepietro@fcs-intl.com and thank you for your

valuable assistance.

Sincerely,

Dana Douglas DePietro, Ph.D.
Senior Scientist, Archaeology
FirstCarbon Solutions
1350 Treat Boulevard, Ste. 380
Walnut Creek, CA 94597

Enc: Project location map for the proposed development



Source: USGS Salinas (1984) 7.5' Quadrangle / Nacional Land Grant

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Exhibit 1
Records Search Map

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Salinan Tribe of Monterey
Patti Dunton, Tribal Administrator
7070 Morro Road, Suite A
Atascadero, CA 93422

May 24, 2017

Subject: Rodeo Property Project, Monterey County, California

Dear Tribal Administrator Dunton,

FirstCarbon Solutions (FCS) is preparing a Cultural Resources Assessment in support of an Initial Study for the Future Development of the Rodeo Property on behalf of the City of Salinas. The project site is located at Sun Street. It is our understanding that the project site is currently vacant.

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1350 Treat Boulevard, Ste. 380
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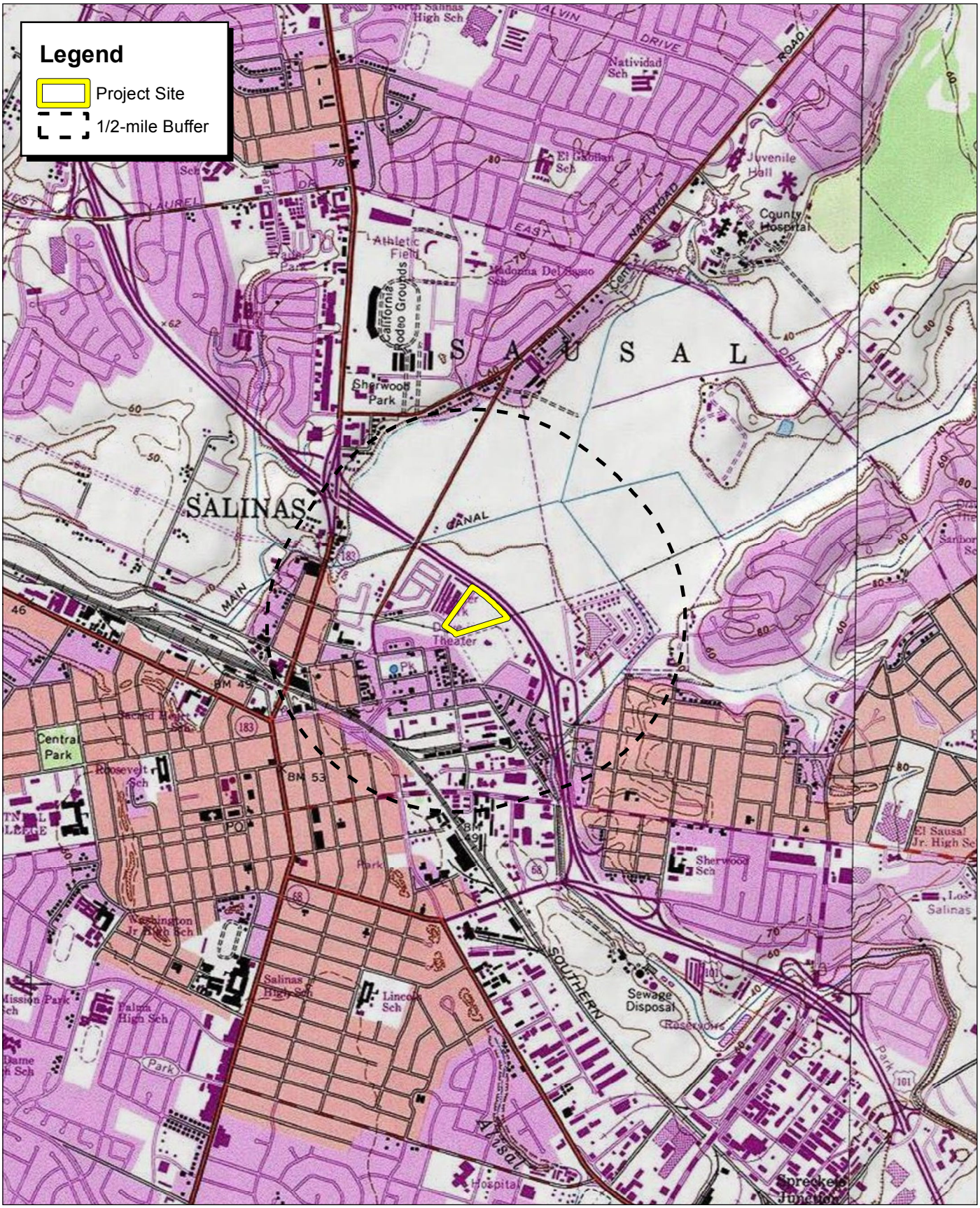

Source: USGS Salinas (1984) 7.5' Quadrangle / Nacional Land Grant

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Amah Mutsun Tribal Band
Valentin Lopez, Chairperson
P.O. Box 5272
Galt, CA 95632

May 24, 2017

Subject: Rodeo Property Project, Monterey County, California

Dear Chairperson Lopez,

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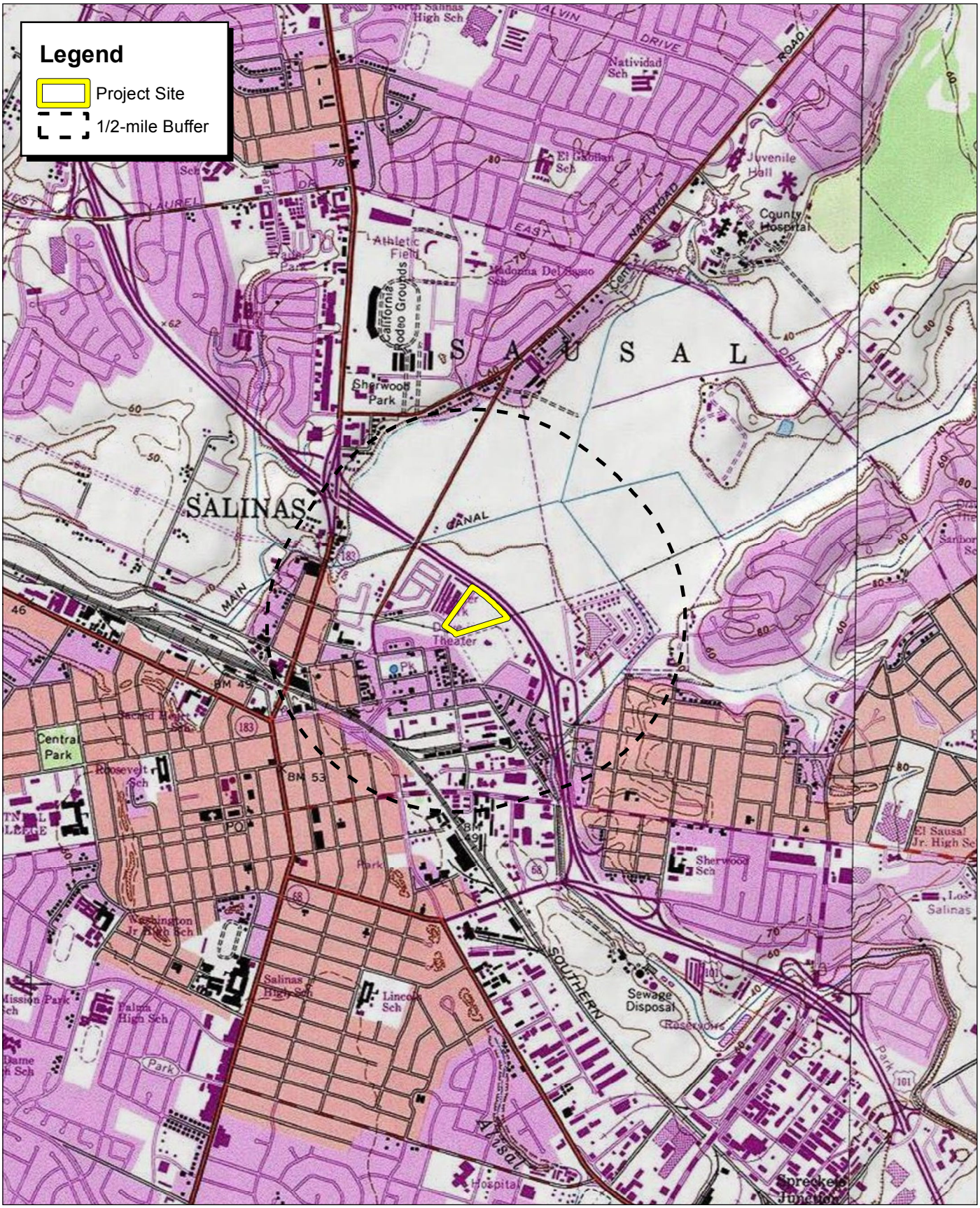

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Ohlone/Coastanoan-Esselen Nation
Louise Miranda-Ramirez, Chairperson
P.O. Box 1301
Monterey, CA 93942

May 24, 2017

Subject: Rodeo Property Project, Monterey County, California

Dear Chairperson Miranda-Ramirez,

FirstCarbon Solutions (FCS) is preparing a Cultural Resources Assessment in support of an Initial Study for the Future Development of the Rodeo Property on behalf of the City of Salinas. The project site is located at Sun Street. It is our understanding that the project site is currently vacant.

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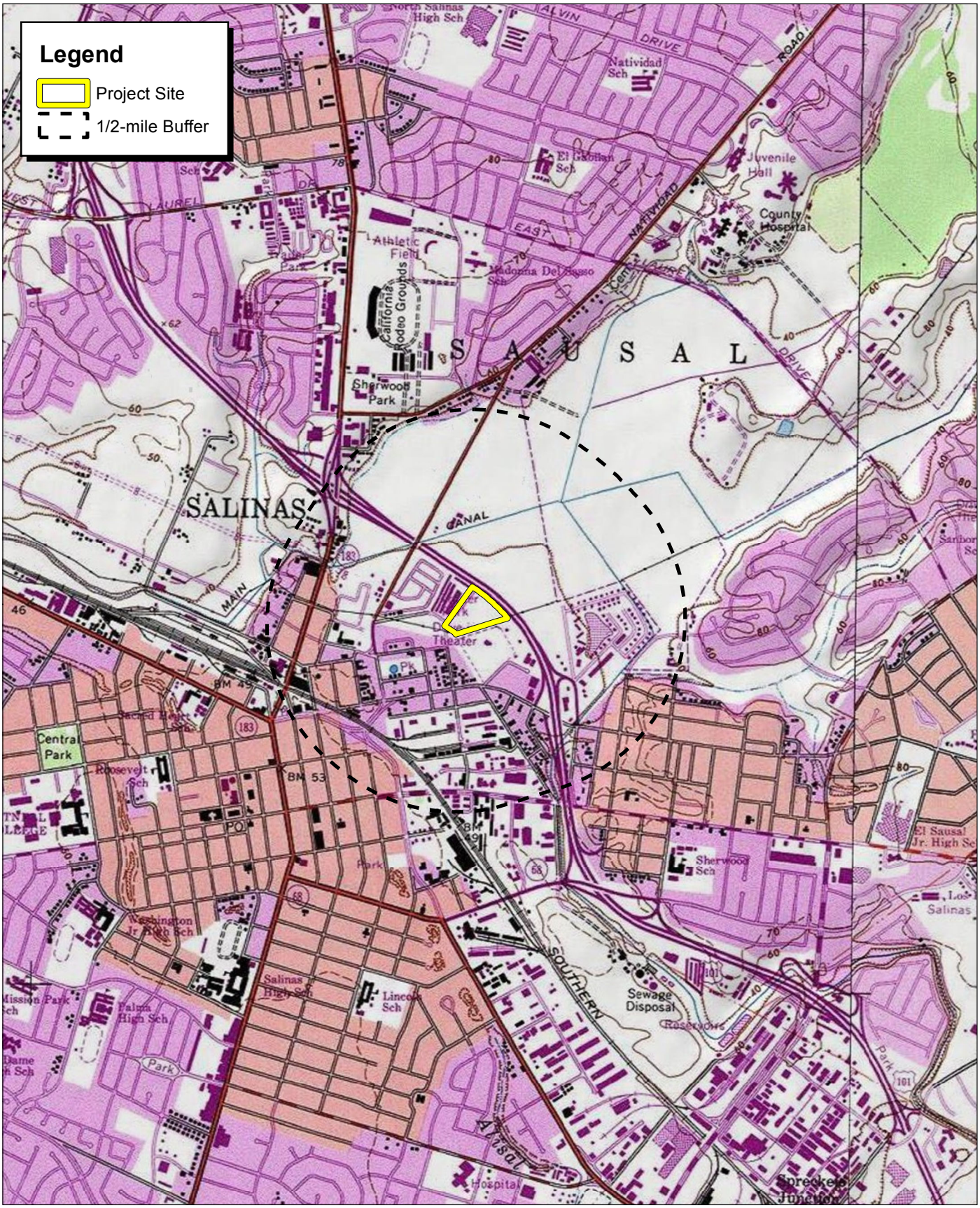

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Esselen Tribe of Monterey County
Tom Little Bear Nason
38655 Tassajara Road
Carmel Valley, CA 93924

May 24, 2017

Subject: Rodeo Property Project, Monterey County, California

Dear Tom Little Bear Nason,

FirstCarbon Solutions (FCS) is preparing a Cultural Resources Assessment in support of an Initial Study for the Future Development of the Rodeo Property on behalf of the City of Salinas. The project site is located at Sun Street. It is our understanding that the project site is currently vacant.

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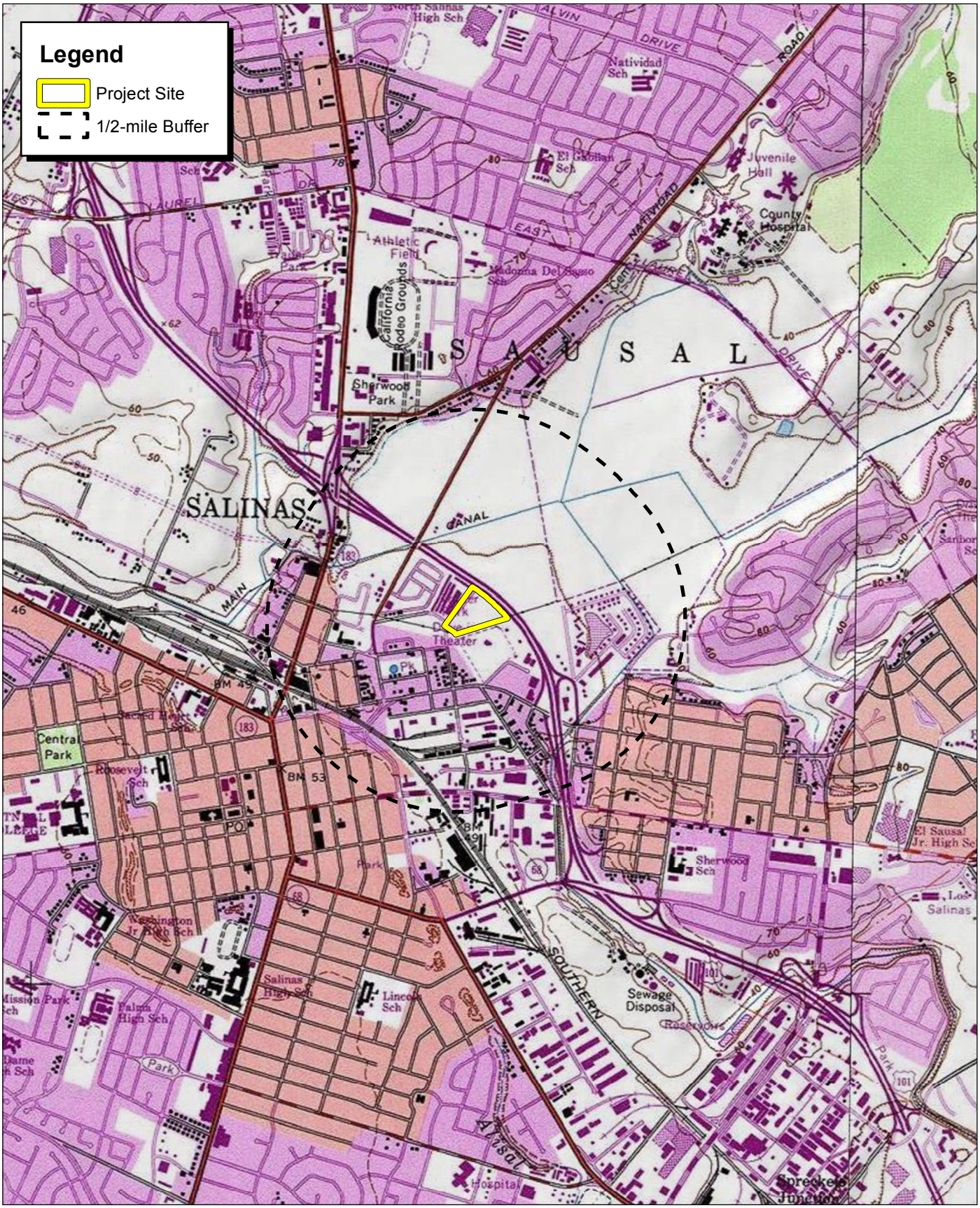
valuable assistance.

Sincerely,

Dana Douglas DePietro, Ph.D.
Senior Scientist, Archaeology
FirstCarbon Solutions
1350 Treat Boulevard, Ste. 380
Walnut Creek, CA 94597

Enc: Project location map for the proposed development



Source: USGS Salinas (1984) 7.5' Quadrangle / Nacional Land Grant

FIRSTCARBON SOLUTIONS™

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Exhibit 1
Records Search Map

North America I Europe I Australia I Asia
www.FirstCarbonSolutions.com

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28
Hollister, CA 95024

May 24, 2017

Subject: Rodeo Property Project, Monterey County, California

Dear Chairperson Sayers,

FirstCarbon Solutions (FCS) is preparing a Cultural Resources Assessment in support of an Initial Study for the Future Development of the Rodeo Property on behalf of the City of Salinas. The project site is located at Sun Street. It is our understanding that the project site is currently vacant.

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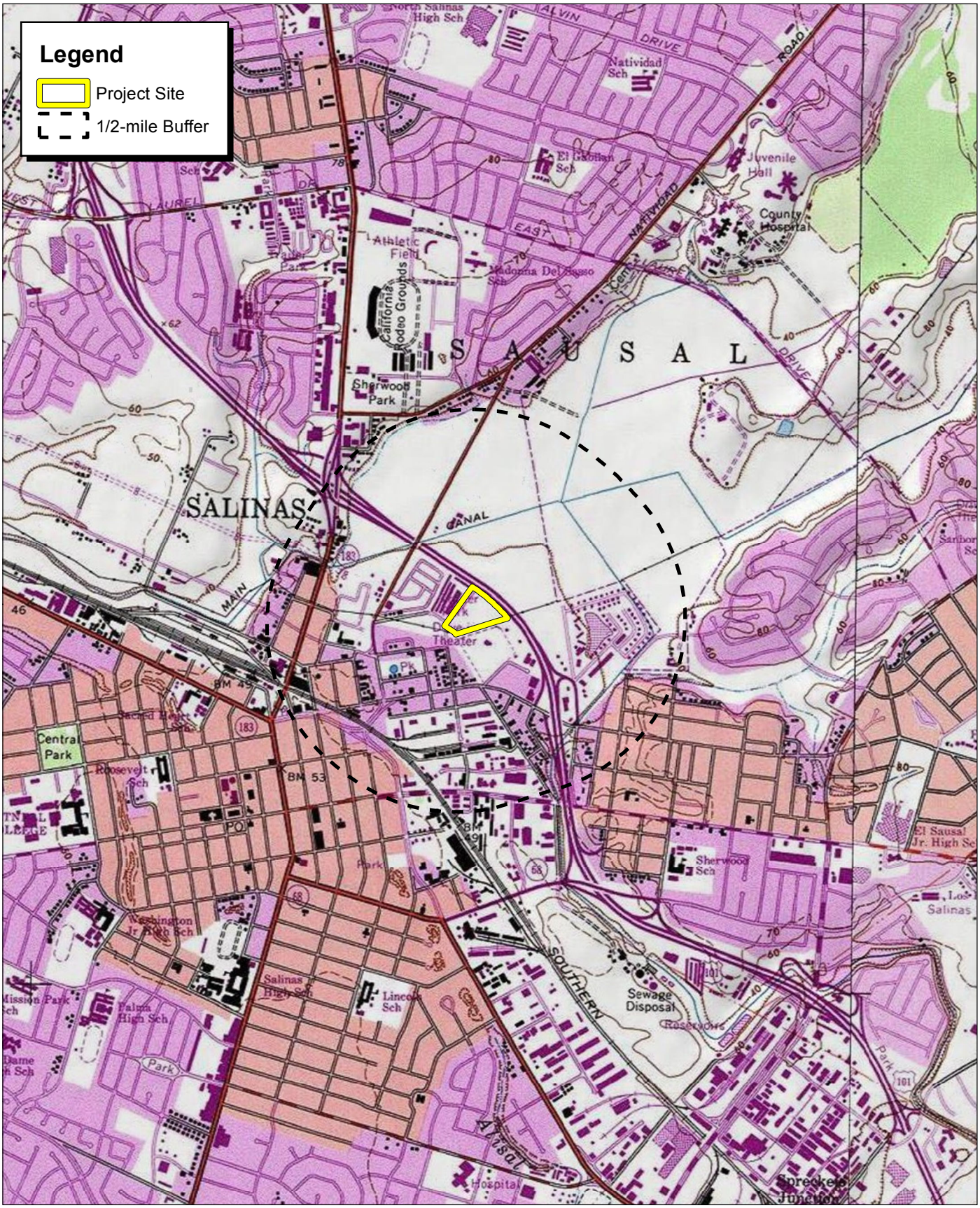

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www.FirstCarbonSolutions.com

Xolon-Salinan Tribe
Karen White, Council Chairperson
PO Box 7045
Spreckels, CA 93962

May 24, 2017

Subject: Rodeo Property Project, Monterey County, California

Dear Chairperson White,

FirstCarbon Solutions (FCS) is preparing a Cultural Resources Assessment in support of an Initial Study for the Future Development of the Rodeo Property on behalf of the City of Salinas. The project site is located at Sun Street. It is our understanding that the project site is currently vacant.

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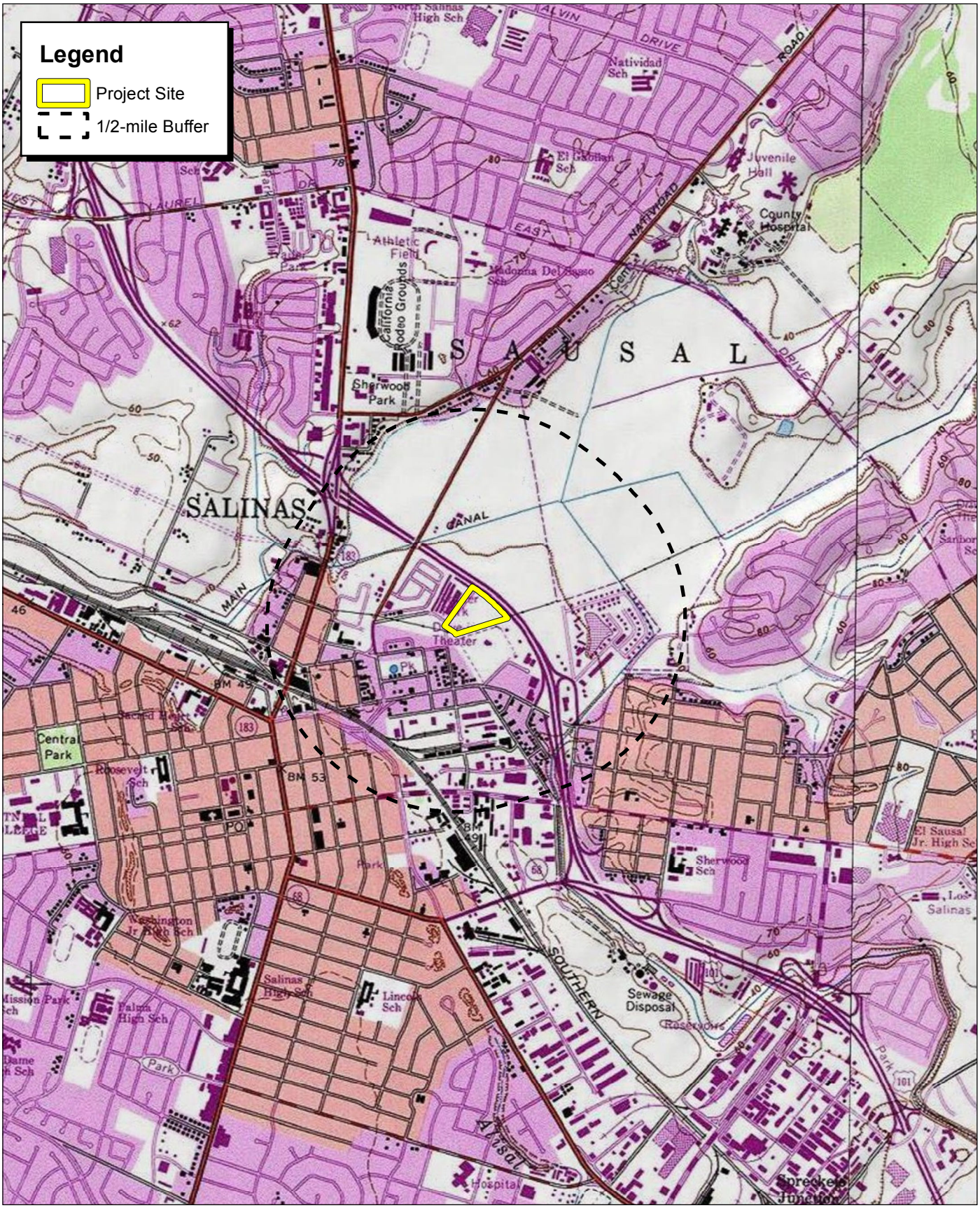

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www.FirstCarbonSolutions.com

Amah Mutsun Tribal Band of Mission San Juan Bautista
Irenne Zwierlein, Chairperson
789 Canada Road
Woodside, CA 94062

May 24, 2017

Subject: Rodeo Property Project, Monterey County, California

Dear Chairperson Zwierlein,

FirstCarbon Solutions (FCS) is preparing a Cultural Resources Assessment in support of an Initial Study for the Future Development of the Rodeo Property on behalf of the City of Salinas. The project site is located at Sun Street. It is our understanding that the project site is currently vacant.

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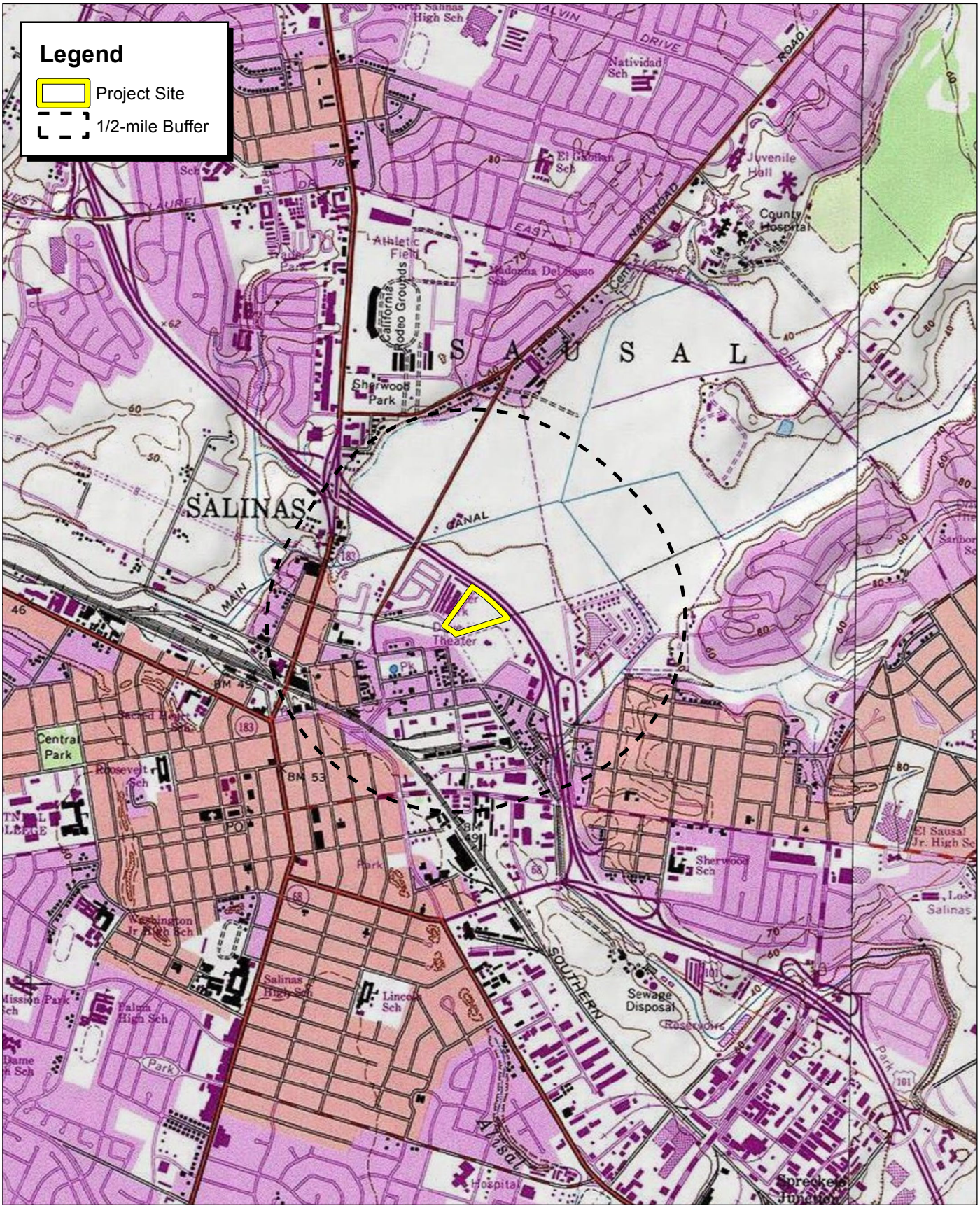

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Gmail by Google

Dana DePietro <ddepietro@fcs-intl.com>

Rodeo Property Project, Monterey county, CA

1 message

info@salinantribe.com <info@salinantribe.com> Fri, Jun 9, 2017 at 1:40 PM
To: ddepietro@fcs-intl.com

Greetings Dana, I have reviewed the proposed project and I am not aware of any resources at the project location. so at this time I do not have any concerns. Please keep me informed as the project moves forward or if any unknown resources are unearthed by the project.

Xayatspanikan,

Patti Dunton, Tribal Adminisrator

Appendix C:
Personnel Qualifications

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FIRSTCARBON SOLUTIONS™

DANA DOUGLAS DE PIETRO, PH.D. – Cultural Resources Lead

OVERVIEW

- More than 15 Years Experience in Archaeology and Cultural Resource Management

Education

- Ph.D., Near Eastern Art and Archaeology, University of California at Berkeley, 2012
- M.A., Near Eastern Art and Archaeology, University of California at Berkeley, 2005
- B.A., Archaeology and History (double major), University of California at San Diego, 2002

Fellowships and Awards

- Albright Institute Educational and Cultural Affairs Fellowship (2015)
- Katherine Davis Foundation Projects for Peace Prize (2012)
- International House Gateway Fellowship (2011-2012)
- The George Franklin Dales Foundation Fellowship for Archaeological Research (2011)
- CAORC Multi-Country Dissertation Research Fellowship (2010)

Dana DePietro, Ph.D is a Registered Professional Archaeologist who meets the Secretary of Interior's standards for historic preservation programs in archaeology. Dr. DePietro has over 15 years of experience in all aspects of cultural resource management, including prehistoric and historic archaeology, paleontology, materials conservation, history of art and architecture, and community engagement. He has experience in compliance with the National Environmental Policy Act (NEPA), the California Environment Quality Act (CEQA), the National Historic Preseration Act (NHPA), and the Archaeological Resources Protection Act (ARAP). Dr. DePietro has completed cultural resource projects that have involved agency, client, Native American, and subcontractor coordination; treatment plans and research design development; archival research; field reconnaissance; site testing; data recovery excavation; construction monitoring; site recordation; site protection/preservation, mapping/cartography; spatial analysis/ GIS; laboratory analysis; materials conservation; artifact curation and exhibition; and report production. He has completed projects in California within the jurisdiction of the Bureau of Land Management (BLM) and other federal agencies requiring compliance with section 106 of the NHPA. He has also completed projects throughout California under CEQA for state and local governments and municipalities, including the California Department of Transportation (Caltrans) and has worked with clients to insure deliverables meet and exceed the standards set by the State Historic Preservation Office (SHPO).

RELATED EXPERIENCE AND CLIENT SUMMARY

FirstCarbonSolutions

As the Lead Archaeologist/Cultural Resource Specialist for FCS, Dr. DePietro conducts evaluations and performs field documentation of historic and prehistoric cultural resources; prepares environmental impact reports (EIRs), cultural resources assessments (CRAs), DPR forms and Section 106 reports; conducts mapping, GIS analysis, and state and county record searches; leads archaeological surveys and

field monitoring efforts; and coordinates with state, federal and tribal officials and institutions for a variety of FCS projects, including the following:

- Atherton Baptist Homes Master Plan/Phase II, City of Alhambra, Los Angeles County
- Biological and Cultural Resources Assistance 140-Acre Project Site Woodcrest, Riverside County, CA
- Blanchard Road Industrial EIR Project, City of San Jose, Santa Clara County, CA
- Bonadelle Tract 6120 AQ/GHG and Bio Tech Studies, City of Clovis, Fresno County, CA
- CEQA Analysis for Mayhew Way Project, City of Walnut Creek, Contra Costa County
- 2268 El Camino Real, Mountain View - II CEQA Compliance Checklist Project, City of Mountain View, Santa Clara County
- CEQA Documentation for New Science Building, City of Fairfield, Solano County
- CEQA Services for Clover Spring Open Space Preserve Project, City of Cloverdale, Sonoma County
- Chico Walmart Expansion Project, City of Chico, CA
- Cultural Resources Services for Froom Ranch/El Villagio Specific Plan, City of San Luis Obispo, CA
- Cultural Resource & Historic Evaluation for Sacramento Dome Theatre, City of Sacramento, CA
- Cultural Resources Services for Haven Berryessa Block 7 & 8 San Jose Flea Market, San Jose, CA
- Caltrans NEPA/CEQA Documentation and Permitting for the Dogtown Road Bridges Replacement Projects (San Domingo Creek, French Gulch, and Indian Creek), Calaveras County, CA
- Due Diligence for Meadowlark Project in Pleasanton, CA
- Due Diligence Services for the Montalcino Property, Napa County, CA
- Due Diligence Site Review for Parcel APN 68-241-30 located at 260 Bartlett Way Santa Cruz, CA
- Due Diligence Level IA Entitlements for the Boscell Road Osgood Project, City of Fremont, CA
- Trellis Residential Project EIR, City of Walnut Creek, CA
- El Dorado Materials Recovery Facility Remodeling Project, El Dorado County, CA
- Farmstand IS/MND, City of Healdsburg, CA
- La Paloma Winery Demo Project IS/MND, City of Clovis, CA
- Kaiser Dublin Medical Center EIR, City of Dublin, California
- Merced Gateway Master Plan Project EIR, City of Merced, CA
- Phase 1 Cultural Resource Assessment for 44 acres TTM No. 19992, Rancho Cucamonga, CA
- Bonadelle Tract 6120 Cultural Resources Study, City of Clovis, CA
- Professional Services to Support the Development of a Preferred Development Plan and Associated Regulatory Strategies for the Solano 360 Project, Solano County, CA
- Tassajara Parks EIR, Contra Costa County, California

Other Relevant Experience

The Society for Humanitarian Archaeological Research and Exploration

Dr. DePietro is the Founder and Executive Director of The Society for Humanitarian Archaeological Research and Exploration. He manages the projects, staff, and the daily operation of this not-for-profit organization. Dr. DePietro likewise establishes relationships with partner universities and institutions, writes grant proposals, supervises fundraising projects, and maintains accounts, financial records, and the organization's online presence.

University of California at Berkeley

DOUGLAS DE PIETRO, PH.D. – Cultural Resources Lead (North)

Dr. DePietro was a lecturer at the University of California, Berkeley from August 2003 to January 2015. During his tenure, he prepared University-level source and lectures in the history of the modern and ancient Middle East, performed student advising and evaluation, and university administrative duties. Dr. DePietro provided resources and opportunities that empower people to critically engage with other cultures as well as with their own communities.

Penn State University - Tel Akko Total Archaeology Project

Dr. DePietro was the Director of Community Engagement from 2013 to 2014 at the Penn State University for the Tel Akko Total Archaeology Project. He developed and executed a community engagement program, supervised staff and community participants, taught excavation and conservation techniques to groups of young people in Akko, and performed outreach, dialogue, and program developments in partnership[with community leaders.

Harvard University – Leon Levy Expedition to Ashkelon, Israel

Dr. De Pietro was the excavation supervisor during the summers of 2007-2013 for the Harvard University – Leon Levy Expedition to Ashkelon, Israel. He supervised the excavation and stratagraphic interpretation and instructed students in excavation techniques, data collection, photography, analysis, and publication.

Early Iron Age Cemetery Excavation – Dhamar, Yemen

Dr. De Pietro was the Area Supervisor during the summer of 2004 for the Early Iron Age Cemetery Excavation in Dhamar, Yemen. He supervised the excavation and stratagraphic interpretation, taught excavation techniques, strategy and implementation, field conservation, surveying techniques, dtat collection and analysis, and site management.

Journal of Associated Graduates in Near Eastern Studies (JAGNES)

Dr. DePietro was the Associate Editor from August 2003 to May 2012 for the Journal of Associated Graduates in Near Eastern Studiers (JAGNES). He solicited and proofread submissions, fundraising, and advertisements.

"Travel Today: Egypt" Magazine

Dr. De Pietro was an Archaeological Correspondent from December 2002 to February 2005. He wrote magazine articles, conducted relevant interviews and research, and procured photos and images to compliment articles.

Trish Fernandez
4836 Skyway Drive, Fair Oaks, CA 95628
530.409.8612

Curriculum Vitae

Profile

Ms. Fernandez is an environmental consultant specializing in cultural resources management. She meets the *Secretary of Interior's Professional Qualification Standards* for archaeologist, historian, and architectural historian.

Education

California State University, Sacramento, California
Master of Arts in Anthropology, emphasis in History and Archaeology
Thesis: *Mexican Miners in the California Gold Rush: A Historical and Archaeological Study*
Graduated Magna Cum Laude, GPA 3.84, 2001

California State University, Sacramento, California
Bachelor of Arts in Anthropology, emphasis in Ethnic Studies
Golden Key National Honor Society
Lambda Alpha Anthropological Honor Society
American Association of University Women Scholarship Recipient
Graduated Magna Cum Laude, GPA 3.77, 1995

Field Schools

Virginia City, Nevada, UNR, 2000. Historical archaeology: Comstock era seamstress' residence
Coloma, California, CSUS, 1997. Historical archaeology: Gold Rush era doctor's residence
Virginiatown, California, CSUS, 1995. Historical archaeology: Gold Rush era Chinese town

Registrations/Certifications/Qualifications

Archaeologist. Register of Professional Archaeologists. No. 12198
Historian. California Council for the Promotion of History. No. 583
Archaeologist, Historian, Architectural Historian. Secretary of Interior's Professional Qualifications Standards
Historical Archaeologist Principal Investigator, Caltrans Professional Qualifications Standards

Current Professional Memberships

Association of Environmental Professionals
Register of Professional Archaeologists
Society for Historical Archaeology
Society for California Archaeology

Continuing Professional Education

CEQA Mid-Year Case Law Review, AEP, 2015
Taking CEQA Forward, AEP, 2015
Caltrans Section 106 PA Workshop, Caltrans District 4, 2015
CEQA & Historic Preservation: A 360 Degree View, CPF, 2015
Federal Contracting Basics, SBA, 2015
Exploring the Government Marketplace, SBA, 2015
Business Development Skills, ICF, 2011
NEPA Overview and Refresher, UC Davis Extension, 2010
National Register Multiple Property Listings, California OHP, 2008
Section 106 Agreement Documents, National Preservation Institute, 2007
California Senate Bill 18, Governor's Office of Planning and Research, 2007
Principles of Tribal Consultation, SRI Foundation, 2006
GIS for Archaeologists, SHA, 2006
Facilitating Effective Public Meetings, UC Davis Extension, 2006
Public Works and Environmental Compliance, Lorman Education, 2006
Consulting with the California SHPO, California OHP, 2005
Integration of Environmental Permits, UC Davis Extension 2005
CEQA Streamlining Toolbox, EDAW, 2005
Successful CEQA Compliance, UC Davis Extension, 2005
Lithics Workshop, Rob Jackson, 2005
Section 106 Review for Experienced Practitioners, National Preservation Institute, 2005
Making CEQA Work, California Preservation Foundation, 2004
Conflict Resolution, UC Davis Extension, 2004
Coaching Staff, UC Davis Extension, 2004
Historical Building Surveys for Local Governments, California Preservation Foundation, 2003
NEPA and Historic Properties, UNR Extended Studies, 2002
Historic Bottle Identification, SHA, 2002
Introduction to Section 106 Review, ACHP, 2000
GIS for Resource Managers and Professionals, UC Davis Extension, 1998
Project Management Workshop, Braley Consulting, 1998
NEPA Overview, UC Davis Extension, 1997
Intro to CEQA, UC Davis Extension, 1996
Consulting with Native Americans about TCPs, ACRA, 1996

Awards

Thomas F. King Award for Excellence in Cultural Resources Management, 2008

Appointments

Society for California Archaeology Professional Standards & Ethics Committee, Chair 2015-present
California State Archaeological Resources Committee, Chair/Vice-Chair, 2006 to present
Old Sacramento Historical Foundation Board, 2008-2010
California State Historical Resources Commission, 2005-2009
El Dorado County Cultural Resources Commission, 1997-2000
Foothill Indian Education Alliance, 1996-1997

Work History

InContext: Cultural Resources Solutions – Fair Oaks, CA 2012-Present
President and Principal Investigator. Responsibilities include administration, business development, financial reporting, and performing all aspects of technical work related to inventories, evaluations, and mitigation measures.

Statistical Research, Inc. – Woodland, CA, 2012
Historical Resources Specialist. Assist regional marketing directors in WA, CA, AZ, NM, and TX with business development throughout the company and throughout the western United States.

ICF International — WA, OR, CA, 2008–2011
Cultural Resources Manager. Directed complex, controversial projects; restructured CA team by hiring, terminating, and moving staff to more suitable positions. Established job descriptions and expectations for cultural staff. Took over troubled projects throughout the company to bring them into budgetary, contractual, and regulatory compliance and mend client relations. Managed Sacramento team; created mentoring and peer review structure for quality control and staff development; developed workload management and projection system in Microsoft Excel; increased morale and productivity. Created standardized regulatory language templates, marketing materials, and presentations; developed and presented educational symposia for environmental and engineering conferences. Initiated client development in WA and OR; prepared or participated in numerous winning proposals. Trained and mentored staff throughout company informally and through formal training programs focused on compliance, writing, and project management.

Trish Fernandez Cultural Resources — Placerville, CA, 2005–2008
Sole Proprietor. Owned and operated private cultural resources consulting company on a part-time basis for three consecutive years. Responsibilities included business development, financial reporting, and performing all aspects of technical work related to inventories, evaluations, and mitigation measures. Created a niche for providing peer review of other consultants' work products and addressing controversial projects.

El Dorado Irrigation District — Placerville, CA, 2004–2008
Environmental Review Specialist. Responsible for all aspects of cultural resources review under CEQA, including research, survey, consultation, and determinations of significance and significant impacts. Responsible for developing and implementing proactive agency program for complying with all state and federal laws related to cultural resources. Responsible for management of cultural resources as part of the FERC Project 184 relicensing process.

Pacific Legacy, Inc. — Cameron Park, CA, 2002–2004
Historical and Local Government Program Director. Responsible for development and quality of historic-period resources and local government compliance program. Directly supervised archaeologists and historians in three different offices. Developed and implemented supervisory and mentoring structure to promote quality, productivity, and personal growth. Directed and conducted all phases of research, excavation, evaluation, and mitigation. Responsible for business development and assisting with management and operations of the Central Sierra office.

Jones & Stokes, Inc. — Sacramento, CA, 1995–2002
Senior Cultural Resources Specialist. Conducted and managed cultural resources studies, including architectural and archaeological inventories, oral histories, and archaeological

SONIA MELANI MILLER

942 West Cliff Drive, Santa Cruz California 95060 Telephone: Cell 831 332 2714*
E-mail sonia.melani.kasa@gmail.com

Environmental and cultural heritage consultant specializing in archaeological investigation and inventories, sustainable urbanism, historic preservation and adaptive re-use of historic structures. Experienced in the management of restoration projects, including field data collection, data management and modeling, planning and design, implementation and supervision of field activities, progress monitoring and reports, CEQA regulation and historic evaluation (DPR523 primary record). OSHA certified and LEED ND accredited. Currently seeking a position to grow in the field of historic preservation, sustainable neighborhoods planning, and in the planning and management of sustainable/historic infrastructures.

SUMMARY OF QUALIFICATIONS

- Archival processing and documentation of historic material (including architectural and photographic material)
- Implementation of programs for the conservation of energy and natural resources
- Production of promotional and educational material including leaflets, brochures, illustration boards
- Management of large pools of data, including the organization of inventories, data processing and storage
- Formulation of survey for the collection of quantitative and qualitative data for academic researches and planning studies
- Categorization of quantitative data in charts, graphs, maps (ArcGIS), and reports
- Interpretation of qualitative data, data coding, and processing
- Construction of BIM virtual models using AutoCAD, Revit Architecture and ArchiCad
- NEASI Certification (Home Energy Audit-HERS) National Energy and Sustainability Institute
- Interpretative, historical, and cultural research for the preparation of DPR523 Primary Record (Description and Statement of Significance) for the documentation and preservation of historical and cultural resources
- Ability to conduct complex literary research in multiple languages (Italian, Spanish, French, and English)
- Categorization of credits for LEED ND projects related to:
    - Historic preservation and reuse and to habitat restoration (Smart Location and Linkage (SLL)

- Restoration of habitat, wetland, and water bodies, Green Infrastructures and Buildings

- GIB-Existing Building Reuse and Historic Resources Preservation and Adaptive Use.

- LEED AP Neighborhood Development (ND) credentialed

PROFESSIONAL HISTORY

June 2015 to Present: SPACES-Saving and Preserving Arts and Cultural Environments
Project Assistant
SPACES is a nonprofit public benefit organization created with an international focus on the study, documentation, and preservation of art environments and self-taught artistic activity. Currently assisting with archival processing of photographic material on folk art sites. Includes planning archival material preservation, establishing directives (and making forms) for the collection, organization and processing of archival data. Providing assistance in the preparation of site documentation for enlisting in the local (State) and National Register of Historic Places. Includes cultural and historic research, site survey for the identification of defining features, and other services needed for the preparation of the DPR523 primary record form.

1999 to present: JM Construction
Sustainable Planning Consultant
Responsible to research and implement cost-saving strategies to reduce the environmental impact of construction projects. Position centering on the development of sustainability policies and the preparation of permit documents for residential construction, erosion control (drainage), interior architecture and landscaping projects. It also involves the fulfillment of some administrative functions and project scheduling (Microsoft Project).

2011 to 2013: City of San Jose
Municipal Green Buildings Program Graduate Intern
Participated in the implementation of the City's *Energy Star Portfolio Manager* for 116 Municipal Facilities, in cooperation with the Energy Officer; and to the development of the LEED EB&OM *Volume Certification Protocol*. Helped managing data related to Municipal Green Buildings and took part in the production of LEED's promotional and educational material for certified buildings.

2002 to 2007: Habitat Restoration International
Project Coordinator
Supported the Biologist in the management of habitat restoration and erosion control projects for federal and state agencies. These included projects for the US Army Corps of Engineers, Santa Clara Water and SMUD. The duties invested in this position included assisting in the preparation of environmental proposals (EIR), the supervision of vegetation installation and vegetation monitoring, the preparation of environmental proposals, reports and other project related documents such as: project timelines and schedules; planning and design of landscaping and erosion control construction plans and as built plans.

OTHER PROFESSIONAL EXPERIENCE

Aux Trois Pommes Language School
Language Teacher (Italian)

Taught language classes to adult at different level of proficiency. The position included the creation of programs and syllabus for specific courses, assistance to advanced-graduate exam preparation, and translation support for Graduate archival research.

SJSU Special Collection Archives
Student Assistant Archivist
Assisted library patrons in the reading room of SJSU Special Collections & Archives with their research needs, web OPAC and reading room policies and procedures. Processed backlog collections and wrote finding aids for collections.

The Harrison Studio
Researcher and Studio Assistant
Conducted environmental and social research for the 2004 "Villaggio d'arte" Environmental Art' project in Southern Italy and assisted in other projects of environmental art.

SELECTED PROJECTS

Architectural Collection (Archival)
Processed for SJSU Special Collections & Archives
This project was processed for SJSU Special Collection & Archives. The collection of architectural drawings comprises architectural plans and renderings documenting the construction of several buildings on the San Jose State College campus, including: San Jose College Central Library Building, Wahlquist Library, and the California State Library Faculty Office Building.

"Il Villaggio dell'Arte," annuale d'arte contemporanea partecipata, PIT Parco regionale del Matese, POR
An initiative promoted by PaeSEsaggio workgroup to stimulate new processes and development and to re-activate sustainable micro-economies through the involvement of the local communities in an area of southern Italy suffering from abandonment. The project followed the principles of the European Convention of Landscape (Paesaggio) of 2000 and of the Conference of State Regions of 2001, promoting the diffusion of information and inducement of participatory processes.

The Climate Clock Initiative
Assisted the Huey-Dewey-Louie finalist team in documenting their residency in occasion of "The Climate Clock Initiative" in San Jose, California- promoting the use of public art and measurement technologies to gather and display climate data.

Guadalupe River Flood Control and Habitat Mitigation Project, Phase I and II
Four "design and built" projects implemented as part a mitigation strategy of a federal flood control project in downtown San Jose, California. The projects comprised the preparation and implementation of a riparian habitat restoration plan that involved the selection, installation and maintenance of over 13,000 native riparian and wetland plants. And it included the development and implementation of a biological monitoring program to evaluate habitat establishment and wildlife use of the project area.

EPA Energy Star Portfolio Manager
Set up a portfolio of 116 municipal facilities for energy benchmarking. Entered and verified facility information (Address, Space Type, Square footage and meter SAID). Facilities were subsequently benchmarked to receive automated data from the energy provider (PG&E).

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Appendix D:
Regulatory Framework

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REGULATORY FRAMEWORK

Government agencies, including federal, state, and local agencies, have developed laws and regulations designed to protect significant cultural resources that may be affected by projects regulated, funded, or undertaken by the agency. Federal and state laws that govern the preservation of historic and archaeological resources of national, state, regional, and local significance include the National Environmental Policy Act (NEPA), the National Historic Preservation Act (NHPA), and the California Environmental Quality Act (CEQA). In addition, laws specific to work conducted on federal lands includes the Archaeological Resources Protection Act (ARPA), the American Antiquities Act, and the Native American Graves Protection and Repatriation Act (NAGPRA).

The following federal or CEQA criteria were used to evaluate the significance of potential impacts on cultural resources for the proposed project. An impact would be considered significant if it would affect a resource eligible for listing in the NR or the CR, or if it is identified as a unique archaeological resource.

Federal-Level Evaluations

Federal agencies are required to consider the effects of their actions on historic properties and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on such undertakings under NEPA § 106. Federal agencies are responsible for initiating NEPA § 106 review and completing the steps in the process that are outlined in the regulations. They must determine if NHPA § 106 applies to a given project and, if so, initiate review in consultation with the State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO). Federal agencies are also responsible for involving the public and other interested parties. Furthermore, NHPA S106 requires that any federal or federally assisted undertaking, or any undertaking requiring federal licensing or permitting, consider the effect of the action on historic properties listed in or eligible for the NRHP. Under the Code of Federal Regulations (CFR), 36 CFR Part 800.8, federal agencies are specifically encouraged to coordinate compliance with NEPA § 106 and the NEPA process. The implementing regulations “Protection of Historic Properties” are found in 36 CFR Part 800. Resource eligibility for listing on the NRHP is detailed in 36 CFR Part 63 and the criteria for resource evaluation are found in 36 CFR Part 60.4 [a-d].

The NHPA established the NRHP as the official federal list for cultural resources that are considered important for their historical significance at the local, state, or national level. To be determined eligible for listing in the NRHP, properties must meet specific criteria for historic significance and possess certain levels of integrity of form, location, and setting. The criteria for listing on the NRHP are significance in American history, architecture, archaeology, engineering, and culture as present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. In addition, a resource must meet one or all of these eligibility criteria:

a.) Is associated with events that have made a significant contribution to the broad patterns of our history.

b.) Is associated with the lives of persons significant in our past.

c.) Embodies the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values, represent a significant and distinguishable entity whose components may lack individual distinction.

d.) That have yielded, or may be likely to yield, information important in prehistory or history.

Criterion D is usually reserved for archaeological resources. Eligible properties must meet at least one of the criteria and exhibit integrity, measured by the degree to which the resource retains its historical properties and conveys its historical character.

Criteria Considerations

Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, buildings that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the NRHP. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

a.) A religious property deriving primary significance from architectural or artistic distinction or historical importance.

b.) A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event.

c.) A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life.

d.) A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.

e.) A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived.

f.) A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance.

g.) A property achieving significance within the past 50 years if it is of exceptional importance.

Thresholds of Significance

In consultation with the SHPO/THPO and other entities that attach religious and cultural significance to identified historic properties, the Agency shall apply the criteria of adverse effect to historic properties within the Area of Potential Effect (APE). The Agency official shall consider the views of consulting parties and the public when considering adverse effects.

Federal Criteria of Adverse Effects

Under federal regulations, 36 CFR Part 800.5, an adverse effect is found when an undertaking alters, directly or indirectly, any of the characteristics of a historic property that qualifies the property for inclusion in the NRHP in a manner that diminishes the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration will be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for listing in the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

According to 36 CFR Part 800.5, adverse effects on historic properties include but are not limited to those listed below:

- Physical destruction of or damage to all or part of the property.
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties per 36 CFR Part 68 and applicable guidelines.
- Removal of the property from its historic location.
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization.
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long term preservation of the property's historic significance.

If Adverse Effects Are Found

If adverse effects are found, the agency official shall continue consultation as stipulated at 36 CFR Part 800.6. The agency official shall consult with the SHPO/THPO and other consulting parties to develop alternatives to the undertaking that could avoid, minimize, or mitigate adverse effects to

historic resources. According to 36 CFR Part 800.14(d), if adverse effects cannot be avoided then standard treatments established by the ACHP may be used as a basis for Memorandum of Agreement (MOA).

According to 36 CFR Part 800.11(e), the filing of an approved MOA, and appropriate documentation, concludes the § 106 process. The MOA must be signed by all consulting parties and approved by the ACHP prior to construction activities. If no adverse effects are found and the SHPO/THPO or the ACHP do not object within 30 days of receipt, the agencies' responsibilities under § 106 will be satisfied upon completion of report and documentation as stipulated in 36 CFR Part 800.11. The information must be made available for public review upon request, excluding information covered by confidentiality provisions.

State-Level Evaluation Processes

An archaeological site may be considered an historical resource if it is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military or cultural annals of California per PRC § 5020.1(j) or if it meets the criteria for listing on the CR per California Code of Regulations (CCR) at Title 14 CCR § 4850.

The most recent amendments to the CEQA guidelines direct lead agencies to first evaluate an archaeological site to determine if it meets the criteria for listing in the CR. If an archaeological site is an historical resource, in that it is listed or eligible for listing in the CR, potential adverse impacts to it must be considered as stated in PRC §§ 21084.1 and 21083.2(l). If an archaeological site is considered not to be an historical resource, but meets the definition of a "unique archeological resource" as defined in PRC § 21083.2, then it would be treated in accordance with the provisions of that section.

With reference to PRC § 21083.2, each site found within a project area will be evaluated to determine if it is a unique archaeological resource. A unique archaeological resource is described as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

As used in this report, "non-unique archaeological resource" means an archaeological artifact, object, or site that does not meet the criteria for eligibility for listing on the CR, as noted in subdivision (g) of PRC § 21083.2. A non-unique archaeological resource requires no further consideration, other than simple recording of its components and features. Isolated artifacts are

typically considered non-unique archaeological resources. Historic structures that have had their superstructures demolished or removed can be considered historic archaeological sites and are evaluated following the processes used for prehistoric sites. Finally, OHP recognizes an age threshold of 45 years. Cultural resources built less than 45 years ago may qualify for consideration, but only under the most extraordinary circumstances.

Title 14, CCR, Chapter 3 § 15064.5 is associated with determining the significance of impacts to archaeological and historical resources. Here, the term historical resource includes the following:

1. A resource listed in, or determined eligible by the State Historical Resources Commission, for listing in the CR (PRC § 5024.1; Title 14 CCR, § 4850 et seq.).
2. A resource included in a local register of historical resources, as defined in PRC § 5020.1(k) or identified as significant in an historical resource survey meeting the PRC § 5024.1(g) requirements, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript, which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be historically significant if the resource meets the criteria for listing on the California Register of Historical Resources (PRC § 5024.1; Title 14 CCR § 4852) including the following:
   A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
   B. Is associated with the lives of persons important in our past.
   C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
   D. Has yielded, or may be likely to yield, information important in prehistory or history.

Typically, archaeological sites exhibiting significant features qualify for the CR under Criterion D because such features have information important to the prehistory of California. A lead agency may determine that a resource may be a historical resource as defined in PRC §§ 5020.1(j) or 5024.1 even if it is:

- Not listed in or determined to be eligible for listing in the CR.
- Not included in a local register of historical resources pursuant to PRC § 5020.1(k).
- Identified in an historical resources survey per PRC § 5024.1(g).

Threshold of Significance

If a project will have a significant impact on a cultural resource, several steps must be taken to determine if the cultural resource is a "unique archaeological resource" under CEQA. If analysis and/or testing determine that the resource is a unique archaeological resource and therefore subject to mitigation prior to development, a threshold of significance should be developed. The threshold of significance is a point where the qualities of significance are defined and the resource is determined to be unique under CEQA. A significant impact is regarded as the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the resource will be reduced to a point that it no longer meets the significance criteria. Should analysis indicate that project development will destroy the unique elements of a resource; the resource must be mitigated for under CEQA regulations. The preferred form of mitigation is to preserve the resource in-place, in an undisturbed state. However, as that is not always possible or feasible, appropriate mitigation measures may include but are not limited to:

1. Planning construction to avoid the resource.
2. Deeding conservation easements.
3. Capping the site prior to construction.

If a resource is determined to be a "non-unique archaeological resource," no further consideration of the resource by the lead agency is necessary.

Tribal Consultation

The following serves as an overview of the procedures and timeframes for the Tribal Consultation process. For the complete Tribal Consultation Guidelines, please refer to the State of California Office of Planning and Research website.

Prior to the amendment or adoption of general or specific plans, local governments must notify the appropriate tribes of the opportunity to conduct consultation for the purpose of preserving or mitigating impacts to cultural places located on land within the local government's jurisdiction that is affected by the plan adoption or amendment. The tribal contacts for this list are maintained by the NAHC and is distinct from the Most Likely Descendent (MLD) list. It is suggested that local governments send written notice by certified mail with return receipt requested. The tribes have 90 days from the date they receive notification to request consultation. In addition, prior to adoption or amendment of a general or specific plan, local government must refer the proposed action to tribes on the NAHC list that have traditional lands located within the city's or county's jurisdiction. Notice must be sent regardless of prior consultation. The referral must allow a 45-day comment period.

In brief, notices from government to the tribes should include:

- A clear statement of purpose
- A description of the proposed general or specific plan, the reason for the proposal, and the specific geographic areas affected

- Detailed maps to accompany the description
- Deadline date for the tribes to respond
- Government representative(s) contact information
- Contact information for project proponent/applicant, if applicable

The basic schedule for this process is:

- 30 days: time NAHC has to provide tribal contact information to the local government; this is recommended not mandatory.
- 90 days: time tribe has to respond indication whether or not they want to consult. Note: tribes can agree to a shorter timeframe. In addition, consultation does not begin until/unless requested by the tribe within 90 days of receiving notice of the opportunity to consult. The consultation period, if requested, is open-ended. The tribes and local governments can discuss issues for as long as necessary, or productive, and need not result in agreement.
- 45 days: time local government has to refer proposed action, such as adoption or amendment to a general plan or specific plan, to agencies, including the tribes. Referral required even if there has been prior consultation. This opens the 45-day comment period.
- 10 days: time local government has to provide tribes of notice of public hearing.

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Appendix E:
NWIC Records Search Results

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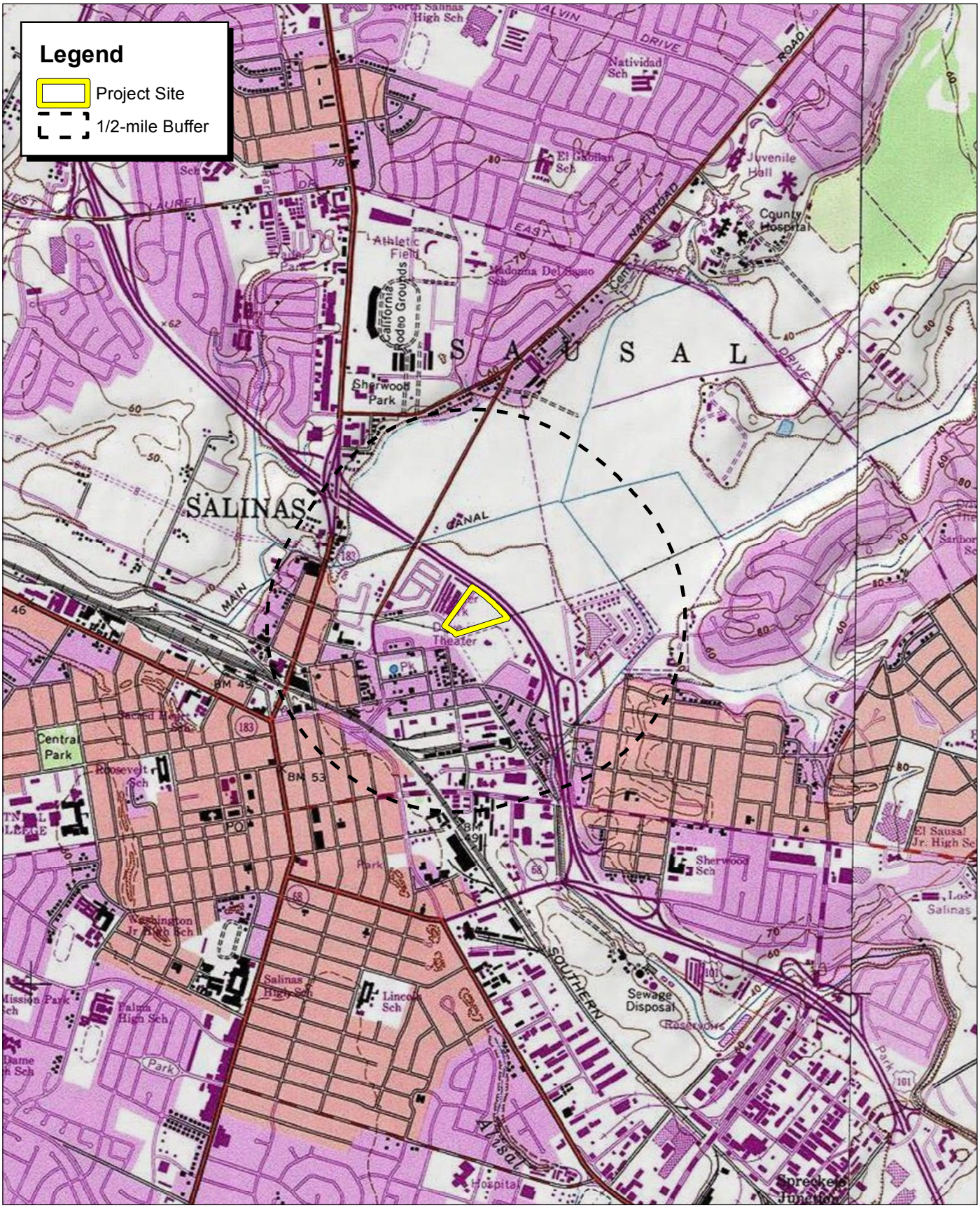

Source: USGS Salinas (1984) 7.5' Quadrangle / Nacional Land Grant

FIRSTCARBON SOLUTIONS™

2,000 1,000 0 2,000 Feet

Exhibit 1
Records Search Map

Resource Detail: P-27-002322

Identifying information

Primary No.: P-27-002322

Trinomial: CA-MNT-002050H

Name: El Camino Real (Highway 101)

Other IDs:

Type	*Name*
Resource Name	El Camino Real (Highway 101)
Other	ECR1 and ECR2
Other	Highway 101
Other	MM-101
OHP Property Numb	173439
OHP PRN	Proj.Rev. FHWA070906A (segment vic. Aromas)

Cross-refs:
Physically overlaps or intersects 27-000805
Physically overlaps or intersects 27-002938
Extends into another county as 35-000273
Extends into another county as 35-000327
Extends into another county as 38-002967
Extends into another county as 41-002192
Extends into another county as 43-002628
Extends into another county as 44-000406

Attributes

Resource type: Structure

Age: Historic

Information base: Survey, Other

Attribute codes: AH07 (Roads/trails/railroad grades); HP37 (Highway/trail)

Disclosure: Not for publication

Collections: No

Accession no(s):

Facility:

General notes

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
a	9/10/1999	John Berg, Steve Mikesell	Far Western & JRP Historical Consulting Serives	
b	8/7/2002	Theresa Rogers	JRP Historical Consulting Services	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-022819	2000	Cultural Resources Survey for the Level (3) Communications Long Haul Fiber Optics Project, Segment WS05: San Jose to San Luis Obispo	Far Western Anthropological Research Group, Inc.; Foothill Resources, Ltd.
S-026137	2002	Cultural Resource Evaluation of 2500 Acres of Land for the Ranch San Juan Project Outside of Salinas, County of Monterey	Archaeological Resource Management
S-027827	2003	Cultural Resource Evaluation of 2581 Acres of Land for the Rancho San Juan Project Outside of Salinas, County of Monterey	Archaeological Resource Management
S-030334	2005	New Tower ("NT") Submission Packet, Veggie Growers SF-16810A, 40550 El Camino Real, Greenfield, Monterey.	EarthTouch, Inc.
S-030335	2005	Collocation ("CO") Submission Packet, FCC Form 621, Sprint Windmill San Lucas, SF-16880A.	Earth Touch, Inc
S-033131	2007	Archaeological Survey Report for the State Route 101/West Laurel Drive Interchange	LSA Associates, Inc.

		Improvement Project, Salinas, Monterey County, California	
S-035825	2007	Historic Property Survey Report, San Juan Interchange Project, 05-MON-101 PM 100.0/101.3, 05-SBT-101 PM 0.0/0.6, EA 05-31580	California Department of Transportation, District 5
S-038177	2001	Cultural Resources Inventory of Caltrans District 5 Rural Highways, Monterey County, California, Highways 1, 25, 68, 101, 146, 183, and 198, Volume 1	Far Western Anthropological Research Group, Inc.
S-038553	2011	Archaeological Records Search and Preliminary Impact Assessment for the Highway 101 Widening Project in Salinas, Monterey County, Calfornia	Archaeological Consulting

Location information

County: Monterey

USGS quad(s): Bradley, Chualar, Espinosa Canyon, Gonzales, Greenfield, Hames Valley, Natividad, Palo Escrito Peak, Paraiso Springs, Prunedale, Salinas, San Ardo, San Lucas, San Miguel, Soledad, Thompson Canyon, Wunpost

Address:

PLSS:

UTMs: Zone 10 619240mE 4073240mN NAD27
Zone 10 620460mE 4060790mN NAD27
Zone 10 649480mE 4032700mN NAD27
Zone 10 687330mE 3987190mN NAD27

Management status

Database record metadata

	Date	*User*	
Entered:	4/1/2005	icrds	
Last modified:	2/15/2016	neala	
IC actions:	*Date*	*User*	*Action taken*
	10/7/2014	neala	GISed all of MNT Co.; data review
	4/27/2002	AOLPJ	Primary number 27-002322 assigned.
	7/10/2002	AOLPJ	Trinomial MNT-002050 assigned.
	4/1/2005	jay	Appended records from discontinued ICRDS.
	7/10/2002	AOLPJ	Added Trinomial MNT-002050

Record status: Verified

Resource Detail: P-27-003234

Identifying information

Primary No.: P-27-003234
Trinomial:
Name: PG&E Moss Landing-Salinas Electrical Tower No. 011/064
Other IDs:

Type	*Name*
Resource Name	PG&E Moss Landing-Salinas Electrical Tower No. 011/064
Other	Tower No. 011/064

Cross-refs:

Attributes

Resource type: Structure
Age: Historic
Information base: Survey
Attribute codes: HP09 (Public utility building); HP11 (Engineering structure)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
12/1/2013	Dana E. Supernowicz	Historic Resource Associates	Exact date of survey not provided

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-043489	2013	Collocation Submission Packet, Downtown Salinas, CNU3535	EarthTouch, Inc.

Location information

County: Monterey
USGS quad(s): Salinas
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
220 Bridge Street	Salinas		93941

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*
Entered:	5/7/2014	rochad
Last modified:	7/22/2015	paganob

IC actions:

Date	*User*	*Action taken*
5/7/2014	rochad	Data entry

Record status: Verified

Resource Detail: P-27-003465

Identifying information

Primary No.: P-27-003465
Trinomial:
Name: Chinese American Community
Other IDs:

Type	*Name*
Resource Name	Chinese American Community
OHP PRN	3902-0002-9999

Cross-refs:

Attributes

Resource type: District
Age: Historic
Information base: Survey
Attribute codes: HP02 (Single family property); HP05 (Hotel/motel) - boarding houses; HP06 (1-3 story commercial building); HP16 (Religious building)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

apparently no elements of the district are separately recorded

Recording events

	Date	*Recorder(s)*	*Affiliation*	*Notes*
a	3/31/1980	Nancy Way	Chinese American Survey	Historic Resources Inventory form

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
S-047415	2015	Phase 1 Archaeological Survey of APN 002-191-018, 019, 020, 021, 023, 024, 028 & 029, Salinas, Monterey County, California	Archaeological Consulting

Location information

County: Monterey
USGS quad(s): Salinas
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
Soledad St, between Market & Gavilan Sts	Salinas		
Main St, between Market & Gavilan Sts	Salinas		
Monterey St, between Market & Gavilan Sts	Salinas		
Pajaro St, between Market & Gavilan Sts	Salinas		
Salinas St, between Market & Gavilan Sts	Salinas		

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*	
Entered:	3/9/2016	paganob	
Last modified:	10/24/201	neala	
IC actions:	*Date*	*User*	*Action taken*
	10/14/201	bentonb	changed resource type to district; entered general note

Report Detail: S-007317

Identifiers

Report No.: S-007317

Other IDs:	*Type*	*Name*
	Submitter	AC Project 668
	Submitter	AC Project 668B
	Voided	S-7699

Cross-refs: See also S-007699

Citation information

Author(s): R. Paul Hampson, Gary S. Breschini, Trudy Haversat, and Micki Ryan

Year: 1985 (Mar)

Title: Preliminary Cultural Resources Reconnaissance of Assessor's Parcel Numbers 002-214-31 and 33, Salinas, Monterey County, California.

Affliliation: Archaeological Consulting

No. pages:

No. maps:

Attributes: Archaeological, Field study

Inventory size: c 5 ac

Disclosure: Not for publication

Collections: No

Sub-desig.: a

Author(s): R. Paul Hampson and Gary S. Breschini

Year: 1985 (Sep)

Title: Secondary Archaeological Testing of Assessors Parcel Numbers 0021-214-31 and 33 in Salinas, Monterey County, California

Affiliation: Archaeological Consulting

Report type(s): Archaeological, Excavation

Inventory size:

No. pages: 4

Disclosure: Not for publication

Collections: No

PDF Pages: 9-16

General notes

Associated resources

No. resources: 0

Has informals: No

Location information

County(ies): Monterey

USGS quad(s): Salinas

Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
			002-214-31	
			002-214-33	

PLSS:

Database record metadata

	Date	*User*
Entered:	4/7/2005	nwic-main
Last modified:	6/23/2015	hagell

IC actions:	*Date*	*User*	*Action taken*
	4/7/2005	jay	Appended records from NWICmain bibliographic database.
	5/26/2015	watsonr	Populated APN. Scanned in PDF.

	6/11/2015	mikulikc	voided S-007699; added additional citation 'a'
Record status:	Verified		

Report Detail: S-010634

Identifiers

Report No.: S-010634

Other IDs:	*Type*	*Name*
	Submitter	AC Project 1369
	Agency Nbr	HUD # 121-EH-272-NP-CMI-L8

Cross-refs:

Citation information

Author(s): Gary S. Breschini

Year: 1988 (Dec)

Title: Preliminary Cultural Resources Reconnaissance of a Parcel at West Menke and Martella Streets, Salinas, Monterey County, California

Affliliation: Archaeological Consulting

No. pages:

No. maps:

Attributes: Archaeological, Field study

Inventory size: c 1 ac

Disclosure: Not for publication

Collections: No

General notes

Associated resources

No. resources: 0

Has informals: No

Location information

County(ies): Monterey

USGS quad(s): Salinas

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	4/7/2005	nwic-main
Last modified:	6/23/2015	hagell

IC actions:	*Date*	*User*	*Action taken*
	4/7/2005	jay	Appended records from NWICmain bibliographic database.
	5/26/2015	watsonr	Scanned in PDF.

Record status: Verified

Report Detail: S-020593

Identifiers

Report No.: S-020593
Other IDs:
Cross-refs:

Citation information

Author(s): Barry A. Price
Year: 1998 (Mar)
Title: Cultural Resources Assessment, Pacific Bell Mobile Services Facility SF-830-05, Salinas, Monterey County, California (letter report)
Affliliation: Applied EarthWorks
No. pages:
No. maps:
Attributes: Archaeological, Field study
Inventory size: c 0.25 ac
Disclosure: Not for publication
Collections: No

General notes

Associated resources

No. resources: 0
Has informals: No

Location information

County(ies): Monterey
USGS quad(s): Salinas
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	4/7/2005	nwic-main
Last modified:	6/23/2015	muchb

IC actions:	*Date*	*User*	*Action taken*
	4/7/2005	jay	Appended records from NWICmain bibliographic database.

Record status: Verified

Report Detail: S-022657

Identifiers

Report No.: S-022657
Other IDs:
Cross-refs:

Citation information

Author(s): Izaak Sawyer, Laurie Pfeiffer, Karen Rasmussen, and Judy Berryman
Year: 2000 (Apr)
Title: Phase 1 Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project
Affliliation: Science Applications International Corporation
No. pages:
No. maps:
Attributes: Archaeological, Field study
Inventory size:
Disclosure: Not for publication
Collections: No

General notes

NWIC mapped study locations are based on the descriptions of surveyed areas and trenching as found in the individual 'Archaeological Field Investigation' sections. The Project Route Maps do not explicitly depict the actual archaeological survey areas. - MikulikC 1/8/2015

Associated resources

Primary No.	*Trinomial*	*Name*
P-27-000334	CA-MNT-000228	Hill #2 1929
P-27-000335	CA-MNT-000229	Golomshtok #2
P-27-000706	CA-MNT-000625	[none]
P-27-000806	CA-MNT-000731/H	DOT-5-Mon-1
P-27-001207	CA-MNT-001154/H	ARS 78-28-1
P-27-001227	CA-MNT-001175	Field # ESES-1
P-27-001228	CA-MNT-001176	Field # ESES-2
P-27-001393	CA-MNT-001365	Gibson Creek South
P-27-001408	CA-MNT-001382/H	FW 1
P-27-001482	CA-MNT-001462/H	Big Snake Site
P-41-000410		CT-1
P-43-000449	CA-SCL-000448/H	Temporary No. 15-C
P-44-000047	CA-SCR-000041	[none]
P-44-000155	CA-SCR-000152	Buena Vista 80
P-44-000156	CA-SCR-000153	[none]
P-44-000157	CA-SCR-000154	[none]
P-44-000174	CA-SCR-000172	JS-SWT-2
P-44-000270	CA-SCR-000268H	Manresa State Beach #1

No. resources: 18
Has informals: No

Location information

County(ies): Monterey, Other, San Francisco, Santa Clara, Santa Cruz
USGS quad(s): Marina, Monterey, Moss Landing, Prunedale, Salinas, San Francisco North, San Jose East, San Jose West, San Juan Bautista, Seaside, Spreckels, Watsonville East, Watsonville West
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	4/7/2005	nwic-main
Last modified:	3/21/2017	rinerg

IC actions:	*Date*	*User*	*Action taken*
	4/7/2005	jay	Appended records from NWICmain bibliographic database.

	2/23/2017	simsa	NWIC mapped study locations are based on the descriptions of surveyed areas and trenching as found in the individual 'Archaeological Field Investigation' sections. The Project Route Maps do not explicitly depict the actual archaeological survey areas.
	3/9/2017	bentonb	updated locations
	3/21/2017	rinerg	Appendices D-G: Confidential Archaeological Site Record Search Maps and Updated Site Record Forms… begins on PDF p. 307
Record status:	Verified		

Report Detail: S-033061

Identifiers

Report No.: S-033061

Other IDs:

Type	*Name*
Submitter	SWCA Cultural Resources Report Database No. 06-507
Submitter	SWCA Report No. 10715-180

Cross-refs:

Citation information

Author(s): Nancy Sikes, Cindy Arrington, Bryon Bass, Chris Corey, Kevin Hunt, Steve O'Neil, Catherine Pruett, Tony Sawyer, Michael Tuma, Leslie Wagner, and Alex Wesson

Year: 2006 (Dec)

Title: Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California

Affliliation: SWCA Environmental Consultants

No. pages:

No. maps:

Attributes: Archaeological, Architectural/historical, Field study, Monitoring

Inventory size: c 1431 li mi

Disclosure: Not for publication

Collections: No

Sub-desig.: a

Author(s):

Year: 2006 (Dec)

Title: Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California

Affiliation: SWCA Environmental Consultants

Report type(s): Archaeological, Monitoring

Inventory size:

No. pages:

Disclosure: Not for publication

Collections: No

PDF Pages: 312-602

Sub-desig.: b

Author(s): Nancy E. Sikes

Year: 2007 (Feb)

Title: Final Report of Monitoring and Findings for the Qwest Network Construction Project (letter report)

Affiliation: SWCA Environmental Consultants

Report type(s): Other research

Inventory size:

No. pages:

Disclosure: Not for publication

Collections: No

PDF Pages: 672-673

General notes

Numerous previously identified unrecorded resources were described in the report. C-1 (reported burials) was also within the project area. This report covers investigations throughout the state of California.

Associated resources

Primary No.	*Trinomial*	*Name*
P-01-000027	CA-ALA-000006	Nelson's Survey - "Village"
P-01-000040	CA-ALA-000020	JN-6
P-01-000087	CA-ALA-000310	Nelson's 310
P-01-000088	CA-ALA-000311	Nelson's 311

Report Detail: S-033061

P-01-000089	CA-ALA-000312	Nelson's 312
P-01-000090	CA-ALA-000313	Nelson's 313
P-07-000138	CA-CCO-000258	Nelson No. 258; JN-106
P-27-000802	CA-MNT-000727	ARS 77-66
P-27-001191	CA-MNT-001138	5-6-81-A
P-27-001207	CA-MNT-001154/H	ARS 78-28-1
P-28-000467	CA-NAP-000585H	Thompson's (Suscol) Wharf
P-43-000106	CA-SCL-000092/H	Sargent Ranch; US-1
P-43-000141	CA-SCL-000128/H	Holiday Inn Site; West San Carlo
P-43-000449	CA-SCL-000448/H	Temporary No. 15-C
P-43-000573	CA-SCL-000578H	Scovel Ranch Site
P-43-000575	CA-SCL-000580	B-3
P-43-000754		San Jose Market Box
P-43-000928	CA-SCL-000898H	Southern Pacific Railroad
P-43-001071	CA-SCL-000690	CA-SCL-Lick
P-48-000208		Voided: See P-48-000549
P-48-000211	CA-SOL-000397	Voided: see P-57-000198
P-48-000214	CA-SOL-000398H	Eppinger Spur
P-48-000441	CA-SOL-000407	ARS 96-25-01
P-48-000549	CA-SOL-000499H	Southern Pacific Railroad
P-49-001583	CA-SON-002152/H	[none]
P-57-000194	CA-YOL-000178H	Southern Pacific Railroad
P-57-000198	CA-YOL-000182	JN-114
P-57-000297		210 Rice Lane
P-57-000301		City of Davis City Hall
P-57-000307		223 University

No. resources: 30

Has informals: Yes

Location information

County(ies): Alameda, Contra Costa, Marin, Monterey, Napa, Other, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Solano, Sonoma, Yolo

USGS quad(s): Allendale, Benicia, Bradley, Chittenden, Chualar, Cordelia, Cotati, Cupertino, Cuttings Wharf, Davis, Dixon, Elmira, Espinosa Canyon, Fairfield North, Fairfield South, Gilroy, Gonzales, Greenfield, Hames Valley, Hayward, Mare Island, Merritt, Milpitas, Montara Mtn, Morgan Hill, Moss Landing, Mountain View, Mt Madonna, Napa, Natividad, Newark, Niles, North Chalone Peak, Novato, Oakland East, Oakland West, Palo Alto, Palo Escrito Peak, Petaluma, Petaluma Point, Petaluma River, Prunedale, Redwood Point, Richmond, Sacramento West, Salinas, San Ardo, San Francisco North, San Francisco South, San Jose East, San Jose West, San Leandro, San Lucas, San Mateo, San Miguel, Santa Teresa Hills, Sears Point, Soledad, Thompson Canyon, Vine Hill, Watsonville East, Wunpost

Address:

PLSS:

Database record metadata

	Date	*User*	
Entered:	4/27/2007	guldenj	
Last modified:	5/12/2017	raelync	
IC actions:	*Date*	*User*	*Action taken*
	10/10/201	hagell	edited database
	2/15/2016	rinerg	add note that report covers area throughout California (per report's Abstract)
	6/8/2016	hagell	added other identifier & P#
	4/11/2017	raelync	Report verified, awaiting verification of 4 resources.
	4/21/2017	moored	Resources Verified
	5/12/2017	raelync	No author provided for additional citation 'a'.

Record status: Verified

Report Detail: S-043489

Identifiers

Report No.: S-043489

Other IDs:

Type	*Name*
Agency Nbr	CNU3535

Cross-refs:

Citation information

Author(s): Lorna Billat and Dana E. Supernowicz
Year: 2013 (Dec)
Title: Collocation Submission Packet, Downtown Salinas, CNU3535
Affliliation: EarthTouch, Inc.
No. pages:
No. maps:
Attributes: Archaeological, Architectural/historical, Field study
Inventory size:
Disclosure: Not for publication
Collections: No

Sub-desig.: a
Author(s): Dana E. Supernowicz
Year: 2013 (Dec)
Title: Architectural Evaluation Study of the Downtown Salinas Project, AT&T Mobility Site No. CNU3535, 220 Bridge Street, Salinas, Monterey County, California 93941
Affiliation: Historic Resource Associates
Report type(s): Architectural/historical, Field study
Inventory size:
No. pages:
Disclosure: Unrestricted
Collections: No
PDF Pages: 51-79

General notes

Associated resources

Primary No.	*Trinomial*	*Name*
P-27-003234		PG&E Moss Landing-Salinas El

No. resources: 1
Has informals: No

Location information

County(ies): Monterey
USGS quad(s): Salinas
Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
220 Bridge Street	Salinas		93941

PLSS:

Database record metadata

	Date	*User*
Entered:	4/3/2014	intern2
Last modified:	10/24/201	hagell

IC actions:
Record status: Verified

Report Detail: S-046390

Identifiers

Report No.: S-046390
Other IDs:
Cross-refs:

Citation information

Author(s): John Schlagheck
Year: 2015 (Feb)
Title: Archaeological Records Search and Site Reconnaissance, Haciendas Phase III and IV Housing Project, City of Salinas, Monterey County, California
Affliliation: Holman & Associates Archaeological Consulting
No. pages:
No. maps:
Attributes: Archaeological, Field study
Inventory size: c 2 ac
Disclosure: Not for publication
Collections: No

General notes

Associated resources

No. resources: 0
Has informals: No

Location information

County(ies): Monterey
USGS quad(s): Salinas

Address: Address	City	Assessor's parcel no.	Zip code
		003-131-010	
		003-145-010	
		003-131-018	

PLSS: Rancho Nacional Mexican Era

Database record metadata

	Date	User
Entered:	6/4/2015	paganob
Last modified:	7/5/2016	grahams

IC actions:
Record status: Verified

Report Detail: S-047415

Identifiers

Report No.: S-047415

Other IDs:

Type	*Name*
OHP PRN	HUD 2015_0306_004
Submitter	Project 5040
Voided	S-46500

Cross-refs: See also S-046500

Citation information

Author(s): Mary Doane and Gary S. Breschini

Year: 2015 (Jan)

Title: Phase 1 Archaeological Survey of APN 002-191-018, 019, 020, 021, 023, 024, 028 & 029, Salinas, Monterey County, California

Affliliation: Archaeological Consulting

No. pages:

No. maps:

Attributes: Archaeological, Field study

Inventory size: c 0.1 ac

Disclosure: Not for publication

Collections: No

Sub-desig.: a

Author(s): Carol Roland-Nawi

Year: 2015 (Apr)

Title: HUD 2015_0306_004; Housing Development Project Located at 71 Soledad Street, Salinas

Affiliation: Office of Historic Preservation

Report type(s): OHP Correspondence

Inventory size:

No. pages:

Disclosure: Unrestricted

Collections: No

PDF Pages: 44-47

General notes

Associated resources

Primary No.	*Trinomial*	*Name*
P-27-003465		Chinese American Community

No. resources: 1

Has informals: No

Location information

County(ies): Monterey

USGS quad(s): Salinas

Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
71 Soledad Street	Salinas	002-191-018	
		002-191-019	
		002-191-020	
		002-191-021	
		002-191-023	
		002-191-024	
		002-191-028	
		002-191-029	

PLSS:

Report Detail: S-047415

Database record metadata

	Date	*User*	
Entered:	3/9/2016	paganob	
Last modified:	10/24/201	neala	
IC actions:	*Date*	*User*	*Action taken*
	10/14/201	bentonb	notations added for voided S-46500 (duplicate)
	5/4/2017	rinerg	Recode "Concurrence Correspondence" in additional citation title to Type=OHP Correspondence
Record status:	Verified		

Report Detail: S-047776

Identifiers

Report No.: S-047776
Other IDs:
Cross-refs:

Citation information

Author(s): Allika Ruby
Year: 2015 (Oct)
Title: Cultural Resources Review of the Former Salinas Manufactured Gas Plant Site Project, Salinas, Monterey County, California (letter report)
Affliliation: Far Western Anthropological Research Group
No. pages:
No. maps:
Attributes: Archaeological, Field study
Inventory size:
Disclosure: Not for publication
Collections: No

General notes

Associated resources

No. resources: 0
Has informals: No

Location information

County(ies): Monterey
USGS quad(s): Salinas
Address:
PLSS:

Database record metadata

	Date	*User*
Entered:	6/17/2016	cabrala
Last modified:	10/31/201	simsa

IC actions:
Record status: Verified

Appendix F:
Paleontological Records Search Results

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Kenneth L. Finger, Ph.D.
Consulting Paleontologist

18208 Judy St., Castro Valley, CA 94546-2306 510.305.1080 klfpaleo@comcast.net

May 31, 2017

Dana DePietro
FirstCarbon Solutions
1350 Treat Boulevard, Suite 380
Walnut Creek, CA 94597

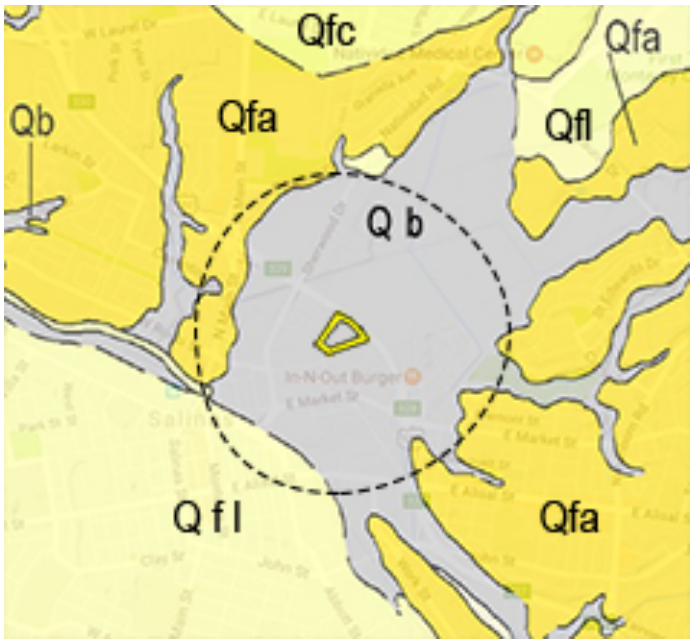
Re: Paleontological Records Search: Rodeo Project (3911.0007), Salinas, Monterey County

Dear Dr. DePietro:

As per your request, I have performed a records search on the University of California Museum of Paleontology (UCMP) database for the San Mateo Central Park project in Santa Clara County. The project site is Pepsi Park, a sports park situated on the northwest side of Sun Street and on the southwest side of Veterans Memorial Highway (Hwy 101). This flat terrain has included athletic field and is therefore heavily disturbed. It is located in SE¼, SW¼, Sec. 28, T14S, R3E, Salinas quadrangle (1947 USGS 7.5-series topographic map, photorevised 1984). The entire surface of its flat terrain has been disturbed by the development and usage of the park.

Geologic Units

According to the part of geologic map of Wagner et al. (2002) shown here, the surface of project site (at center) is well within an area of Quaternary basin deposits (Qb). The four units shown here are all Quaternary and not differentiated as either Holocene or Pleistocene. Extending into the half-mile search perimeter (dashed outline) are fan deposits (Qfa) from the northwest and southeast, and flood plain deposits (Qfl) from the southwest. Both of these units extend farther in the subsurface of the search perimeter and one or both lie below the basin deposits.



Map Legend

Qb	Basin deposits
Qfa	Fan deposits of Antioch
Qfc	Fan deposits of Chualar
Qfl	Flood plain deposits

UCMP Records Search

I performed a records search on the University of California Museum of Paleontology that was focused on the Salinas quadrangle. There are no fossil localities of any kind within a half-mile of the project site. The only UCMP vertebrate locality in the Salinas quadrangle is V5576 (Lake Heinz), about a quarter-mile beyond the search perimeter, where a *Bison latifrons* (longhorn bison) skull was recovered from late Pleistocene alluvium. This locality is in the area mapped as flood plain deposits (Qfl).

Remarks and Recommendations

A paleontological walkover survey of the site prior to construction is not warranted because the surface has been disturbed. Because the geologic units in the area are of undifferntiated Quaternary age, it prudent to treat all of them as Pleistocene and paleontologically sensitive. Monitoring of project-related excavations is recommended because Pleistocene deposits throughout California have yielded a wealth of significant fossils. Considering that the occurrence of Pleistocene fossils is generally unpredictable due to the dynamics of the sedimentary regime in which they were transported and deposited, the paleontological potential in these areas is typically classified as uncertain or low until a discovery is made.

If any bones, teeth, or unusual concentrations of other fossils are encountered during this project, all construction activities should be diverted from the find until the cultural resources monitor has inspected the find and, if deemed significant, salvaged it for deposition in an appropriate repository for the benefit of scientific education and research. At the monitor's discretion, a professional paleontologist may be brought onto the site to assist in evaluating and recovering the find. Collected fossils should be deposited in an accredited repository such as the UCMP, where they will be properly curated and made available for present and future research.

Sincerely,

Reference Cited

Wagner, D.L., E.E., Greene, H.G., Saucedo, G.J., and Pridmore, C.I., 2002, Geologic map of the Monterey 30'X60' quadrangle and adjacent areas California. California Geological Survey, Regional Geologic Map No. 1, 1:100,000 scale

FIRSTCARBONSOLUTIONS™

Greenhouse Gas Impact Analysis
Rodeo Property Project
City of Salinas, Monterey County, California

Prepared for:
SyWest Development
150 Pelican Way
San Rafael, CA 94901

Contact: Tracy LaTray, Project Coordinator

Prepared by:
FirstCarbon Solutions
250 Commerce, Suite 250
Irvine, CA 92602
714.508.4100

Contact: Jason Brandman, Project Director
Phil Ault, Project Manager, Noise & Air Quality Scientist
Ella Li, Air Quality and Greenhouse Gas Scientist

Date: August 17, 2018

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AMBAG	Association of Monterey Bay Area Governments
AQI	air quality index
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
CAA	Clean Air Act
CalEEMod	California Emissions Estimator Model
ARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH_4	methane
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalents
EPA	Environmental Protection Agency
ft^2	square feet
GHG	greenhouse gases
gpm	gallons per minute
IPCC	Intergovernmental Panel on Climate Change
lb/MWh	pounds per megawatt hour
LEV	low emission vehicle
MBARD	Monterey Bay Air Resources District
MCAP	Municipal Climate Action Plan
MMT CO_2e	million metric tons of carbon dioxide equivalent
MPO	Metropolitan Planning Organization
MT CO_2e	metric tons of carbon dioxide equivalent
MTP/SCS	Metropolitan Transportation Plan/Sustainable Communities Strategy
NCCAB	North Central Coast Air Basin
NHTSA	National Highway Transportation Safety Administration
ppb	parts per billion
ppm	parts per million
psi	pounds per square inch
SB	Senate Bill
SIP	state implementation plan

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SECTION 1: EXECUTIVE SUMMARY

1.1 - Purpose and Methods of Analysis

The following analysis was prepared to evaluate whether the Project would cause significant greenhouse gas impacts. This assessment follows the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.). The methodology follows Monterey Bay Air Resources District (MBARD) recommendations for quantification of emissions and evaluation of air quality impacts.

Greenhouse gas emissions are evaluated in comparison to targets for local governments suggested in the California Air Resources Board's (ARB) Assembly Bill (AB) 32 Scoping Plan (the Scoping Plan). The analysis will demonstrate consistency with AB 32 reduction targets.

1.2 - Project Summary

1.2.1 - Site Location

The Rodeo Property Project is located at 295 Sun Way, south and west of US 101 in the central part of the City of Salinas, Monterey County, California (see Exhibit 1). North and south of the Project site are existing warehouse/light industrial uses. To the north of the Project site is Security Public Storage; to the south at 10 Simas Street is Celebration Church and at 34 Simas Street is a light industrial building containing an ambulance dispatch business and an electrical supply company. To the southwest of the Project at 8 Sun Street is Sun Street Centers Men's Residential Program. Adjacent to and west of the Project is open space; however, there is a mix of land uses further west of the Project, including St. James CME Church located at 285 Calle Cebu, Haciendas Place multi-family residential located at 245 Calle Cebu, and the Rancho Salinas Mobile Park located at 150 Sherwood Drive. The Project site is bounded by Sun Street and Sun Way to the west, US 101 to the east, Security Public Storage to the north, and light industrial uses to the south (see Exhibit 2).

1.2.2 - Project Description

The project is a General Plan amendment and Rezone that would allow development of industrial and commercial uses on a 6.8-acre site located on Sun Street adjacent to US 101. The proposed land use designation would allow the site to be developed at a floor area ratio of 0.4, which would allow for the development of up to 118,600 square feet (sq.ft.) of industrial floor space. For purpose of this analysis, 4 percent of the floor space (4,700 sq.ft.) was assumed to be occupied by support office space which is categorized as general office space. The remaining floor area (113,900 sq.ft.) was modeled as light industrial space. The site is designated in the General Plan as Open Space. Access to the site is provided via Sun Street and its connections to Calle Cebu and E. Market Street.

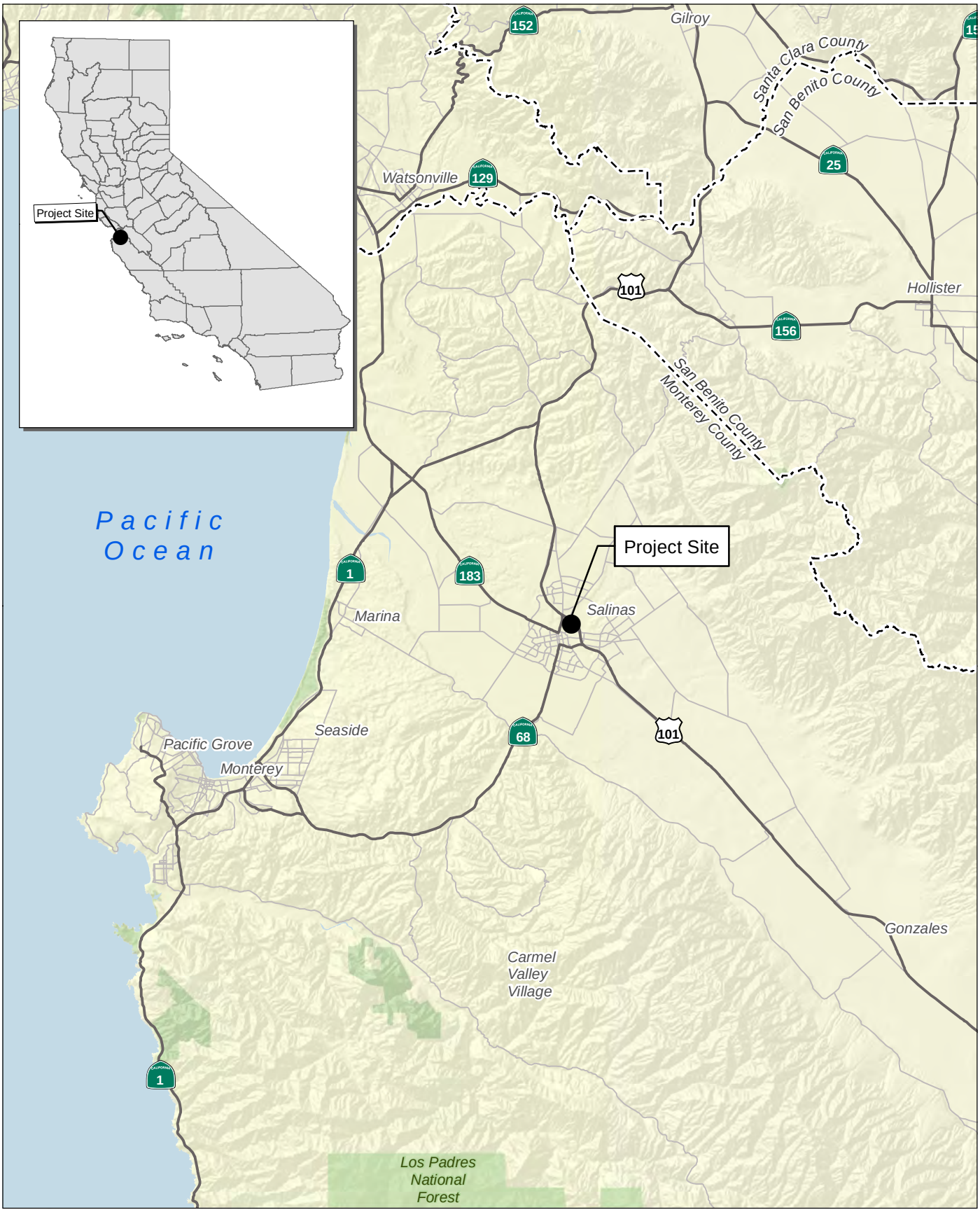
1.3 - Summary of Analysis Results

Impact GHG-1: The Project would not generate direct and indirect greenhouse gas emissions that would result in a significant impact on the environment.

Less than significant impact.

Impact GHG-2: The Project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of greenhouse gases.

Less than significant impact.



Source: Census 2000 Data, The CaSIL, FCS GIS 2016.

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5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

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Source: ESRI Imagery

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1,000 500 0 1,000
Feet

Exhibit 2
Local Vicinity Map
Aerial Base

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SECTION 2: CLIMATE CHANGE SETTING

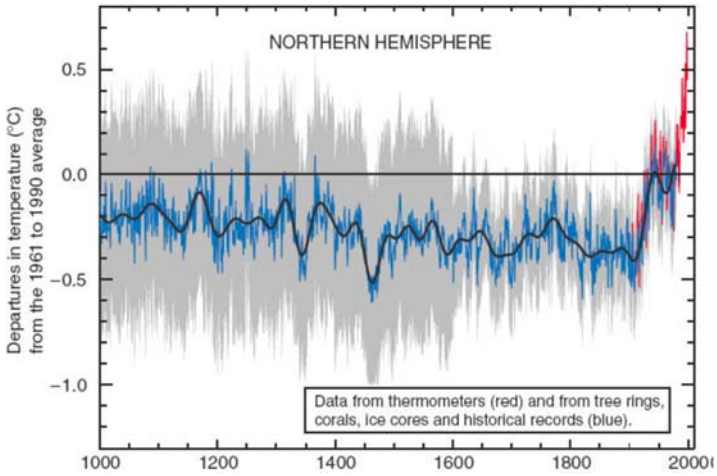
2.1 - Climate Change

Climate change is a change in the average weather of the earth that is measured by alterations in wind patterns, storms, precipitation, and temperature. These changes are assessed using historical records of temperature changes occurring in the past, such as during previous ice ages. Many of the concerns regarding climate change use this data to extrapolate a level of statistical significance specifically focusing on temperature records from the last 150 years (the Industrial Age) that differ from previous climate changes in rate and magnitude.

The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of greenhouse gases (GHGs) needed to stabilize global temperatures and climate change impacts. In its Fourth Assessment Report, the IPCC predicted that the global mean temperature change from 1990 to 2100, given six scenarios, could range from 1.1 degrees Celsius (°C) to 6.4°C. Regardless of analytical methodology, global average temperatures and sea levels are expected to rise under all scenarios (IPCC 2007a). The report also concluded that "[w]arming of the climate system is unequivocal," and that "[m]ost of the observed increase in global average temperatures since the mid-20th century is very likely due to the observed increase in anthropogenic greenhouse gas concentrations."

Some question the validity of the temperature graph used by the IPCC in some form in the Third and Fourth Assessment Reports (see Figure 1). The figure shows that temperatures are relatively stable until 1900, when the temperature increases rapidly. Some scientists have had trouble duplicating the data used for the graph (McIntyre and McKitrick 2003) and indicated that if the data are correctly handled, then it "shows the 20th century climate to be unexceptional compared to earlier centuries" (McKitrick 2005). Hans von Storch, a German climate scientist, claimed that the methods used by Mann et al. probably underestimated the temperature fluctuations in the past by a factor of two or more (Von Storch et al. 2004).

Figure 1: Historical Temperature Changes



Consequences of Climate Change in California

In California, climate change may result in consequences such as the following (CCCC 2006; Moser et al. 2009):

- **A reduction in the quality and supply of water from the Sierra snowpack.** If heat-trapping emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. This can lead to challenges in securing adequate water supplies. It can also lead to a potential reduction in hydropower.
- **Increased risk of large wildfires.** If rain increases as temperatures rise, wildfires in the grasslands and chaparral ecosystems of southern California are estimated to increase by approximately 30 percent toward the end of the 21st century because more winter rain will stimulate the growth of more plant "fuel" available to burn in the fall. In contrast, a hotter, drier climate could promote up to 90 percent more northern California fires by the end of the century by drying out and increasing the flammability of forest vegetation.
- **Reductions in the quality and quantity of certain agricultural products.** The crops and products likely to be adversely affected include wine grapes, fruit, nuts, and milk.
- **Exacerbation of air quality problems.** If temperatures rise to the medium warming range, there could be 75 to 85 percent more days with weather conducive to ozone formation in Los Angeles and the San Joaquin Valley, relative to today's conditions. This is more than twice the increase expected if rising temperatures remain in the lower warming range. This increase in air quality problems could result in an increase in asthma and other health-related problems.
- **A rise in sea levels resulting in the displacement of coastal businesses and residences.** During the past century, sea levels along California's coast have risen about seven inches. If emissions continue unabated and temperatures rise into the higher anticipated warming range, sea level is expected to rise an additional 22 to 35 inches by the end of the century. Elevations of this magnitude would inundate coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.
- **An increase temperature and extreme weather events.** Climate change is expected to lead to increases in the frequency, intensity, and duration of extreme heat events and heat waves in California. More heat waves can exacerbate chronic disease or heat-related illness.
- **A decrease in the health and productivity of California's forests.** Climate change can cause an increase in wildfires, an enhanced insect population, and establishment of non-native species.

2.2 - Greenhouse Gases

Gases that trap heat in the atmosphere are GHGs. The effect is analogous to the way a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous

oxides (N_2O), chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. Natural processes and human activities emit GHGs. The presence of GHGs in the atmosphere affects the earth's temperature. Emissions from human activities, such as electricity production and vehicle use, have likely elevated the concentration of some of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Climate change is driven by forcings and feedbacks. Radiative forcing is the difference between the incoming energy and outgoing energy in the climate system. Positive forcing tends to warm the surface while negative forcing tends to cool it. Radiative forcing values are typically expressed in watts per square meter. A feedback is a climate process that can strengthen or weaken a forcing. For example, when ice or snow melts, it reveals darker land underneath which absorbs more radiation and causes more warming.

The global warming potential is the potential of a gas or aerosol to trap heat in the atmosphere. Individual GHG compounds have varying global warming potential and atmospheric lifetimes. The global warming potential of a GHG is a measure of how much a given mass of a GHG contributes to global warming. Essentially, the global warming potential of a GHG is a measurement of the radiative forcing of that GHG compared with the reference gas, CO_2. Carbon dioxide has a global warming potential of one.

To describe how much global warming a given type and amount of GHG may cause, the carbon dioxide equivalent (CO_2e) is used. The calculation of the CO_2e is a consistent methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent reference gas (carbon dioxide). For example, methane's warming potential of 21 indicates that CH_4 has 21 times greater warming affect than CO_2 on a molecule per molecule basis. A CO_2e is a mass emission of an individual GHG multiplied by its global warming potential.

Greenhouse gases defined by AB 32 (see the Climate Change Regulatory Environment section for a description) include CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. They are described in Table 1.

Table 1: Description of Greenhouse Gases

Greenhouse Gas	Description and Physical Properties	Sources
Nitrous oxide (N_2O)	Nitrous oxide is a colorless GHG. It has a lifetime of 114 years. Its global warming potential is 310.	Microbial processes in soil and water, fuel combustion, and industrial processes.
Methane (CH_4)	Methane is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years. Its global warming potential is 21.	Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Table 1 (cont.): Description of Greenhouse Gases

Greenhouse Gas	Description and Physical Properties	Sources
Carbon dioxide (CO_2)	Carbon dioxide is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. The concentration in 2005 was 379 parts per million (ppm), which is an increase of about 1.4 ppm per year since 1960.	Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood.
Chlorofluorocarbons	These are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). Global warming potentials range from 3,800 to 8,100.	Chlorofluorocarbons were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric ozone. The 1987 Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production.
Hydrofluorocarbons	Hydrofluorocarbons are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Global warming potentials range from 140 to 11,700.	Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.
Perfluorocarbons	Perfluorocarbons have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Global warming potentials range from 6,500 to 9,200.	Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.
Sulfur hexafluoride	Sulfur hexafluoride is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. It has a high global warming potential, 23,900.	This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.
Sources: Compiled from a variety of sources, primarily IPCC 2007a and 2007b.		

Other GHGs include water vapor, ozone, and aerosols. Water vapor is an important component of our climate system and is not regulated. Ozone and aerosols are short-lived GHGs; global warming potentials for short-lived GHGs are not defined by the IPCC. Aerosols can remain suspended in the atmosphere for about a week, and can warm the atmosphere by absorbing heat and cool the atmosphere by reflecting light.

Black carbon is formed by incomplete combustion of fossil fuels, biofuels, and biomass. Sources of black carbon within a jurisdiction may include exhaust from diesel trucks, vehicles, and equipment, as well as smoke from biogenic combustion. Biogenic combustion sources of black carbon include the burning of biofuels used for transportation, the burning of biomass for electricity generation and heating, prescribed burning of agricultural residue, and natural and unnatural wildfires. Black carbon is not a gas but an aerosol—particles or liquid droplets suspended in air. Black carbon only remains in the atmosphere for days to weeks, as opposed to other GHGs that can remain in the atmosphere for years. When black carbon deposits on snow it absorbs sunlight, reduces sunlight reflectivity, and hastens snowmelt. Direct effects include absorbing incoming and outgoing radiation; indirectly, black carbon can also affect cloud reflectivity, precipitation, and surface dimming (cooling).

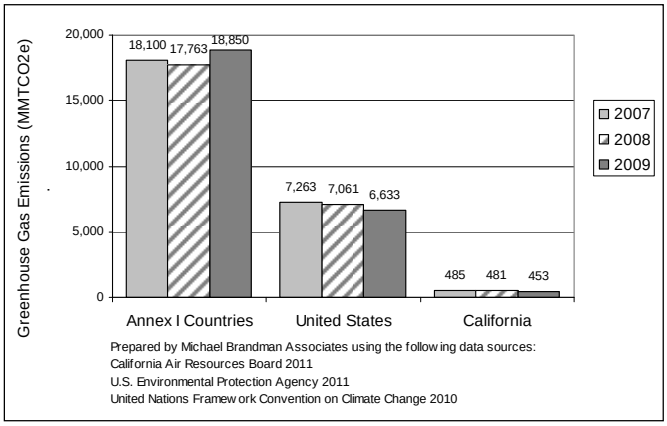
The Project would emit black carbon through emissions of diesel particulate matter (DPM) during construction. However, procedures to quantify changes due to black carbon emissions have not been widely accepted or thoroughly researched (IPCC 2007; Wilson and Walters 2012). Therefore, impacts to climate change from black carbon are speculative at this time and no further discussion is necessary.

Although there could be health effects resulting from changes in the climate and the consequences that it can bring about, inhalation of GHGs at levels currently in the atmosphere would not result in adverse health effects, with the exception of ozone and aerosols (particulate matter). The potential health effects of ozone and particulate matter are discussed in criteria pollutant analyses. At very high indoor concentrations (not at levels existing outside), CO_2, CH_4, sulfur hexafluoride, and some chlorofluorocarbons can cause suffocation as the gases can displace oxygen (Center for Disease Control 2010; Occupational Safety and Health Administration 2003).

2.3 - Emissions Inventories

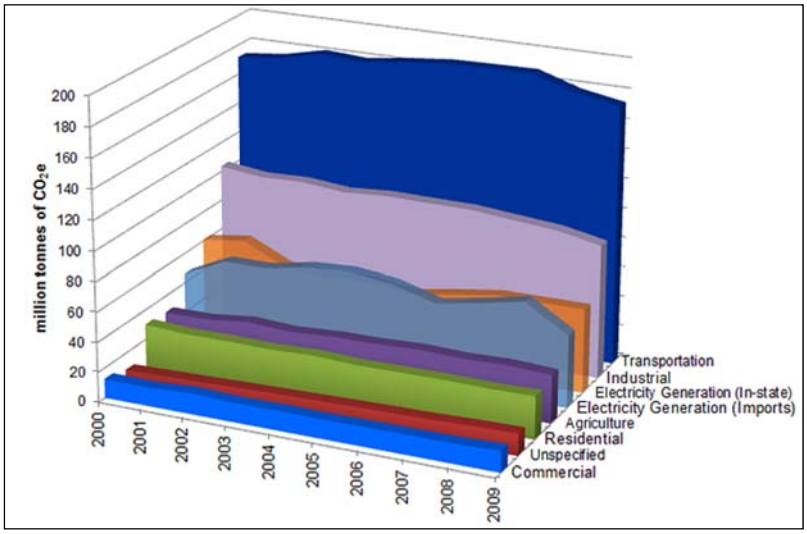
Emissions worldwide were approximately 49,000 million metric tons of carbon dioxide equivalents (MMT CO_2e) in 2004 (IPCC 2007b). Greenhouse gas emissions in 2007, 2008, and 2009 are shown in Figure 2. Annex I parties refer to countries that joined the United Nations Framework Convention on Climate Change.

Figure 2: Greenhouse Gas Emissions Trends



As shown in Figure 3, the main contribution of GHG emissions in California between the years 2000 and 2009 was transportation. The second highest sector was industrial, which includes sources from refineries, general fuel use, oil and gas extraction, cement plants, and cogeneration heat output.

Figure 3: Greenhouse Gas Emission Trends by Sector in California



Source: ARB 2011a.

2.4 - Regulatory Setting

2.4.1 - International

Climate change is a global issue involving GHG emissions from all around the world; therefore, countries such as the ones discussed below have made an effort to reduce GHGs.

Intergovernmental Panel on Climate Change. In 1988, the United Nations and the World Meteorological Organization established the IPCC to assess the scientific, technical and socio-economic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation.

United Nations Framework Convention on Climate Change (Convention). On March 21, 1994, the United States joined a number of countries around the world in signing the Convention. Under the Convention, governments gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change.

Kyoto Protocol. The Kyoto Protocol is an international agreement linked to the United Nations Framework Convention on Climate Change. The major feature of the Kyoto Protocol is that it sets binding targets for 37 industrialized countries and the European community for reducing GHG emissions at average of 5 percent against 1990 levels over the five-year period 2008-2012. The Convention (as discussed above) encouraged industrialized countries to stabilize emissions; however, the Protocol commits them to do so. Developed countries have contributed more emissions over

the last 150 years; therefore, the Protocol places a heavier burden on developed nations under the principle of "common but differentiated responsibilities."

The United States has not entered into force of the Kyoto Protocol. However, other countries have entered, such as Australia, Canada, China, the European Union (Belgium, Denmark, Germany, the Hellenic Republic, Spain, France, Ireland, Italy, Luxembourg, Netherlands, Austria, Portugal, Finland, Sweden, Great Britain, and Northern Ireland), Japan, Mexico, and New Zealand.

In 2001, President George W. Bush indicated that he would not submit the treaty to the U.S. Senate for ratification, which effectively ended American involvement in the Kyoto Protocol. In December 2009, international leaders met in Copenhagen to address the future of international climate change commitments post-Kyoto. No binding agreement was reached in Copenhagen; however, the Committee identified the long-term goal of limiting the maximum global average temperature increase to no more than 2°C above pre-industrial levels, subject to a review in 2015. The United Nations Climate Change Committee held additional meetings in Durban, South Africa in November 2011; Doha, Qatar in November 2012; and Warsaw, Poland in November 2013. The meetings are gradually gaining consensus among participants on individual climate change issues.

2.4.2 - National

Prior to the last decade, there have been no concrete federal regulations of GHGs or major planning for climate change adaptation. The following are actions regarding the federal government, GHGs, and fuel efficiency.

Greenhouse Gas Endangerment. *Massachusetts v. EPA* (Supreme Court Case 05-1120) was argued before the United States (U.S.) Supreme Court on November 29, 2006, in which it was petitioned that the Environmental Protection Agency (EPA) regulate four GHGs, including carbon dioxide, under Section 202(a)(1) of the Clean Air Act (CAA). A decision was made on April 2, 2007, in which the Supreme Court found that GHGs are air pollutants covered by the CAA. The Court held that the Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the CAA:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations; and
- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution, which threatens public health and welfare.

These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed in the section "Clean Vehicles" below.

The EPA denied ten petitions for Reconsideration of the Endangerment and Cause or Contribute Findings in 2010. Some of the petitioners included the Ohio Coal Association, Peabody Energy Company, and the State of Texas.

In September 2011, the EPA Office of Inspector General evaluated the EPA's compliance with established policy and procedures in the development of the endangerment finding, including processes for ensuring information quality. The evaluation concluded that the technical support document should have had more rigorous EPA peer review.

In June 2012, a federal appeals court rejected a lawsuit by thirteen states against the EPA. The suit alleged that the EPA violated the law by relying almost exclusively on data from the United Nations IPCC rather than doing its own research or testing data according to federal standards. The states include Virginia, Texas, Alabama, Florida, Hawaii, Indiana, Kentucky, Louisiana, Mississippi, Nebraska, North Dakota, Oklahoma, South Carolina, South Dakota, and Utah. Virginia intends to petition the Supreme Court to review the case.

Clean Vehicles. Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the United States. On April 1, 2010, the EPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced a joint final rule establishing a national program that would reduce GHG emissions and improve fuel economy for new cars and trucks sold in the United States.

The first phase of the national program would apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon if the automobile industry were to meet this CO_2 level solely through fuel economy improvements. Together, these standards would cut CO_2 emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016). On August 28, 2012, EPA and NHTSA issued a joint Final Rulemaking to extend the National Program of harmonized GHG and fuel economy standards to model year 2017 through 2025 passenger vehicles. Over the lifetime of the model years 2017-2025 standards, this program is projected to save approximately 4 billion barrels of oil and 2 billion metric tons of GHG emissions, with net benefits up to $451 billion.

On October 25, 2010, the EPA and the U.S. Department of Transportation proposed the first national standards to reduce GHG emissions and improve fuel efficiency of *heavy-duty trucks and buses*. For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20-percent reduction in carbon dioxide emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10-percent reduction for gasoline vehicles and 15-percent reduction for diesel vehicles by 2018 model year (12 and 17 percent respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles, the agencies are proposing engine and vehicle standards

starting in the 2014 model year, which would achieve up to a 10-percent reduction in fuel consumption and carbon dioxide emissions by 2018 model year.

Cap and Trade. Cap and trade refers to a policy tool where emissions are limited to a certain amount and can be traded, or provides flexibility on how the emitter can comply. Successful examples in the United States include the Acid Rain Program and the NO_x (oxides of nitrogen) Budget Trading Program in the northeast. There is no federal cap and trade program currently; however, some states have joined to create initiatives to provide a mechanism for cap and trade.

The Regional Greenhouse Gas Initiative is an effort to reduce GHGs among the states of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New York, Rhode Island, and Vermont. Each state caps CO_2 emissions from power plants, auctions CO_2 emission allowances, and invests the proceeds in strategic energy programs that further reduce emissions, save consumers money, create jobs, and build a clean energy economy. The Initiative began in 2008.

The Western Climate Initiative partner jurisdictions have developed a comprehensive initiative to reduce regional GHG emissions to 15 percent below 2005 levels by 2020. The partners are California, British Columbia, Manitoba, Ontario, and Quebec. Its cap and trade program is estimated to be fully implemented in 2015.

2.4.3 - California

Executive Order S-3-05. Former California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for GHG emissions:

- By 2010, reduce greenhouse gas emissions to 2000 levels;
- By 2020, reduce greenhouse gas emissions to 1990 levels; and
- By 2050, reduce greenhouse gas emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal established an aggressive, but achievable, mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

AB 32. The California State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. "Greenhouse gases" as defined under AB 32 include CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. ARB is the state agency charged with monitoring and regulating sources of GHGs. AB 32 states the following:

> Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an

increase in the incidences of infectious diseases, asthma, and other human health-related problems.

The ARB Board approved the 1990 GHG emissions level of 427 MMT CO_2e on December 6, 2007 (ARB 2007). Therefore, emissions generated in California in 2020 are required to be equal to or less than 427 MMT CO_2e. Emissions in 2020 in a "business as usual" scenario were previously estimated to be 596 MMT CO_2e. However, the most recent estimate for year 2020 business as usual is 545 MMT CO_2e (ARB 2010). Therefore, a 21.7-percent reduction from the year 2020 business as usual forecast is required to achieve the year 1990 emissions target.

Under AB 32, the ARB published its Final Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California. Discrete early action measures are currently underway or are enforceable by January 1, 2010. The ARB has 44 early action measures that apply to the transportation, commercial, forestry, agriculture, cement, oil and gas, fire suppression, fuels, education, energy efficiency, electricity, and waste sectors. Of these early action measures, nine are discrete early action measures, as they are regulatory and enforceable by January 1, 2010. The ARB estimates that the 44 recommendations will result in reductions of at least 42 MMT CO_2e by 2020.

The Scoping Plan contains measures designed to reduce the State's emissions to 1990 levels by the year 2020 (ARB 2008). The Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target.

In addition, the Scoping Plan differentiates between "capped" and "uncapped" strategies. Capped strategies are subject to the proposed cap-and-trade program. The Scoping Plan states that the inclusion of these emissions within the cap-and trade program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. Uncapped strategies that will not be subject to the cap-and-trade emissions caps and requirements are provided as a margin of safety by accounting for additional GHG emission reductions.[1]

On May 22, 2014 the ARB approved the First Update to the Scoping Plan. The update builds upon the Initial Scoping Plan with new strategies and recommendations.

Pavley Regulations and Fuel Efficiency Standards. California AB 1493, enacted on July 22, 2002, required the ARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. The regulation was stalled by automaker lawsuits and by the EPA's denial of an implementation waiver. On January 21, 2009, the ARB requested that the EPA reconsider its

[1] On March 17, 2011, the San Francisco Superior Court issued a final decision in *Association of Irritated Residents v. California Air Resources Board* (Case No. CPF-09-509562). While the Court upheld the validity of the ARB Scoping Plan for the implementation of AB 32, the Court enjoined ARB from further rulemaking under AB 32 until ARB amends its CEQA environmental review of the Scoping Plan to address the flaws identified by the Court. On May 23, 2011, ARB filed an appeal. On June 24, 2011, the Court of Appeal granted ARB's petition staying the trail court's order pending consideration of the appeal. In the interest of informed decision-making, on June 13, 2011, ARB released the expanded alternatives analysis in a draft Supplement to the AB 32 Scoping Plan Functional Equivalent Document. The ARB Board approved the Scoping Plan and the CEQA document on August 24, 2011.

previous waiver denial. On January 26, 2009, President Obama directed that the EPA assess whether the denial of the waiver was appropriate. On June 30, 2009, the EPA granted the waiver request. On September 8, 2009, the U.S. Chamber of Commerce and the National Automobile Dealers Association sued EPA to challenge its granting of the waiver to California for its standards. California assisted EPA in defending the waiver decision. The U.S. District Court for the District of Columbia denied the Chamber's petition on April 29, 2011.

The Pavley I standards are phased in during the 2009 through 2016 model years. When fully phased in, the near-term (2009–2012) standards will result in about a 22-percent reduction compared with the 2002 fleet, and the mid-term (2013–2016) standards will result in about a 30-percent reduction. Several technologies stand out as providing significant reductions in emissions at favorable costs. These include discrete variable valve lift or camless valve actuation to optimize valve operation rather than relying on fixed valve timing and lift as has historically been done; turbocharging to boost power and allow for engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant. Pavley II was incorporated into Amendments to the Low-Emission Vehicle Program referred to as Low Emissions Vehicles (LEV) III. The amendments, effective August 7, 2012, apply to vehicles for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025.

Low Carbon Fuel Standard—Executive Order S-01-07. The Governor signed Executive Order S-01-07 on January 18, 2007. The order mandates a statewide goal established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. In particular, the executive order established a Low Carbon Fuel Standard and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission (CEC), the ARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. This analysis supporting development of the protocols was included in the State Implementation Plan (SIP) for alternative fuels (State Alternative Fuels Plan adopted by CEC on December 24, 2007) and was submitted to ARB for consideration as an "early action" item under AB 32. The ARB adopted the Low Carbon Fuel Standard on April 23, 2009. The Low Carbon Fuel Standard was challenged in the United States District Court in Fresno in 2011. The court's ruling issued on December 29, 2011 included a preliminary injunction against ARB's implementation of the rule. The Ninth Circuit Court of Appeals stayed the injunction on April 23, 2012 pending final ruling on appeal, allowing the ARB to continue to implement and enforce the regulation. The Renewable Fuels Association and Growth Energy filed a petition to the US Supreme Court on March 20, 2014 challenging the Court of Appeals decision.

SB 1368. In 2006, the State Legislature adopted Senate Bill (SB) 1368, subsequently signed into law by the Governor. SB 1368 directs the California Public Utilities Commission to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. Because of the carbon content of its fuel source, a coal-fired plant cannot meet this standard because such plants emit roughly twice as much carbon as natural gas, combined-cycle plants. Accordingly, the new law will effectively prevent

California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. Thus, SB 1368 will dramatically lower GHG emissions associated with California's energy demand, as SB 1368 will effectively prohibit California utilities from purchasing power from out-of-state producers that cannot satisfy the performance standard for GHG emissions required by SB 1368. The California Public Utilities Commission adopted the regulations required by SB 1368 on August 29, 2007.

Renewable Electricity Standards. On September 12, 2002, Governor Gray Davis signed SB 1078 requiring California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Governor Schwarzenegger also directed the ARB (Executive Order S-21-09) to adopt a regulation by July 31, 2010, requiring the state's load serving entities to meet a 33 percent renewable energy target by 2020. The ARB Board approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23.

Title 24. During operation, the project is required to comply with Title 24 of the California Code of Regulations (CCR) established by the Energy Commission regarding energy conservation standards. Although these regulations do not specifically reduce GHGs, they increase energy efficiency for new buildings, thus indirectly reducing GHG emissions. CCR Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

The current version of Title 24 (2016 Title 24 Standards) became effective on January 1, 2017. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. According to the California Energy Commission, single-family homes built to the 2016 standards will use about 28 percent less energy for lighting, heating, cooling, ventilation, and water heating than those built to the 2013 standards. In 30 years, California will have saved enough energy to power 2.2 million homes, reducing the need to build 12 additional power plants.

Title 20. CCR, Title 20: Division 2, Chapter 4, Article 4, Sections 1601-1608: Appliance Efficiency Regulations regulates the sale of appliances in California. The Appliance Efficiency Regulations include standards for both federally regulated appliances and non-federally regulated appliances. Twenty-three categories of appliances are included in the scope of these regulations. The standards within these regulations apply to appliances that are sold, or offered for sale in California, except those sold wholesale in California for final retail sale outside the state and those designed and sold exclusively for use in recreational vehicles or other mobile equipment (CEC 2012).

California Green Building Standards. The Project is also required to comply with the California Green Building Standards, which is Part 11 of Title 24 of the California Code of Regulations. The

most recent 2016 Green Building Standards Code went into effect on January 1, 2017. The Code is a comprehensive and uniform regulatory code for all residential, commercial and school buildings.

The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. The Code recognizes that many jurisdictions have developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided they provide a minimum 50-percent diversion requirement. The code also provides exemptions for areas not served by construction and demolition recycling infrastructure. State building code provides the minimum standard, which buildings need to meet in order to be certified for occupancy. Enforcement is generally through the local building official.

The California Green Building Standards Code (code section in parentheses) requires:

- Construction waste. A minimum 65-percent diversion of construction and demolition waste from landfills. All (100 percent) of trees, stumps, rocks and associated vegetation and soils resulting from land clearing shall be reused or recycled;
- Water Efficiency and Conservation [Indoor Water Use (4.303.1)]. Fixtures and fixture fittings reducing the overall use of potable water within the building by at least 20 percent shall be provided. The 20-percent reduction shall be demonstrated by one of the following methods:
  1. Prescriptive Method: Showerheads (≤ 2.0 gallons per minute [gpm] @ 80 pounds per square inch [psi]); Residential Lavatory Faucets (≤ 1.2 gpm @ 60 psi); Nonresidential Lavatory Faucets (≤ 0.5 gpm @ 60 psi); Kitchen Faucets (≤ 1.8 gpm @ 60 psi); Toilets (≤ 1.28 gallons/flush); floor-mounted urinals (≤ 0.5 gallons/flush); wall-mounted urinals ≤ 0.125 gallons/flush) and
  2. Performance Method: Provide a calculation demonstrating a 20% reduction of indoor potable water using the baseline values set forth in Table 4.303.1. The calculation will be limited to the total water usage of showerheads, lavatory faucets, water closets and urinals within the dwelling.
- Water Efficiency and Conservation [Outdoor Water Use (4.304.1)]. After December 1, 2015, new residential developments with an aggregate landscape area equal to or greater than 500 square feet must either comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent; or, projects with aggregate landscape areas of less than 2,500 square feet may comply with the MWELO's Appendix D Prescriptive Compliance Option.
- Materials pollution control. Low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring and particleboard; and
- Building commissioning. Mandatory inspections of energy systems (e.g., heat furnace, air conditioner, mechanical equipment) are required for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies.

Cap-and-Trade. California's Cap-and-Trade Regulation (Regulation) took effect on January 1, 2012, with amendments to the Regulation effective September 1, 2012. The enforceable compliance obligation began on January 1, 2013. Cap-and-trade is a market-based regulation designed to reduce GHGs from multiple sources. Cap-and-trade sets a firm limit or "cap" on GHGs and minimize the compliance costs of achieving AB 32 goals. The cap will decline approximately 3 percent each year beginning in 2013. Trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. With a carbon market, a price on carbon is established for GHGs. Market forces spur technological innovation and investments in clean energy.

SB 375. SB 375 passed the Senate on August 30, 2008 and signed by the Governor on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40 percent of the total GHG emissions in California. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies.

Concerning CEQA, SB 375, section 21159.28 states that CEQA findings determinations for certain projects are not required to reference, describe, or discuss (1) growth inducing impacts or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network if the project:

- Is in an area with an approved sustainable community's strategy, or an alternative planning strategy, that the ARB accepts as achieving the GHG reduction targets;
- Is consistent with that strategy (in designation, density, building intensity, and applicable policies); and
- Incorporates the mitigation measures required by an applicable prior environmental document.

SB 97 and the CEQA Guidelines Update. Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states "(a) On or before July 1, 2009, the Office of Planning and Research shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of GHG emissions or the effects of GHG emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the Office of Planning and Research pursuant to subdivision (a)." On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010.

Executive Order S-13-08. Executive Order S-13-08 indicates that "climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California's economy, to the health and welfare of

its population and to its natural resources." Pursuant to the requirements in the order, the 2009 California Climate Adaptation Strategy (California Natural Resources Agency 2009) was adopted, which is the " . . . first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States." Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order B-30-15. Executive Order B-30-15 established an interim year GHG emissions reduction target of 40 percent below 1990 levels by year 2030. The reduction target provides a mid-term goal between the original AB 32 target (achieve 1990 levels by year 2020) and the Executive Order S-03-05 target (achieve 80 percent below 1990 levels by year 2020)**.** ARB's second update of the AB 32 Scoping Plan is focused on achieving Executive Order B-30-15 through a more intensive framework of policies, regulations, planning efforts, and infrastructure investments.

SB 32. The Governor signed SB 32 in September of 2016, giving ARB the statutory responsibility to include the 2030 target previously contained in Executive Order B-30-15 in the 2017 Scoping Plan Update. SB 32 states that "In adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions authorized by this division, the state [air resources] board shall ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030." The 2017 Climate Change Scoping Plan Update addressing the SB 32 targets was adopted on December 14, 2017. The major elements of the framework proposed to achieve the 2030 target are as follows:

1. SB 350
   - Achieve 50 percent Renewables Portfolio Standard (RPS) by 2030.
   - Doubling of energy efficiency savings by 2030.
2. Low Carbon Fuel Standard (LCFS)
   - Increased stringency (reducing carbon intensity 18 percent by 2030, up from 10 percent in 2020).
3. Mobile Source Strategy (Cleaner Technology and Fuels Scenario)
   - Maintaining existing GHG standards for light- and heavy-duty vehicles.
   - Put 4.2 million zero-emission vehicles (ZEVs) on the roads.
   - Increase ZEV buses, delivery and other trucks.
4. Sustainable Freight Action Plan
   - Improve freight system efficiency.
   - Maximize use of near-zero emission vehicles and equipment powered by renewable energy.
   - Deploy over 100,000 zero-emission trucks and equipment by 2030.
5. Short-Lived Climate Pollutant (SLCP) Reduction Strategy
   - Reduce emissions of methane and hydrofluorocarbons 40 percent below 2013 levels by 2030.
   - Reduce emissions of black carbon 50 percent below 2013 levels by 2030.

6. SB 375 Sustainable Communities Strategies
   - Increased stringency of 2035 targets.
7. Post-2020 Cap-and-Trade Program
   - Declining caps, continued linkage with Québec, and linkage to Ontario, Canada.
   - ARB will look for opportunities to strengthen the program to support more air quality co-benefits, including specific program design elements. In Fall 2016, ARB staff described potential future amendments including reducing the offset usage limit, redesigning the allocation strategy to reduce free allocation to support increased technology and energy investment at covered entities and reducing allocation if the covered entity increases criteria or toxics emissions over some baseline.
8. 20 percent reduction in GHG emissions from the refinery sector.
9. By 2018, develop Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

2.4.4 - Monterey Bay Air Resources District

CEQA Greenhouse Gas Guidance

The Monterey Bay Air Resources District (MBARD) 2008 CEQA Guidelines do not define the amount of GHG emissions that would result in a significant impact on the environment. On February 6, 2014, the MBARD held a meeting to present the MBARD GHG threshold development to the MBARD Advisory Committee. This meeting is recorded as Agenda Item No. 10. During the meeting, the following thresholds were under consideration for adoption:

- Stationary Sources: 10,000 metric tons (MT) of CO_{2e} per year.
- Land-use projects apply one of the following:
  - Bright line of 2,000 MT CO_{2e} per year or
  - Incorporate mitigation measures to reduce GHG emissions by 16%, or
  - Compliance with adopted Climate Action Plan
  - A threshold of 2,000 MT CO_{2e} per year corresponds to a residential project with approximately 130 single family homes.

The MBARD's goal has been to strike a balance between (1) the unique economic viability of our area; (2) differences in land-use development between inland and coastal cities; and (3) achieving statewide goals to reduce GHG emissions.

During the discussion, it mentioned that the bright-line threshold of 2,000 metric tons of carbon dioxide equivalent (MT CO_2e) per year for small land use projects might increase additional costs to prepare an EIR or incorporate additional mitigation measures to address significance GHG emissions. Although the MBARD has not formally adopted any GHG emission related thresholds, the 2,000 MT CO_2e per year is the only standard the MBARD has proposed and is the most region-specific threshold available at the time of this analysis.

2.4.5 - The Association of Monterey Bay Area Governments

2040 Metropolitan Transportation Plan/Sustainable Communities Strategy

The Association of Monterey Bay Area Governments (AMBAG) is the federally designated Metropolitan Planning Organization (MPO) for the tri-county Monterey Bay Region, including Monterey County. AMBAG works with several organizations, including the Transportation Agency for Monterey County, Monterey Salinas Transit, the MBARD, and state and federal governments to develop transportation planning and programming for the region. The AMBAG Board of Directors adopted the Final 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) on June 13, 2018.

2.4.6 - Local

The City of Salinas has not adopted any GHG reduction plan or Climate Action Plan.

The County of Monterey drafted a Monterey County Municipal Climate Action Plan (CAP) in April 2013. The draft CAP aims to provide a description of the steps being taken by the County to reduce GHG emissions associated with its municipal operations, describe three potential paths towards the County's goal of reducing GHG emissions to a level that is 15 percent below the 2005 emissions level before 2020, and serve as one component of the County's larger, community-wide CAP, which addresses GHG emissions from the community at large. The draft CAP was prepared in response to the ARB's AB 32 Scoping Plan recommendation of establishing GHG reduction goals for both their municipal operations and the community to be consistent with those of the state. Three GHG reduction scenarios were provided in the CAP, and each scenario estimated the total GHG reduction by the year 2020. The draft CAP assumed the County will implement scenario 3 and provided an implementation plan to help achieve the GHG emission reduction goal. When estimating GHG emission reductions, several sectors were included in the CAP. The emission reduction measures that related to the proposed Project are listed below:

- Energy use—Buildings and Facilities: BM-1 Building Energy Management Systems at Major Facilities
- Vehicle fleet & Employee commute
  - S-4 Other Vehicle Fuel Efficiency Measures

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SECTION 3: MODELING PARAMETERS AND ASSUMPTIONS

3.1 - Model Selection and Guidance

The California Emissions Estimator Model (CalEEMod) version 2016.3.2 was used to estimate the project's construction and operation-related GHG emissions. CalEEMod was developed in cooperation with air districts throughout the State. CalEEMod is designed as a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential GHG emissions associated with construction and operation from a variety of land uses.

3.2 - Construction

Construction-related GHG emissions can vary substantially from day to day, depending on the level of activity, and the specific type of operation. Construction emissions result from on-site and off-site activities. On-site GHG emissions principally consist of exhaust emissions from heavy-duty construction equipment. Off-site GHG emissions would occur from motor vehicle exhaust from material delivery vehicles and construction worker traffic.

The construction equipment assumed for the project is shown in the CalEEMod output contained in Appendix A. The CalEEMod default construction equipment fleet mix was used in the analysis.

3.3 - Operation

Operational emissions are those emissions that occur during operation of the project. The major sources are summarized below.

3.3.1 - Motor Vehicles

Motor vehicle emissions refer to exhaust emissions from the automobiles that would travel to and from the project site. Rodeo property general plan amendment & rezoning traffic impact analysis prepared by Mott Macdonald (April 2018) utilized the trip rates from the Institute of Transportation Engineers (ITE) publication Trip Generation Manual, 10th Edition.

The vehicle fleet mix is the mix of motor vehicle classes that are associated with the project's daily operational trip. Emission factors from ARB's EMFAC model are assigned to the expected vehicle mix that account for the vehicles' vehicle class, speed, and fuel use (gasoline and diesel-powered vehicles). The vehicle fleet mix for light industrial traffic was a combination of CalEEMod default assumption and study of Fontana trip generation rates and truck percentage for industrial and warehouse uses (Fontana 2003). The CalEEMod default vehicle fleet mix was used for trips generated by the general office operation.

3.3.2 - Landscape Equipment

The landscaping equipment (leaf blowers, chain saws, mowers) would generate GHG emissions as a result of fuel combustion assumptions in the CalEEMod model.

3.3.3 - Electricity

Pacific Gas & Electric (PG&E) provides estimates of its emission factor per megawatt hour of electricity delivered to its customers. PG&E emissions factor for 2020 for CO_2 is provided below. The rates for methane and nitrous oxide are based on compliance with the Renewable Portfolio Standard. The factors listed below were applied in estimating project emissions for the year 2020.

- Carbon dioxide: 491.65 lbs./MWh
- Methane: 0.022 lb/MWh
- Nitrous oxide: 0.005 lb/MWh

3.3.4 - Title 24

CalEEMod has three categories for electricity consumption: electricity that is impacted by Title 24 regulations; non-Title 24 electricity; and lighting. The Title 24 uses are defined as the major building envelope systems covered by California's Building Code Title 24 Part 6, such as space heating, space cooling, water heating, and ventilation. Lighting is separate since it can be both part and not part of Title 24. Since lighting is not part of the building envelope energy budget, CalEEMod does not consider lighting to have any further association with Title 24 references in the program. Non-Title 24 includes everything else such as appliances and electronics. To properly divide the total electricity consumption into the three categories, the percentage for each category is determined by using percentages derived from the CalEEMod default electricity intensity. The percentages are applied to the electricity consumption to obtain the values used in the analysis.

In addition, the 2016 Title 24 standards became effective on January 1, 2017. Default values from the 2016 version of CalEEMod were used.

3.3.5 - Natural Gas

There would be emissions from the combustion of natural gas used for the project (water heaters, heat, etc.). CalEEMod has two categories for natural gas consumption: Title 24 and non-Title 24. CalEEMod default natural gas consumption rates were used, based on the proposed land use types.

3.3.6 - Water and Wastewater

There would be GHG emissions from the use of electricity to pump potable water to the project and to treat wastewater. CalEEMod defaults were used for these sources.

3.3.7 - Solid Waste

Greenhouse gas emissions would be generated from the decomposition of solid waste generated by the project. CalEEMod was used to estimate the GHG emissions from this source. The CalEEMod default solid waste generation rates were used, based on the proposed land use types.

SECTION 4: THRESHOLDS OF SIGNIFICANCE

As described above, although the MBARD has not formally adopted any GHG emission thresholds of significance, the bright line thresholds proposed during the Agenda Item No. 10 meeting is the latest and most applicable threshold for the MBARD. Therefore, this analysis was developed by using the MBARD's project-level land use bright line operational GHG emission thresholds.

For construction-related GHG emissions, Agenda Item No. 10 does not provide any standards. Therefore, for the purposes of a conservative analysis, the Project's construction GHG emissions are amortized over an assumed project lifetime of 30 years and are included in the operational emissions to compare against the threshold.

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SECTION 5: GREENHOUSE GAS IMPACT ANALYSIS

5.1 - CEQA Guidelines

CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in the environment." To determine if a project would have a significant impact on GHGs, the type, level, and impact of emissions generated by the project must be evaluated.

The following GHG significance thresholds are contained in Appendix G of the CEQA Guidelines, which were amendments adopted into the Guidelines on March 18, 2010, pursuant to SB 97. A significant impact would occur if the project would:

(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

(b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

5.2 - Impact Analysis

5.2.1 - Greenhouse Gas Inventory

Impact GHG-1:	**The project would generate direct and indirect greenhouse gas emissions; however, these emissions would not result in a significant impact on the environment.**

Impact Analysis

Construction Emissions

The Project would generate GHG emissions during construction activities resulting from emission sources such as construction equipment, haul trucks, and construction worker vehicles. Although these emissions would be temporary and short-term in nature, they could represent a substantial contribution of GHG emissions. Construction emissions were modeled using CalEEMod and the assumptions described above in Section 3 (Modeling Parameters and Assumptions). See Appendix A for detailed CalEEMod outputs and assumptions.

Table 2 presents the project's total construction emissions, which are amortized over the assumed lifetime of the project and added with annual operational emissions.

Table 2: Estimated Construction-Related Greenhouse Gas Emissions

Construction Phase	Total Emissions MT CO_2e
Demolition	37

Table 2 (cont.): Estimated Construction-Related Greenhouse Gas Emissions

Construction Phase	Total Emissions MT CO_2e
Site Preparation	18
Grading	29
Building Construction	538
Asphalt Paving	22
Architectural Coating	5
Total Construction Emissions	648
Amortized over 30 years[1]	22

Notes:
MT CO_2e = metric tons of carbon dioxide equivalent
Totals may not appear to sum exactly due to rounding.
[1] Construction GHG emissions are amortized over the 30-year lifetime of the project.
Source: CalEEMod Output (see Appendix A).

Operational Emissions

Following construction of the project, long-term operational emissions would be generated by the sources described in Section 3 (Modeling Parameters and Assumptions). Table 3 presents the estimated annual GHG emissions from the project's operational activities.

Table 3: Estimated Operational Greenhouse Gas Emissions

Source	Total Emissions MT CO_2e
Area	<1
Energy	395
Mobile	1087
Waste	73
Water	70
Amortized Construction	22
Total	1,647
Threshold of Significance	2,000
Exceed thresholds?	No

Notes:
MT CO_2e = metric tons of carbon dioxide equivalent
Source of thresholds: MBARD "Receive a Presentation on District GHG Thresholds Development." Feb. 2014.
CalEEMod output file. See Appendix.

Conclusions

As shown in Table 3, the project's amortized construction and annual operational GHG emissions would not exceed the applicable threshold of significance. Thus, the project's construction and operational GHG emissions would not result in a significant impact on climate change.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

None.

Level of Significance After Mitigation

Less than significant impact.

5.2.2 - Greenhouse Gas Reduction Plans

Impact GHG-2	**The project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of greenhouse gases.**

Impact Analysis

The Monterey County has an adopted a Municipal Climate Action Plan (MCAP) that was approved by the County Council in April 2013. Projects that are consistent with the adopted MCAP would have a less than significant impact related to GHG emissions. However, the MCAP has been developed primarily with recommended programs for the City to implement, rather than measures, strategies, and requirements for individual land use development projects. Thus, this analysis attempts to evaluate the recommended MCAP programs with which the project is consistent, but it also evaluates the project's consistency with the statewide AB 32 Scoping Plan and AMBAG's 2040 MTP/SCS.

With respect to the MCAP's recommended measures, the Project would be consistent with Energy Use-Buildings and Facilities: BM-1 Building Energy Management Systems at Major Facilities which would reduce the GHG emissions from area source and energy source. Although it is not clear if the proposed Project would install any on-site renewable energy production systems at this time, the building would be constructed to meet the most current Title 24 standards.

AB 32 Scoping Plan

The ARB's adopted AB 32 Scoping Plan (Scoping Plan) states, "The 2020 goal was established to be an aggressive, but achievable, mid-term target, and the 2050 GHG emissions reduction goal represents the level scientists believe is necessary to reach levels that would stabilize climate" (ARB 2009). The year 2020 GHG emission reduction goal of AB 32 corresponds with the mid-term target established by Executive Order S-3-05, which aims to reduce California's fair-share contribution of GHGs in 2050 to levels that would stabilize the climate.

The Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. The following analysis in Table 4 evaluates the AB 32 Scoping Plan emission reduction measures with the Project's design features to determine consistency with the applicable GHG reduction plan.

Table 4: Scoping Plan Measures Consistency Analysis

Scoping Plan Reduction Measure	Project Consistency
1. California Cap-and-Trade Program Linked to Western Climate Initiative. Implement a broad-based California Cap-and-Trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.	**Not applicable.** Although the cap-and-trade system has begun, the project is not one targeted by the cap-and-trade system regulations and therefore this measure does not apply to the project.
2. California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	**Not applicable.** This is a statewide measure that cannot be implemented by a project applicant or lead agency. However, the standards would be applicable to the light-duty vehicles that access the project site.
3. Energy Efficiency. Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	**Consistent.** This is a measure for the State to increase its energy efficiency standards in new buildings. The Project is required to build to the new standards and would increase its energy efficiency through compliance.
4. Renewable Portfolio Standard. Achieve 33 percent renewable energy mix statewide. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.	**Not applicable.** This is a statewide measure that cannot be implemented by a project applicant or lead agency. Pacific Gas & Electric is required to increase its percent of power supply from renewable sources to 33 percent by the year 2020 pursuant to various regulations. The Project would purchase power that comprises a greater amount of renewable sources and could install renewable solar power systems that will assist the utility in achieving the mandate.
5. Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	**Not applicable.** This is a statewide measure that cannot be implemented by a project applicant or lead agency. All fuel consumption associated with the project's construction and operational activities would use fuel that meets these standards.

Table 4 (cont.): Scoping Plan Measures Consistency Analysis

Scoping Plan Reduction Measure	Project Consistency
6. Regional Transportation-Related Greenhouse Gas Targets. Develop regional greenhouse gas emissions reduction targets for passenger vehicles. This measure refers to SB 375.	**Not applicable.** The Project is not related to developing GHG emission reduction targets.
7. Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	**Not applicable.** When this measure is initiated, the standards would be applicable to the light-duty vehicles that would access the project site.
8. Goods Movement. Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	**Not applicable.** The Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
9. Million Solar Roofs Program. Install 3,000 MW of solar-electric capacity under California's existing solar programs.	**Consistent.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The Project would comply with Title 24, which requires new buildings to be "solar ready." The Project would not preclude the implementation of this strategy.
10. Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.	**Not applicable.** This is a statewide measure that cannot be implemented by a project applicant or lead agency.
11. Industrial Emissions. Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive CH_4 emissions and reduce flaring at refineries.	**Not applicable.** This measure would apply to the direct GHG emissions at major industrial facilities emitting more than 500,000 $MTCO_2e$ per year. The Project is a small industrial land use that would generate less than 2,000 MT CO_2e per year.
12. High Speed Rail. Support implementation of a high-speed rail system.	**Not applicable.** This is a statewide measure that cannot be implemented by a project applicant or lead agency. The proposed Project would not preclude the implementation of this strategy.
13. Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**Consistent.** The Project would comply with the California Energy Code and thus incorporate applicable energy efficiency features designed to reduce project energy consumption.
14. High Global Warming Potential Gases. Adopt measures to reduce high global warming potential gases.	**Consistent.** This measure is applicable to the high global warming potential gases that would be used by sources with large equipment (such as in air conditioning and commercial refrigerators). The Project would include refrigeration or air conditioning equipment and would be required to comply with all ARB requirements for the Stationary Equipment Refrigerant Management Program.

Greenhouse Gas Impact Analysis

Table 4 (cont.): Scoping Plan Measures Consistency Analysis

Scoping Plan Reduction Measure	Project Consistency
15. Recycling and Waste. Reduce CH_4 emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero waste.	**Consistent**. The Project would utilize City of Salinas recycling services.
16. Sustainable Forests. Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	**Not applicable.** The Project site is not forested; therefore, no preservation is possible.
17. Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	**Consistent.** The Project would comply with the California Energy Code and the California Updated Model Landscape Ordinance. With adherence to these regulations, the Project will consume energy and water in an efficient manner.
18. Agriculture. In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	**Not applicable.** The Project site is not designated or in use for agriculture purposes. No grazing, feedlot, or other agricultural activities that generate manure occur on-site or are proposed to be implemented by the Project.
Source of ARB Scoping Plan Reduction Measure: California Air Resources Board 2008. Source of Project Consistency or Applicability: FirstCarbon Solutions.	

2040 Metropolitan Transportation Plan/Sustainable Communities Strategy

The 2040 MTP/SCS is a planning document that contains a compilation of the projects proposed in the regional transportation plans for the tri-county Monterey Bay Region (including the regional plan prepared by the Transportation Agency for Monterey County) and a SCS, pursuant to the requirements of SB 375. SB 375 includes the following primary findings related to the MTP/SCS development process:

- ARB developed regional GHG emission reduction targets for cars and light trucks for each of the 18 MPOs in California, including AMBAG. The ARB-approved target for AMBAG is a per capita reduction in GHG emissions from passenger vehicle travel of zero percent by 2020 and five percent by 2035 relative to 2005 levels. Relative to 2005 levels, the 2040 MTP/SCS achieves a three percent per capita reduction for 2020 and a six percent per capita reduction for 2040.
- AMBAG is required to prepare an SCS that specifies how the GHG emission reduction target set by ARB will be achieved. If the target cannot be met through the SCS, then an Alternative Planning Strategy (APS) shall be prepared. Chapter 4 of the 2040 MTP/SCS includes the SCS, which demonstrates how the region will meet or exceed the GHG emission reduction targets set forth by ARB.
- Streamlines CEQA requirements for qualifying development projects that meet statutory criteria and are consistent with the 2040 MTP/SCS.

The 2040 MTP/SCS envisions an increase in development density via infill development and mixed use in existing commercial corridors. Increased density, accessible transit, and complete streets would encourage fewer and shorter trips and more trips by transit, walking, and bicycling. The GHG emission reduction targets adopted to comply with SB 375 and implemented through the 2040 MTP/SCS only consider GHG emissions from passenger cars and light-duty trucks. Furthermore, 2040 MTP/SCS was based on a Regional Growth Forecast based on data from the 2010 Census, data from the California Employment Development Department and InfoUSA, as well as updated 2015 population and household data from the California Department of Finance. As discussed in the 2040 MTP/SCS, the Regional Growth Forecast was further refined through meetings with local jurisdictions. The City of Salinas is expected to experience an eighteen percent increase in employment from 2015 to 2040 and a sixteen percent increase in population over the same time period. Therefore, the Project would provide infill development in an existing commercial corridor that is reasonably consistent with the growth projections in the 2040 MTP/SCS. The Project is not within an SCS priority area and so is not subject to requirements applicable to those areas. Considering this information, the Project would not conflict with the 2040 MTP/SCS.

Summary

As shown in Table 4, the project is consistent with the strategies, or the strategies are not applicable to the Project. Therefore, the Project is consistent with the applicable strategies and would not conflict with the recommendations of AB 32 in achieving a statewide reduction in GHG emissions. Furthermore, the Project would not conflict with the MCAP or the 2040 MTP/SCS. In addition, as shown in Table 3, the Project's construction and operational GHG emissions would not exceed the recommended thresholds of significance, which are developed as allowable limits so they do not impede the region from achieving GHG reduction goals. Therefore, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce GHG emissions. The impact would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

None.

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Appendix A:
CalEEMod Output

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CalEEMod Output

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Rodeo GPA

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	113.90	1000sqft	2.61	113,900.00	0
General Office Building	4.70	1000sqft	0.11	4,700.00	0
Other Non-Asphalt Surfaces	177.60	1000sqft	4.08	177,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.6	**Precipitation Freq (Days)**	55
Climate Zone	4			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	491.65	**CH4 Intensity (lb/MWhr)**	0.022	**N2O Intensity (lb/MWhr)**	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Utilitiy information ajusted based on Renewable Portofolio Standard

Land Use - info from Rodeo GPA TIA 041318. The project site is 6.8 acres. Therefore, the remaining area would be considered as non-asphalt surfaces.

Construction Phase - assume operation year is 2020. CalEEMod default schedule is applied.

Grading - assume balance onsite (old Rodeo project info, GPA does not specify if there would have cut and fill)

Demolition - infro from client RFI response 5/26/2017

Vehicle Trips - Rodeo GPA TIA 041318 ITE 10th edition trip rates.

Fleet Mix - fleet mix adjusted based on CalEEMod default and San Bernadino 2003 study for truck percentages for industrial and warehouse uses

Energy Use -

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.03	0.13
tblFleetMix	LDA	0.53	0.44
tblFleetMix	LDT1	0.03	0.03
tblFleetMix	LDT2	0.20	0.17
tblFleetMix	LHD1	0.02	0.07
tblFleetMix	LHD2	6.0270e-003	0.02
tblFleetMix	MCY	7.8900e-003	0.00
tblFleetMix	MDV	0.14	0.12
tblFleetMix	MH	9.0500e-004	0.00
tblFleetMix	MHD	0.02	0.05
tblFleetMix	OBUS	4.1500e-003	0.00
tblFleetMix	SBUS	1.2530e-003	0.00
tblFleetMix	UBUS	2.9590e-003	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.022
tblProjectCharacteristics	CO2IntensityFactor	641.35	491.65
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.005
tblVehicleTrips	ST_TR	1.32	1.99
tblVehicleTrips	ST_TR	2.46	2.21
tblVehicleTrips	SU_TR	0.68	5.00
tblVehicleTrips	SU_TR	1.05	0.70
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	11.03	9.74

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.1558	1.4931	0.9789	1.8500e-003	0.1830	0.0761	0.2591	0.0906	0.0708	0.1615	0.0000	167.7018	167.7018	0.0364	0.0000	168.6118
2019	1.1943	2.9175	2.5259	5.3000e-003	0.1300	0.1406	0.2706	0.0353	0.1321	0.1674	0.0000	477.2599	477.2599	0.0734	0.0000	479.0939
Maximum	**1.1943**	**2.9175**	**2.5259**	**5.3000e-003**	**0.1830**	**0.1406**	**0.2706**	**0.0906**	**0.1321**	**0.1674**	**0.0000**	**477.2599**	**477.2599**	**0.0734**	**0.0000**	**479.0939**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.1558	1.4931	0.9789	1.8500e-003	0.0970	0.0761	0.1732	0.0448	0.0708	0.1156	0.0000	167.7017	167.7017	0.0364	0.0000	168.6117
2019	1.1943	2.9175	2.5259	5.3000e-003	0.1300	0.1406	0.2706	0.0353	0.1321	0.1674	0.0000	477.2596	477.2596	0.0734	0.0000	479.0936
Maximum	**1.1943**	**2.9175**	**2.5259**	**5.3000e-003**	**0.1300**	**0.1406**	**0.2706**	**0.0448**	**0.1321**	**0.1674**	**0.0000**	**477.2596**	**477.2596**	**0.0734**	**0.0000**	**479.0936**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**27.46**	**0.00**	**16.23**	**36.42**	**0.00**	**13.95**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-3-2018	12-2-2018	1.2800	1.2800
2	12-3-2018	3-2-2019	1.0507	1.0507
3	3-3-2019	6-2-2019	1.0333	1.0333
4	6-3-2019	9-2-2019	1.0303	1.0303
5	9-3-2019	9-30-2019	0.2980	0.2980
		Highest	1.2800	1.2800

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5612	4.0000e-005	3.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.3500e-003	7.3500e-003	2.0000e-005	0.0000	7.8400e-003
Energy	0.0166	0.1511	0.1269	9.1000e-004		0.0115	0.0115		0.0115	0.0115	0.0000	392.9451	392.9451	0.0134	5.3400e-003	394.8704
Mobile	0.2571	3.0905	2.9026	0.0117	0.6102	0.0174	0.6276	0.1651	0.0165	0.1816	0.0000	1,085.9409	1,085.9409	0.0494	0.0000	1,087.1765
Waste						0.0000	0.0000		0.0000	0.0000	29.5575	0.0000	29.5575	1.7468	0.0000	73.2275
Water						0.0000	0.0000		0.0000	0.0000	8.6213	33.1914	41.8127	0.8870	0.0213	70.3183
Total	**0.8349**	**3.2416**	**3.0333**	**0.0126**	**0.6102**	**0.0289**	**0.6390**	**0.1651**	**0.0280**	**0.1931**	**38.1788**	**1,512.0847**	**1,550.2635**	**2.6966**	**0.0266**	**1,625.6005**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5612	4.0000e-005	3.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.3500e-003	7.3500e-003	2.0000e-005	0.0000	7.8400e-003
Energy	0.0166	0.1511	0.1269	9.1000e-004		0.0115	0.0115		0.0115	0.0115	0.0000	392.9451	392.9451	0.0134	5.3400e-003	394.8704
Mobile	0.2571	3.0905	2.9026	0.0117	0.6102	0.0174	0.6276	0.1651	0.0165	0.1816	0.0000	1,085.9409	1,085.9409	0.0494	0.0000	1,087.1765
Waste						0.0000	0.0000		0.0000	0.0000	29.5575	0.0000	29.5575	1.7468	0.0000	73.2275
Water						0.0000	0.0000		0.0000	0.0000	8.6213	33.1914	41.8127	0.8870	0.0213	70.3183
Total	**0.8349**	**3.2416**	**3.0333**	**0.0126**	**0.6102**	**0.0289**	**0.6390**	**0.1651**	**0.0280**	**0.1931**	**38.1788**	**1,512.0847**	**1,550.2635**	**2.6966**	**0.0266**	**1,625.6005**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/3/2018	9/28/2018	5	20	
2	Site Preparation	Site Preparation	9/29/2018	10/12/2018	5	10	
3	Grading	Grading	10/13/2018	11/9/2018	5	20	
4	Building Construction	Building Construction	11/10/2018	9/27/2019	5	230	
5	Paving	Paving	9/28/2019	10/25/2019	5	20	
6	Architectural Coating	Architectural Coating	10/26/2019	11/22/2019	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 4.08

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 177,900; Non-Residential Outdoor: 59,300; Striped Parking Area: 10,656 (Architectural Coating – sqft)

OffRoad Equipment

Rodeo GPA - Monterey County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	4.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	124.00	49.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.6000e-004	0.0000	4.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0372	0.3832	0.2230	3.9000e-004		0.0194	0.0194		0.0181	0.0181	0.0000	35.1241	35.1241	9.6800e-003	0.0000	35.3660
Total	**0.0372**	**0.3832**	**0.2230**	**3.9000e-004**	**4.6000e-004**	**0.0194**	**0.0199**	**7.0000e-005**	**0.0181**	**0.0181**	**0.0000**	**35.1241**	**35.1241**	**9.6800e-003**	**0.0000**	**35.3660**

3.2 Demolition - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	7.0000e-004	1.4000e-004	0.0000	3.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1587	0.1587	1.0000e-005	0.0000	0.1588
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	7.9000e-004	6.9900e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.2032	1.2032	6.0000e-005	0.0000	1.2048
Total	**8.3000e-004**	**1.4900e-003**	**7.1300e-003**	**1.0000e-005**	**1.2200e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.3619**	**1.3619**	**7.0000e-005**	**0.0000**	**1.3637**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.1000e-004	0.0000	2.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0372	0.3832	0.2230	3.9000e-004		0.0194	0.0194		0.0181	0.0181	0.0000	35.1240	35.1240	9.6800e-003	0.0000	35.3660
Total	**0.0372**	**0.3832**	**0.2230**	**3.9000e-004**	**2.1000e-004**	**0.0194**	**0.0196**	**3.0000e-005**	**0.0181**	**0.0181**	**0.0000**	**35.1240**	**35.1240**	**9.6800e-003**	**0.0000**	**35.3660**

3.2 Demolition - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	7.0000e-004	1.4000e-004	0.0000	3.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1587	0.1587	1.0000e-005	0.0000	0.1588
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	7.9000e-004	6.9900e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.2032	1.2032	6.0000e-005	0.0000	1.2048
Total	**8.3000e-004**	**1.4900e-003**	**7.1300e-003**	**1.0000e-005**	**1.2200e-003**	**1.0000e-005**	**1.2400e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.3619**	**1.3619**	**7.0000e-005**	**0.0000**	**1.3637**

3.3 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0228	0.2410	0.1124	1.9000e-004		0.0129	0.0129		0.0119	0.0119	0.0000	17.3800	17.3800	5.4100e-003	0.0000	17.5152
Total	**0.0228**	**0.2410**	**0.1124**	**1.9000e-004**	**0.0903**	**0.0129**	**0.1032**	**0.0497**	**0.0119**	**0.0615**	**0.0000**	**17.3800**	**17.3800**	**5.4100e-003**	**0.0000**	**17.5152**

3.3 Site Preparation - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9000e-004	4.7000e-004	4.1900e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.7219	0.7219	4.0000e-005	0.0000	0.7229
Total	**4.9000e-004**	**4.7000e-004**	**4.1900e-003**	**1.0000e-005**	**7.2000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.7219**	**0.7219**	**4.0000e-005**	**0.0000**	**0.7229**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0407	0.0000	0.0407	0.0223	0.0000	0.0223	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0228	0.2410	0.1124	1.9000e-004		0.0129	0.0129		0.0119	0.0119	0.0000	17.3799	17.3799	5.4100e-003	0.0000	17.5152
Total	**0.0228**	**0.2410**	**0.1124**	**1.9000e-004**	**0.0407**	**0.0129**	**0.0535**	**0.0223**	**0.0119**	**0.0342**	**0.0000**	**17.3799**	**17.3799**	**5.4100e-003**	**0.0000**	**17.5152**

3.3 Site Preparation - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9000e-004	4.7000e-004	4.1900e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.7219	0.7219	4.0000e-005	0.0000	0.7229
Total	**4.9000e-004**	**4.7000e-004**	**4.1900e-003**	**1.0000e-005**	**7.2000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**1.0000e-005**	**2.0000e-004**	**0.0000**	**0.7219**	**0.7219**	**4.0000e-005**	**0.0000**	**0.7229**

3.4 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0277	0.3067	0.1658	3.0000e-004		0.0155	0.0155		0.0143	0.0143	0.0000	27.1069	27.1069	8.4400e-003	0.0000	27.3178
Total	**0.0277**	**0.3067**	**0.1658**	**3.0000e-004**	**0.0655**	**0.0155**	**0.0810**	**0.0337**	**0.0143**	**0.0479**	**0.0000**	**27.1069**	**27.1069**	**8.4400e-003**	**0.0000**	**27.3178**

3.4 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	7.9000e-004	6.9900e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.2032	1.2032	6.0000e-005	0.0000	1.2048
Total	**8.1000e-004**	**7.9000e-004**	**6.9900e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.2032**	**1.2032**	**6.0000e-005**	**0.0000**	**1.2048**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0295	0.0000	0.0295	0.0152	0.0000	0.0152	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0277	0.3067	0.1658	3.0000e-004		0.0155	0.0155		0.0143	0.0143	0.0000	27.1068	27.1068	8.4400e-003	0.0000	27.3178
Total	**0.0277**	**0.3067**	**0.1658**	**3.0000e-004**	**0.0295**	**0.0155**	**0.0450**	**0.0152**	**0.0143**	**0.0294**	**0.0000**	**27.1068**	**27.1068**	**8.4400e-003**	**0.0000**	**27.3178**

3.4 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	7.9000e-004	6.9900e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.2032	1.2032	6.0000e-005	0.0000	1.2048
Total	**8.1000e-004**	**7.9000e-004**	**6.9900e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.2032**	**1.2032**	**6.0000e-005**	**0.0000**	**1.2048**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0482	0.4210	0.3165	4.8000e-004		0.0270	0.0270		0.0254	0.0254	0.0000	42.7981	42.7981	0.0105	0.0000	43.0602
Total	**0.0482**	**0.4210**	**0.3165**	**4.8000e-004**		**0.0270**	**0.0270**		**0.0254**	**0.0254**	**0.0000**	**42.7981**	**42.7981**	**0.0105**	**0.0000**	**43.0602**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.6300e-003	0.1267	0.0389	2.5000e-004	5.8000e-003	1.1500e-003	6.9500e-003	1.6800e-003	1.1000e-003	2.7800e-003	0.0000	24.1015	24.1015	1.2600e-003	0.0000	24.1331
Worker	0.0121	0.0117	0.1040	2.0000e-004	0.0177	1.7000e-004	0.0179	4.7200e-003	1.6000e-004	4.8700e-003	0.0000	17.9042	17.9042	9.5000e-004	0.0000	17.9280
Total	**0.0177**	**0.1384**	**0.1429**	**4.5000e-004**	**0.0235**	**1.3200e-003**	**0.0249**	**6.4000e-003**	**1.2600e-003**	**7.6500e-003**	**0.0000**	**42.0057**	**42.0057**	**2.2100e-003**	**0.0000**	**42.0611**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0482	0.4210	0.3165	4.8000e-004		0.0270	0.0270		0.0254	0.0254	0.0000	42.7981	42.7981	0.0105	0.0000	43.0602
Total	**0.0482**	**0.4210**	**0.3165**	**4.8000e-004**		**0.0270**	**0.0270**		**0.0254**	**0.0254**	**0.0000**	**42.7981**	**42.7981**	**0.0105**	**0.0000**	**43.0602**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.6300e-003	0.1267	0.0389	2.5000e-004	5.8000e-003	1.1500e-003	6.9500e-003	1.6800e-003	1.1000e-003	2.7800e-003	0.0000	24.1015	24.1015	1.2600e-003	0.0000	24.1331
Worker	0.0121	0.0117	0.1040	2.0000e-004	0.0177	1.7000e-004	0.0179	4.7200e-003	1.6000e-004	4.8700e-003	0.0000	17.9042	17.9042	9.5000e-004	0.0000	17.9280
Total	**0.0177**	**0.1384**	**0.1429**	**4.5000e-004**	**0.0235**	**1.3200e-003**	**0.0249**	**6.4000e-003**	**1.2600e-003**	**7.6500e-003**	**0.0000**	**42.0057**	**42.0057**	**2.2100e-003**	**0.0000**	**42.0611**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2290	2.0446	1.6649	2.6100e-003		0.1251	0.1251		0.1176	0.1176	0.0000	228.0511	228.0511	0.0556	0.0000	229.4400
Total	**0.2290**	**2.0446**	**1.6649**	**2.6100e-003**		**0.1251**	**0.1251**		**0.1176**	**0.1176**	**0.0000**	**228.0511**	**228.0511**	**0.0556**	**0.0000**	**229.4400**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0263	0.6449	0.1855	1.3600e-003	0.0313	5.0100e-003	0.0363	9.0400e-003	4.7900e-003	0.0138	0.0000	129.3235	129.3235	6.4400e-003	0.0000	129.4846
Worker	0.0582	0.0554	0.4941	1.0400e-003	0.0956	8.9000e-004	0.0965	0.0254	8.2000e-004	0.0262	0.0000	93.7395	93.7395	4.5200e-003	0.0000	93.8525
Total	**0.0845**	**0.7002**	**0.6795**	**2.4000e-003**	**0.1269**	**5.9000e-003**	**0.1328**	**0.0345**	**5.6100e-003**	**0.0401**	**0.0000**	**223.0630**	**223.0630**	**0.0110**	**0.0000**	**223.3371**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2290	2.0446	1.6649	2.6100e-003		0.1251	0.1251		0.1176	0.1176	0.0000	228.0508	228.0508	0.0556	0.0000	229.4397
Total	**0.2290**	**2.0446**	**1.6649**	**2.6100e-003**		**0.1251**	**0.1251**		**0.1176**	**0.1176**	**0.0000**	**228.0508**	**228.0508**	**0.0556**	**0.0000**	**229.4397**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0263	0.6449	0.1855	1.3600e-003	0.0313	5.0100e-003	0.0363	9.0400e-003	4.7900e-003	0.0138	0.0000	129.3235	129.3235	6.4400e-003	0.0000	129.4846
Worker	0.0582	0.0554	0.4941	1.0400e-003	0.0956	8.9000e-004	0.0965	0.0254	8.2000e-004	0.0262	0.0000	93.7395	93.7395	4.5200e-003	0.0000	93.8525
Total	**0.0845**	**0.7002**	**0.6795**	**2.4000e-003**	**0.1269**	**5.9000e-003**	**0.1328**	**0.0345**	**5.6100e-003**	**0.0401**	**0.0000**	**223.0630**	**223.0630**	**0.0110**	**0.0000**	**223.3371**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0145	0.1524	0.1467	2.3000e-004		8.2500e-003	8.2500e-003		7.5900e-003	7.5900e-003	0.0000	20.4752	20.4752	6.4800e-003	0.0000	20.6371
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0145**	**0.1524**	**0.1467**	**2.3000e-004**		**8.2500e-003**	**8.2500e-003**		**7.5900e-003**	**7.5900e-003**	**0.0000**	**20.4752**	**20.4752**	**6.4800e-003**	**0.0000**	**20.6371**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3000e-004	6.9000e-004	6.1600e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1690	1.1690	6.0000e-005	0.0000	1.1704
Total	**7.3000e-004**	**6.9000e-004**	**6.1600e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.1690**	**1.1690**	**6.0000e-005**	**0.0000**	**1.1704**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0145	0.1524	0.1467	2.3000e-004		8.2500e-003	8.2500e-003		7.5900e-003	7.5900e-003	0.0000	20.4752	20.4752	6.4800e-003	0.0000	20.6371
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0145**	**0.1524**	**0.1467**	**2.3000e-004**		**8.2500e-003**	**8.2500e-003**		**7.5900e-003**	**7.5900e-003**	**0.0000**	**20.4752**	**20.4752**	**6.4800e-003**	**0.0000**	**20.6371**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3000e-004	6.9000e-004	6.1600e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1690	1.1690	6.0000e-005	0.0000	1.1704
Total	**7.3000e-004**	**6.9000e-004**	**6.1600e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.1690**	**1.1690**	**6.0000e-005**	**0.0000**	**1.1704**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8616					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6600e-003	0.0184	0.0184	3.0000e-005		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	2.5533	2.5533	2.2000e-004	0.0000	2.5587
Total	**0.8643**	**0.0184**	**0.0184**	**3.0000e-005**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**2.5533**	**2.5533**	**2.2000e-004**	**0.0000**	**2.5587**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2100e-003	1.1500e-003	0.0103	2.0000e-005	1.9900e-003	2.0000e-005	2.0000e-003	5.3000e-004	2.0000e-005	5.5000e-004	0.0000	1.9484	1.9484	9.0000e-005	0.0000	1.9507
Total	**1.2100e-003**	**1.1500e-003**	**0.0103**	**2.0000e-005**	**1.9900e-003**	**2.0000e-005**	**2.0000e-003**	**5.3000e-004**	**2.0000e-005**	**5.5000e-004**	**0.0000**	**1.9484**	**1.9484**	**9.0000e-005**	**0.0000**	**1.9507**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8616					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6600e-003	0.0184	0.0184	3.0000e-005		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	2.5533	2.5533	2.2000e-004	0.0000	2.5586
Total	**0.8643**	**0.0184**	**0.0184**	**3.0000e-005**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**2.5533**	**2.5533**	**2.2000e-004**	**0.0000**	**2.5586**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2100e-003	1.1500e-003	0.0103	2.0000e-005	1.9900e-003	2.0000e-005	2.0000e-003	5.3000e-004	2.0000e-005	5.5000e-004	0.0000	1.9484	1.9484	9.0000e-005	0.0000	1.9507
Total	**1.2100e-003**	**1.1500e-003**	**0.0103**	**2.0000e-005**	**1.9900e-003**	**2.0000e-005**	**2.0000e-003**	**5.3000e-004**	**2.0000e-005**	**5.5000e-004**	**0.0000**	**1.9484**	**1.9484**	**9.0000e-005**	**0.0000**	**1.9507**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2571	3.0905	2.9026	0.0117	0.6102	0.0174	0.6276	0.1651	0.0165	0.1816	0.0000	1,085.9409	1,085.9409	0.0494	0.0000	1,087.1765
Unmitigated	0.2571	3.0905	2.9026	0.0117	0.6102	0.0174	0.6276	0.1651	0.0165	0.1816	0.0000	1,085.9409	1,085.9409	0.0494	0.0000	1,087.1765

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	564.94	226.66	569.50	1,510,172	1,510,172
General Office Building	45.78	10.39	3.29	82,811	82,811
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	610.72	237.05	572.79	1,592,983	1,592,983

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Other Non-Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.436895	0.025303	0.166081	0.115721	0.067659	0.016341	0.046000	0.126000	0.000000	0.000000	0.000000	0.000000	0.000000
General Office Building	0.533135	0.030877	0.202665	0.141212	0.024955	0.006027	0.018072	0.025901	0.004150	0.002959	0.007890	0.001253	0.000905
Other Non-Asphalt Surfaces	0.533135	0.030877	0.202665	0.141212	0.024955	0.006027	0.018072	0.025901	0.004150	0.002959	0.007890	0.001253	0.000905

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	228.4981	228.4981	0.0102	2.3200e-003	229.4462
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	228.4981	228.4981	0.0102	2.3200e-003	229.4462
NaturalGas Mitigated	0.0166	0.1511	0.1269	9.1000e-004		0.0115	0.0115		0.0115	0.0115	0.0000	164.4470	164.4470	3.1500e-003	3.0100e-003	165.4243
NaturalGas Unmitigated	0.0166	0.1511	0.1269	9.1000e-004		0.0115	0.0115		0.0115	0.0115	0.0000	164.4470	164.4470	3.1500e-003	3.0100e-003	165.4243

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	3.00468e+006	0.0162	0.1473	0.1237	8.8000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	160.3413	160.3413	3.0700e-003	2.9400e-003	161.2941
General Office Building	76939	4.1000e-004	3.7700e-003	3.1700e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.1058	4.1058	8.0000e-005	8.0000e-005	4.1302
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0166**	**0.1511**	**0.1269**	**9.0000e-004**		**0.0115**	**0.0115**		**0.0115**	**0.0115**	**0.0000**	**164.4470**	**164.4470**	**3.1500e-003**	**3.0200e-003**	**165.4243**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	3.00468e+006	0.0162	0.1473	0.1237	8.8000e-004		0.0112	0.0112		0.0112	0.0112	0.0000	160.3413	160.3413	3.0700e-003	2.9400e-003	161.2941
General Office Building	76939	4.1000e-004	3.7700e-003	3.1700e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.1058	4.1058	8.0000e-005	8.0000e-005	4.1302
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0166**	**0.1511**	**0.1269**	**9.0000e-004**		**0.0115**	**0.0115**		**0.0115**	**0.0115**	**0.0000**	**164.4470**	**164.4470**	**3.1500e-003**	**3.0200e-003**	**165.4243**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	940814	209.8097	9.3900e-003	2.1300e-003	210.6803
General Office Building	83801	18.6884	8.4000e-004	1.9000e-004	18.7659
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**228.4981**	**0.0102**	**2.3200e-003**	**229.4462**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	940814	209.8097	9.3900e-003	2.1300e-003	210.6803
General Office Building	83801	18.6884	8.4000e-004	1.9000e-004	18.7659
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**228.4981**	**0.0102**	**2.3200e-003**	**229.4462**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5612	4.0000e-005	3.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.3500e-003	7.3500e-003	2.0000e-005	0.0000	7.8400e-003
Unmitigated	0.5612	4.0000e-005	3.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.3500e-003	7.3500e-003	2.0000e-005	0.0000	7.8400e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0862					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4747					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.6000e-004	4.0000e-005	3.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.3500e-003	7.3500e-003	2.0000e-005	0.0000	7.8400e-003
Total	**0.5612**	**4.0000e-005**	**3.8000e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**7.3500e-003**	**7.3500e-003**	**2.0000e-005**	**0.0000**	**7.8400e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0862					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4747					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.6000e-004	4.0000e-005	3.8000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.3500e-003	7.3500e-003	2.0000e-005	0.0000	7.8400e-003
Total	**0.5612**	**4.0000e-005**	**3.8000e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**7.3500e-003**	**7.3500e-003**	**2.0000e-005**	**0.0000**	**7.8400e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	41.8127	0.8870	0.0213	70.3183
Unmitigated	41.8127	0.8870	0.0213	70.3183

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	26.3394 / 0	40.1400	0.8597	0.0206	67.7677
General Office Building	0.835349 / 0.511988	1.6727	0.0273	6.6000e-004	2.5505
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**41.8126**	**0.8870**	**0.0213**	**70.3183**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	26.3394 / 0	40.1400	0.8597	0.0206	67.7677
General Office Building	0.835349 / 0.511988	1.6727	0.0273	6.6000e-004	2.5505
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**41.8126**	**0.8870**	**0.0213**	**70.3183**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	29.5575	1.7468	0.0000	73.2275
Unmitigated	29.5575	1.7468	0.0000	73.2275

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	141.24	28.6704	1.6944	0.0000	71.0298
General Office Building	4.37	0.8871	0.0524	0.0000	2.1977
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**29.5575**	**1.7468**	**0.0000**	**73.2275**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	141.24	28.6704	1.6944	0.0000	71.0298
General Office Building	4.37	0.8871	0.0524	0.0000	2.1977
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**29.5575**	**1.7468**	**0.0000**	**73.2275**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

MOTT MACDONALD

Rodeo Property Traffic Impact Analysis

June 12, 2019

SyWest Development

Mott MacDonald
1300 First Street
Suite B
Gilroy CA 95020
United States of America

T +1 (408) 848 3122
F +1 (408) 848 2202
mottmac.com/americas

SyWest Development
150 Pelican Way
San Rafael, CA 94901

Rodeo Property Traffic Impact Analysis

June 12, 2019

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1 Report Summary

The project is a General Plan amendment and Rezone change that would allow development of industrial and commercial uses on a 6.8-acre site located on Sun Street adjacent to US 101. The proposed land use designation would allow site to be developed at a floor area ratio 0.4, which would allow for up to 118,600 square feet of industrial floor space. For purposes of this traffic study, 4 percent of the floor space (4,700 square feet) was assumed to be occupied by support office space and this space was modeled as general office space. The remaining floor area (113,900 square feet) was modeled as light industrial space.

The site is designated in the General Plan as Open Space. Access to the site is provided via Sun Street and its connection to Calle Cebu and E. Market Street.

This report summarizes the potential traffic circulation impacts associated with the proposed Rodeo Property General Plan Amendment (GPA) and Rezoning in Salinas, California. Vehicular, pedestrian and bicycle circulation issues were evaluated at the project site and the surrounding street network in Salinas. The project site is located on Sun Street between US 101 and East Market Street. Access to the site is provided via Sun Street and its connection to Calle Cebu and E. Market Street.

This report concludes that the identified traffic impacts can be mitigated and that there are no significant and unavoidable traffic impacts with the Implementation of the proposed mitigation measures. The Applicants payment of TFO fees or the funding of required mitigation measures as described in this report shall occur after the Applicants future submittal of a project specific plan and the City Staff evaluation of the actual impacts. This report utilized the maximum allowable FAR of .40 as consistent with the proposed zoning and general plan changes, it is anticipated that the future project specific application may include a lower FAR.

Study Network

The AM and PM peak periods were analyzed at the following intersections:

1. Natividad Road / East Laurel Drive;
2. Sherwood Drive - Natividad Road / East Bernal Drive – La Posada Way;
3. North Main Street / Bernal Drive;
4. Sherwood Drive / Sherwood Place;
5. North Main Street (State Route 183) / Rossi Street;
6. Sherwood Drive / East Rossi Street – Calle Cebu;
7. Kern Street / US 101 Northbound Ramps – Mobray Way;
8. East Market Street – Front Street / East Market Street;
9. East Market Street – Sherwood Drive / Market Place – East Market Street;
10. Sun Street / East Market Street;
11. Griffin Street – Simas Street / East Market Street;
12. US 101 Southbound Offramp – Merced Street / East Market Street;
13. US 101 Southbound Onramp / East Market Street;
14. Kern Street / East Market Street;
15. Front Street / East Alisal Street; and

Traffic operations for the Existing, Existing Plus Project, Background, Background Plus Project, Cumulative (General Plan Buildout) Without Project and Cumulative (General Plan Buildout) Plus Project development scenarios were analyzed.

1.1 Existing Conditions

The intersection turning movement counts were collected during the AM (7:00 – 9:00 AM) and PM (4:00 – 6:00) peak hours on Friday, June 2 and Monday, June 5, 2017. As the intersection traffic volumes were collected on atypical days of the week and when Salinas area schools were not in session, the collected intersection traffic volumes were adjusted to be consistent with available historical volumes when schools were in session.

Although most of the study intersections currently operate at or better than their respective level of service standards under Existing conditions, the following five intersections currently operate below their standards:

1. Natividad Road / E Laurel Drive: LOS E (AM and PM)
2. Sherwood Drive – Natividad Road / E Bernal Drive – La Posada Way: LOS E (AM), LOS F (PM)
5. N Main Street (SR 183) / Rossi Street: LOS D (PM)
10. Sun Street / E Market Street: Side-street approach LOS F (PM)
12. US 101 Southbound Offramp – Merced Street / E Market Street: Overall LOS F (PM), Side-street approach LOS F (AM and PM)

A review of the traffic counts found that there is a low to moderate level of pedestrian activity near the project site. Pedestrian activity is highest near the residential and commercial areas on Sherwood Drive and E Market Street, especially during the PM peak hour (compared to the AM peak hour).

A review of the traffic counts found that there is relatively little bicycle activity in the study network, including near the project site.

1.2 Existing Plus Project Conditions

The project is a General Plan amendment and Rezone change that would allow development of industrial and commercial uses on a 6.8-acre site located on Sun Street adjacent to US 101. The proposed land use designation would allow site to be developed at a floor area ratio 0.4, which would allow for up to 118,600 square feet of industrial floor space. For purposes of this traffic study, 4 percent of the floor space (4,700 square feet) was assumed to be occupied by support office space and this space was modeled as general office space. The remaining floor area (113,900 square feet) was modeled as light industrial space. A specific development project is not proposed for the site at this time.

The site is designated in the General Plan as Open Space. Access to the site is provided via Sun Street and its connection to Calle Cebu and E. Market Street.

Project Trip Generation

The estimate was derived using trip rates from the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual,* 10th Edition, 2017. Note that trip generation estimates for the industrial and office components of the project have been separately calculated.

In total, the project is estimated to generate 611 daily trips, with 85 trips (74 in, 11 out) during the AM peak hour and 77 trips (10 in, 67 out) during the PM peak hour.

Vehicle Circulation

Although most of the study intersections would continue operate at or better than their respective level of service (LOS) standards, the following five intersections that currently operate below acceptable LOS would be significantly impacted by the proposed project based upon the significance criteria utilized for this study:

1. Natividad Road / E Laurel Drive: LOS E (AM and PM)
2. Sherwood Drive – Natividad Road / E Bernal Drive – La Posada Way: LOS E (AM), LOS F (PM)
5. N Main Street (SR 183) / Rossi Street: LOS D (PM)
10. Sun Street / E Market Street: Side-street approach LOS F (PM)
12. US 101 Southbound Offramp – Merced Street / E Market Street: Overall LOS F (PM), Side-street approach LOS F (AM and PM).

Figure ES-1 shows the levels of service with and without the project at each of the significantly impacted intersections for the Existing Plus Project Condition. **Figure ES-1** also shows the contribution of the project to the intersection deficiency and project's percentage of total overall intersection delay.

See **Figure ES-4** for the recommended improvements at these intersections for the Existing Condition. Implementation of these improvements would reduce the project's impact contribution at these intersections to less-than-significant. The impact and the recommended mitigation measure at each intersection is described below.

- **Intersection #1 – Natividad Road / E Laurel Drive:**
  This intersection would operate at a deficient LOS E during the AM and PM peak hours, unchanged from Existing Conditions. The project would add 16 AM peak hour and 17 PM peak hour trips to this intersection.

  Impact: The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection that operates at a deficient level without the project.

  Mitigation: Add a third northbound and third southbound lane to Natividad Road through this intersection. Intersection operations would improve during the AM and PM peak hour to LOS D.

  Salinas TFO Project: This improvement is included in the City of Salinas TFO (Project 61).

  Project Responsibility: Pay the Salinas traffic impact fees, which would represent the project's fair-share contribution of this improvement.

- **Intersection #2 – Sherwood Drive – Natividad Road / E Bernal Drive – La Posada Way:**
  This intersection would operate at a deficient LOS E (AM) and F (PM), unchanged from Existing Conditions. The project would add 16 AM peak hour and 17 PM peak hour trips to this intersection.

  Impact: The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection that operates at a deficient level without the project.

  Mitigation: Convert the signal phasing on the east and west intersection approaches from concurrent phasing to split phasing. Intersection operations would improve during the AM and PM peak hour to LOS D.

Project Responsibility: To ensure that the intersection of Sherwood Drive – Natividad Road / E. Bernal Drive-La Posada Way will operate at acceptable levels of service, the applicant shall either: (1) Prior to the City's issuance of the first grading permit for a specific development project at project site, pay a traffic impact fee provided the City has updated its Traffic Fee Ordinance to include the signal modifications at this intersection as one of the improvements that is funded by the TFO, or (2) if the signal modifications at this intersection has not been included in the TFO, the applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for modifying the signal phasing and ensure that the signal modification is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits and modify the signal phasing ensuring that the signal modification is operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

- **Intersection #5 – N Main Street (SR 183) / Rossi Street:**
  This intersection, which is under Caltrans jurisdiction, would operate at a deficient LOS D during the PM peak hour, unchanged from Existing Conditions. The project would add 6 trips to this intersection during the PM peak hour and increase the PM peak hour delay by 0.1 seconds.

  Impact: The impact of the Project to the intersection is significant because the Project will increase the average vehicle delay during the PM peak hour by at least 0.1 seconds.

  Mitigation: Add a third northbound and third southbound lane on N. Main Street through this intersection. Intersection operations would improve during the PM peak hour to LOS C.

  Salinas TFO Project: This improvement is included in the City of Salinas TFO (Project 31).

  Project Responsibility: Pay the Salinas traffic impact fees, which would represent the project's fair-share contribution of this improvement.

- **Intersection #10 – Sun Street / E Market Street:**
  Side-street operations at this intersection (the southbound Sun Street approach) would operate at a deficient LOS F during the PM peak hour, unchanged from Existing Conditions. The project would add 31 trips to this approach during the PM peak hour.

  Impact: The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection whose southbound approach operates at LOS F without the Project.

  Mitigation: Signalize the intersection. The intersection would operate at LOS A during the AM and PM peak hours with signalization.

  Salinas TFO Project: This improvement is not included in the City of Salinas TFO.

  Project Responsibility: To ensure that the intersection of Sun Street and East Market Street will operate at acceptable levels of service, the applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits for,

and installation of, a traffic signal that will be operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

- **Intersection #12 – US 101 Southbound Offramp – Merced Street / E Market Street:**
  This intersection would operate at a deficient LOS F during the PM peak hour, while side-street operations (the southbound US 101 Southbound Offramp approach) would operate at a deficient LOS F during the AM and PM peak hours, unchanged from Existing Conditions. The project would add 30 AM peak hour and 27 PM peak hour trips to this intersection.

  Impact: The impact of the Project to the intersection is significant because the Project will increase the average vehicle delay during the AM and PM peak hours by at least 0.1 seconds.

  Mitigation: Signalize the intersection. Intersection operations would improve during the AM and PM peak hours to LOS B.

  Salinas TFO Project: This improvement is not included in the City of Salinas TFO.

  Project Responsibility: To ensure that the intersection of U.S. 101 Southbound Offramp – Merced Street/East Market Street will operate at acceptable levels of service, the applicant shall either: (1) Prior to the City's issuance of the first grading permit for a specific development project at project site, pay a traffic impact fee provided the City has updated its Traffic Fee Ordinance to include a traffic signal at this intersection as one of the improvements that is funded by the TFO, or (2) if the traffic signal at this intersection has not been included in the TFO, the applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits and install the traffic signal ensuring that the signal is operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

Pedestrian Circulation

Pedestrian traffic that is generated by development of the project site would likely be traveling from areas easily reached on foot from the project site, such as adjacent neighborhoods and bus stops. It is anticipated that the complete sidewalk and crosswalk network in the greater study area would facilitate pedestrian access from these areas. However, potential pedestrian impacts should be assessed at the time the project site is proposed to be developed by a specific project.

Bicycle Circulation

Development on the project site is anticipated to generate little bicycle traffic. As with the pedestrian traffic, the bicycle traffic that would be generated by the project would be traveling to areas easily reached on bike from the project site, such as residential areas that are more than a 10-minute bike ride from the project site. Although there are few bike facilities in the study area nearest the project site, the small level of bicycle traffic will be low enough to minimize any effects on existing vehicle traffic. Potential bicycle traffic impacts should be assessed at the time the project site is proposed to be developed by a specific project.

Transit Circulation

Development on the project site is anticipated to generate little transit usage. The transit usage that would be generated by the project would likely be walking to and from the bust stops within a 10-minute walk from the project site (as enumerated in Section 2.4). The small level of transit usage generated by the project would be low enough to minimize any effects on existing transit demand for bus routes in the area. Potential transit traffic impacts should be assessed at the time the project site is proposed to be developed by a specific project.

Impact Fees

The future development project constructed on the project site would be responsible for payment of the City of Salinas TFO and the Transportation Agency for Monterey County (TAMC) Regional Development Impact fees.

1.3 Background Conditions

Traffic volumes under Background conditions were derived by applying growth factors to the existing volumes on the study corridors in this analysis. More specifically, the corridors and their associated growth factors are the following:

1. E Laurel Drive – 2% (AM), 3% (PM)
2. Natividad Road – 2% (AM), 3% (PM)
3. Sherwood Drive – 2% (AM), 3% (PM)
4. E Rossi Street and W Rossi Street – 2% (AM), 3% (PM)
5. N Main Street:
    a. North of US 101 – 2% (AM), 3% (PM)
    b. South of US 101 – 10% (AM), 15% (PM)
6. E Market Street – 2% (AM), 3% (PM)
7. Front Street – 2% (AM), 3% (PM)
8. E Alisal Street – 2% (AM), 3% (PM)
9. Kern Street – 2% (AM), 3% (PM)
10. US 101 Onramps and Offramps – 2% (AM), 3% (PM)

The growth factors were primarily applied to the mainline traffic on each corridor. The lower of the two growth factors on intersecting streets was applied to the turning movements between those streets. The growth factors used are consistent with the net increase in traffic on these corridors attributable to approved projects in past traffic analyses in the study area.

Vehicle Circulation

Although most of the study intersections would continue to operate at or better than their respective level of service standards under Background conditions, the following six intersections would operate below their standards:

1. Natividad Road / E Laurel Drive: LOS E (AM and PM)
2. Sherwood Drive – Natividad Road / E Bernal Drive – La Posada Way: LOS E (AM), LOS F (PM)
5. N. Main Street (SR 183) / Rossi Street: LOS D (AM and PM)
7. Kern Street / US 101 Northbound Ramps – Mobray Way: Side Street approach LOS F (PM)

10. Sun Street / E Market Street: Side-street approach LOS F (PM)
12. US 101 Southbound Offramp – Merced Street / E Market Street: Overall LOS F (PM), Side-street approach LOS F (AM and PM)

1.4 Background Plus Project Conditions

Vehicle Circulation

The same five intersections significantly impacted under Existing Conditions would be significantly impacted by the project under Background Conditions:

1. Natividad Road / E Laurel Drive: LOS E (AM and PM)
2. Sherwood Drive – Natividad Road / E Bernal Drive – La Posada Way: LOS E (AM), LOS F (PM)
5. N. Main Street (SR 183) / Rossi Street: LOS D (PM)
10. Sun Street / E Market Street: Side-street approach LOS F (PM)
12. US 101 Southbound Offramp – Merced Street / E Market Street: Overall LOS F (PM), Side-street approach LOS F (AM and PM).

Figure ES-2 shows the levels of service with and without the project at each of the significantly impacted intersections for the Background Plus Project Condition. **Figure ES-2** also shows the contribution of the project to the intersection deficiency and project's percentage of total overall intersection delay.

See **Figure ES-4** for the recommended improvements at these intersections under Background Conditions. Implementation of these improvements would reduce the project's impact at these intersections to less-than-significant. The impact and the recommended mitigation measure at each intersection is described below.

- **Intersection #1 – Natividad Road / E Laurel Drive:**
  This intersection would operate at a deficient LOS E during the AM and PM peak hours, unchanged from Background Conditions. The project would add 16 AM peak hour and 17 PM peak hour trips to this intersection.

  Impact: The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection that operates at a deficient level without the project.

  Mitigation: Add a third northbound and third southbound lane to Natividad Road through this intersection. Intersection operations would improve during the AM and PM peak hour to LOS D.

  Salinas TFO Project: This improvement is included in the City of Salinas TFO (Project 61).

  Project Responsibility: Pay the Salinas traffic impact fees, which would represent the project's fair-share contribution of this improvement.

- **Intersection #2 – Sherwood Drive – Natividad Road / E Bernal Drive – La Posada Way:**
  This intersection would operate at a deficient LOS E (AM) and F (PM), unchanged from Background Conditions. The project would add 16 AM peak hour and 17 PM peak hour trips to this intersection.

  Impact: The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection that operates at a deficient level without the project.

Mitigation: Convert the signal phasing on the east and west intersection approaches from concurrent phasing to split phasing. Intersection operations would improve during the AM and PM peak hour to LOS D.

Project Responsibility: To ensure that the intersection of Sherwood Drive – Natividad Road / E. Bernal Drive-La Posada Way will operate at acceptable levels of service, the applicant shall either: (1) Prior to the City's issuance of the first grading permit for a specific development project at project site, pay a traffic impact fee provided the City has updated its Traffic Fee Ordinance to include the signal modifications at this intersection as one of the improvements that is funded by the TFO, or (2) if the signal modifications at this intersection has not been included in the TFO, the applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for modifying the signal phasing and ensure that the signal modification is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits and modify the signal phasing ensuring that the signal modification is operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

- **Intersection #5 – N Main Street (SR 183) / Rossi Street:**
  This intersection, which is under Caltrans jurisdiction, would operate at a deficient LOS D during the AM and PM peak hours, unchanged from Background Conditions. The project would add 17 trips to this intersection during the AM peak hour and 15 trips to this intersection during the PM peak hour. The trips added by the Project would not increase the average vehicle delay during the AM peak hour, but would increase the PM peak hour vehicle delay by 0.1 seconds.

  Impact: The impact of the Project to the intersection is significant because the Project will increase the average vehicle delay during the PM peak hour by at least 0.1 seconds.

  Mitigation: Add a third northbound and third southbound lane on N. Main Street through this intersection. Intersection operations would improve during the PM peak hour to LOS C.

  Salinas TFO Project: This improvement is included in the City of Salinas TFO (Project 31).

  Project Responsibility: Pay the Salinas traffic impact fees, which would represent the project's fair-share contribution of this improvement.

- **Intersection #10 – Sun Street / E Market Street:**
  Side-street operations at this intersection (the southbound Sun Street approach) would operate at a deficient LOS F during the PM peak hour, unchanged from Background Conditions. The project would add 31 trips to this approach during the PM peak hour.

  Impact: The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection whose southbound approach operates at LOS F without the Project.

  Mitigation: Signalize the intersection. The intersection would operate at LOS A during the AM and PM peak hours with signalization.

  Salinas TFO Project: This improvement is not included in the City of Salinas TFO.

Project Responsibility: To ensure that the intersection of Sun Street and East Market Street will operate at acceptable levels of service, the applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits for and installation of a traffic signal that will be operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

- **Intersection #12 – US 101 Southbound Offramp – Merced Street / E Market Street:**
  This intersection would operate at a deficient LOS F during the PM peak hour, while side-street operations (the southbound US 101 Southbound Offramp approach) would operate at a deficient LOS F during the AM and PM peak hours, unchanged from Background Conditions. The project would add 30 AM peak hour and 27 PM peak hour trips to this intersection.

  Impact: The impact of the Project to the intersection is significant because the Project will increase the average vehicle delay on the southbound off-ramp approach during the AM and PM peak hours by at least 0.1 seconds.

  Mitigation: Signalize the intersection. Intersection operations would improve during the AM and PM peak hours to LOS B.

  Salinas TFO Project: This improvement is not included in the City of Salinas TFO.

  Project Responsibility: To ensure that the intersection of U.S. 101 Southbound Offramp – Merced Street/East Market Street will operate at acceptable levels of service, the applicant shall either: (1) Prior to the City's issuance of the first grading permit for a specific development project at project site, pay a traffic impact fee provided the City has updated its Traffic Fee Ordinance to include a traffic signal at this intersection as one of the improvements that is funded by the TFO, or (2) if the traffic signal at this intersection has not been included in the TFO, the applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits and install the traffic signal ensuring that the signal is operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

1.5 Cumulative Without Project Conditions

The Cumulative Without Project condition traffic volumes are primarily on traffic forecasts documented in the City of Salinas General Plan Circulation Study prepared by Higgins Associates in 2002. Traffic forecasts documented in the following reports were also referenced:

1. Monterey County Jail Housing Addition Traffic Impact Analysis, Hatch Mott MacDonald, April 29, 2014.
2. Haciendas Phase III/IV Traffic Impact Analysis, Hatch Mott MacDonald, April 8, 2014.

3. Sun Street Solid Waste Transfer Station Access Plan Traffic Impact Analysis, Higgins Associates, August 27, 2007.
4. Tynan Village Mixed Use Development Traffic Impact Study Report, Higgins Associates, November 22, 2004.
5. Salinas Sphere of Influence Amendment and Annexation Supplemental TIA, Fehr & Peers, November 14, 2007.

The Cumulative Condition traffic volume forecasts reflect new road links and the level of service calculations for the Cumulative Condition include intersection improvements that are included in the City of Salinas Traffic Fee Ordinance and are planned for implementation in conjunction with buildout of the city's General Plan. These improvements include the following:

1. TFO Project No. 30: Rossi Street Widening – widen to four lanes between Main Street and Sherwood Drive.
2. TFO Project No. 31: Main Street Widening – widen from a four to six-lane arterial between Casentini Street and Market Street.
3. TFO Project No. 33A: Bernal Drive Extension – extend as a four-lane arterial from Sherwood Drive/Natividad Road intersection to Kern Street.
4. TFO Project No. 33B: Bernal Drive Widening – widen, construct sidewalk and retaining wall on north side between Main Street and Rosarita Drive.
5. TFO Project No. 34: Constitution Boulevard Extension – extend from Laurel Drive to Bernal Drive Extension.
6. TFO Project No. 45: Laurel Drive Widening – widen to six lanes between Natividad and Constitution. Add left turn channelization east of Constitution.
7. TFO Project No. 46: Main Street Widening – widen to six lanes between Market Street and Bernal by eliminating on-street parking and widening UP Structure north of Market Street.
8. TFO Project No. 61: Natividad Road/Laurel Drive Intersection – widen the Natividad Road north and south intersection legs to provide the following lane configuration on the intersection approaches:
    a. Northbound approach – 1 left turn lane, 3 through lanes, 1 right turn lane
    b. Southbound approach – 2 left turn lanes, 2 through lanes, 1 through/right turn lane.
    c. Eastbound approach – 1 left turn lane, 2 through lanes, 1 right turn lane.
    d. Westbound approach – 2 left turn lanes, 2 through lanes, 1 right turn lane.

Vehicle Circulation

Although some of the study intersections would operate at or better than their respective level of service standards under Cumulative Without Project conditions, the following intersections would operate below their standards:

#5: N Main Street (SR 183) / Rossi Street: LOS D (PM)

#7: Kern Street / US 101 Northbound Ramps – Mobray Way: Overall LOS F, Side Street approach LOS F (PM)

#10: Sun Street / E Market Street: Side-street approach LOS F (PM)

#12: US 101 Southbound Offramp – Merced Street / E Market Street: Overall LOS E (AM) and LOS F (PM), Side-street approach LOS F (AM and PM)

#14: Kern Street / E Market Street: LOS F (PM)

1.6 Cumulative Plus Project Conditions

Vehicle Circulation

Although some of the study intersections would operate at or better than their respective level of service standards under Cumulative Plus Project conditions, the following intersections would operate below their standards and the project would contribute to the cumulative impact:

#5: N Main Street (SR 183) / Rossi Street: LOS D (PM)

#7: Kern Street / US 101 Northbound Ramps – Mobray Way: Overall LOS F, Side Street approach LOS F (PM)

#10: Sun Street / E Market Street: Side-street approach LOS F (PM)

#12: US 101 Southbound Offramp – Merced Street / E Market Street: Overall LOS E (AM) and LOS F (PM), Side-street approach LOS F (AM and PM)

#14: Kern Street / E Market Street: LOS F (PM)

Figure ES-3 shows the levels of service with and without the project at each of the significantly impacted intersections for the Cumulative Plus Project Condition. **Figure ES-3** also shows the contribution of the project to the intersection deficiency and project's percentage of total overall intersection delay.

See **Figure ES-4** for the recommended improvements at these intersections under Cumulative Conditions. Implementation of these improvements would reduce the project's impact at these intersections to less-than-significant. The impact and the recommended mitigation measure at each intersection is described below.

- **Intersection #5 – N Main Street (SR 183) / Rossi Street:**
  This intersection, which is under Caltrans jurisdiction, would operate at LOS C during the AM peak hour and a deficient LOS D during the PM peak hour unchanged from Cumulative Conditions. The project would add 17 trips to this intersection during the AM peak hour and 15 trips to this intersection during the PM peak hour. The trips added by the Project would not increase the average vehicle delay during the PM peak hour vehicle delay by 0.1 seconds.

  Impact: The impact of the Project to the intersection is significant because the Project will increase the average vehicle delay during the PM peak hour by at least 0.1 seconds. The Project's impact to this intersection is significant under Existing and Background Conditions.

  Mitigation:
  1) Add a third northbound through lane and third southbound through lane to N. Main Street at this intersection. The improvement would be achieved by converting the existing right turn lanes on northbound and southbound N. Main Street to through/right turn lanes.
  2) Add a second left turn lane on the westbound Rossi Street approach. TFO Project 30 would widen Rossi Street to a four-lane divided arterial within a right of way of 106 feet.

  With the second left turn lane included in the mitigation, the PM peak hour delay would be 41.8 seconds, which would be lower than the Cumulative Condition without project PM peak hour delay of 42.5 seconds. Therefore, the Project's cumulative impact would be mitigated.

  Salinas TFO Project: Projects 30 and 31. The City would need to modify Project 30 to include the second left turn lane on the westbound Rossi Street approach to N. Main Street.

Salinas TFO Project: Salinas TFO Project 30 and Project 31.

Project Responsibility: Pay the Salinas traffic impact fees, which would represent the project's fair-share contribution of this improvement.

- **Intersection #7 – Kern Street / US 101 Northbound Ramps – Mobray Way:**
  This intersection would operate at an overall LOS F with side-street operations (the eastbound US 101 Northbound Ramps approach) of LOS F during the PM peak hour, unchanged from Cumulative Without Project Conditions. The project would add 2 trips to the eastbound off-ramp approach during the PM peak hour. The project by itself would not significantly impact the intersection, but the project would contribute to the cumulative operating deficiency at the intersection. Traffic diversions associated with the Bernal Avenue Extension and the Constitution Boulevard Extension will contribute to the deficient operations at this intersection under Cumulative Conditions.

  Impact: The impact of the Project to the intersection is significant because the Project will increase the average vehicle delay on the eastbound off-ramp approach during the PM peak hour by at least 0.1 seconds.

  Mitigation: Signalize the intersection. Intersection operations would improve during the AM peak hour to LOS B and to LOS C during the PM peak hour.

  Salinas TFO Project: This improvement is not included in the City of Salinas TFO. It is recommended that this improvement be added to Salinas TFO Project 33A (Bernal Avenue Extension) and 34 (Constitution Boulevard Extension). Traffic diversions associated with the extensions of Bernal Avenue and Constitution Boulevard will create new turning movement patterns at the Kern Avenue/Northbound US 101 ramps intersection and these new turning patterns will necessitate modification of the existing intersection traffic control. For this reason, the costs for the new intersection traffic control should be included in the TFO.

  Project Responsibility: This improvement is not currently included in the City's Capital Improvement Program nor the TFO. To mitigate the Project's cumulative impact, a mechanism would need to be in place that ensures the ultimate full funding and completion of the improvement. This could be accomplished by adding the improvement to the City TFO or Capital Improvement Program. The Project's cumulative impact would be mitigated by the following:
  Alternative 1: Add the improvement to the TFO and pay the TFO fee.
  Alternative 2: Include the improvement in the Capital Improvement Program and pay a pro-rata contribution toward implementation of the project that would be combined with future development impact fees to fully fund implementation of the improvement. The pro-rata contribution would be based upon the project's share of cumulative traffic growth, where cumulative traffic growth equals Cumulative With Project volumes minus Existing volumes. The equitable share contribution calculation is based on the average of AM and PM peak hour volumes. The project's equitable share of cumulative traffic growth is 1 percent (1%).

- **Intersection #10 – Sun Street / E Market Street:**
  Side-street operations at this intersection (the southbound Sun Street approach) would operate at a deficient LOS F during the PM peak hour, unchanged from Cumulative Conditions. The project would add 31 trips to this approach during the PM peak hour. The Project's impact to this intersection is significant under Existing and Background Conditions.

  Impact: The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection whose southbound approach operates at LOS F without the Project.

Mitigation: Signalize the intersection. The intersection would operate at LOS A during the AM and PM peak hours with signalization.

Salinas TFO Project: This improvement is not included in the City of Salinas TFO.

Project Responsibility: The Project's impact to this intersection was identified as significant under Existing and Background Conditions. The mitigation required for Cumulative Conditions (signalization) is the same as the mitigation recommended for Existing and Background Conditions. Therefore, the Project's responsibility to mitigate cumulative impacts is the same as the responsibility identified for the Existing and Background Conditions, which is as follows: To ensure that the intersection of Sun Street and East Market Street will operate at acceptable levels of service, the applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits for installation of a traffic signal that will be operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

- **Intersection #12 – US 101 Southbound Off-ramp – Merced Street / E Market Street:**
  This intersection would operate at a deficient LOS E during the AM peak hour and LOS F during the PM peak hour, while side-street operations (the southbound US 101 Southbound Off-ramp approach) would operate at a deficient LOS F during the AM and PM peak hours, unchanged from Cumulative Conditions. The project would add 30 AM peak hour and 27 PM peak hour trips to this intersection. The Project's impact to this intersection is significant under Existing and Background Conditions.

  Impact: The impact of the Project to the intersection is significant because the Project will increase the average vehicle delay on the southbound off-ramp approach during the AM and PM peak hours by at least 0.1 seconds.

  Mitigation: Signalize the intersection. Intersection operations would improve during the AM and PM peak hours to LOS B.

  Salinas TFO Project: This improvement is not included in the City of Salinas TFO.

  Project Responsibility: The Project's impact to this intersection was identified as significant under Existing and Background Conditions. The mitigation required for Cumulative Conditions (signalization) is the same as the mitigation recommended for Existing and Background Conditions. Therefore, the Project's responsibility to mitigate cumulative impacts is the same as the responsibility identified for the Existing and Background Conditions, which is as follows: To ensure that the intersection of U.S. 101 Southbound Off-ramp – Merced Street/East Market Street will operate at acceptable levels of service, the applicant shall either: (1) Prior to the City's issuance of the first grading permit for a specific development project at project site, pay a traffic impact fee provided the City has updated its Traffic Fee Ordinance to include a traffic signal at this intersection as one of the improvements that is funded by the TFO, or (2) if the traffic signal at this intersection has not been included in the TFO, the applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits

and install the traffic signal ensuring that the signal is operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

- **Intersection #14 – Kern Street / E Market Street:**
  This intersection would operate at a deficient LOS F during the PM peak hour, unchanged from Cumulative without Project Conditions. The project would add 17 PM peak hour trips to this intersection. The project by itself would not significantly impact the intersection, but the project would contribute to the cumulative operating deficiency at the intersection. Traffic diversions associated with the Bernal Avenue Extension and the Constitution Boulevard Extension will contribute to the deficient operations at this intersection under Cumulative Conditions.

  Impact: The impact of the Project to the intersection is significant because the Project will add trips to the intersection that operates at a deficient level without the project.

  Mitigation: Restripe the westbound E. Market Street approach as one exclusive left turn lane, one through lane and one exclusive right turn lane. With this improvement, the intersection would operate at LOS C during the AM peak hour and LOS D during the PM peak hour.

  Salinas TFO Project: This improvement is not included in the City of Salinas TFO. It is recommended that this improvement be added to Salinas TFO Project 33A (Bernal Avenue Extension) and 34 (Constitution Boulevard Extension). Traffic diversions associated with the extensions of Bernal Avenue and Constitution Boulevard will create new turning movement patterns at the Kern Avenue/E. Market Street intersection and these new turning patterns, including an increase in the volume of traffic turning right from westbound E. Market Street to northbound Kern Avenue, will necessitate modification of the existing intersection lane configuration. For this reason, the costs for the new intersection configuration should be included in the TFO.

  Project Responsibility: This improvement is not currently included in the City's Capital Improvement Program nor the TFO. To mitigate the Project's cumulative impact, a mechanism would need to be in place that ensures the ultimate full funding and completion of the improvement. This could be accomplished by adding the improvement to the City TFO or Capital Improvement Program. The Project's cumulative impact would be mitigated by the following:

  Alternative 1: If the improvement is added to the TFO, pay the TFO fee.
  Alternative 2: Include the improvement in the Capital Improvement Program and pay a pro-rata contribution toward implementation of the project that would be combined with future development impact fees to fully fund implementation of the improvement. The pro-rata contribution would be based upon the project's share of cumulative traffic growth, where cumulative traffic growth equals Cumulative With Project volumes minus Existing volumes. The equitable share contribution calculation is based on the average of the AM and PM peak hour volumes. The project's share of cumulative traffic growth is three percent (3%).

Table ES-1: Existing Plus Project Condition Intersection Levels of Service With Project's Percentage Share of Deficiency at Significantly Impacted Intersections

	N-S Street	E-W Street	Existing Intersection Control	LOS Stnd.	Peak Hour	Existing Conditions		Existing Plus Project Conditions		Intersection - Average of All Movements					Unsignalized Intersection Side Street Approach					Project Contribution to Total Intersection Volume	
						Delay (sec)	LOS	Delay (sec)	LOS	Maximum Satisfactory Delay (sec)	Amount of Ex + Proj Delay Over Maximum Limit (sec)	Increment Attributable to Project (sec)	Percentage of Deficiency Attributable to Project	Project Percentage of Total Delay	Maximum Satisfactory Delay (sec)	Amount of Ex + Proj Delay Over Maximum Limit (sec)	Increment Attributable to Project (sec)	Percentage of Deficiency Attributable to Project	Project Percentage of Total Delay	Total Existing Plus Project Intersection Volume	Project Vehicle Trips Added to Intersection
1	Natividad Road	East Laurel Drive	Signal	D	AM	61.1	E	62.1	**E**	55.0	7.1	1.0	14.08%	1.61%	-	-	-	-	-	4,008	17
					PM	62.5	E	62.7	**E**	55.0	7.7	0.2	2.60%	0.32%	-	-	-	-	-	5,273	16
			With Improvement		*AM*			*48.2*	*D*												
					PM			*52.9*	*D*												
2	Sherwood Drive - Natividad Road	East Bernal Drive - La Posada Way	Signal	D	AM	57.8	E	**58.7**	**E**	55.0	3.7	0.9	24.32%	1.53%	-	-	-	-	-	2,961	17
					PM	92.1	F	**93.2**	**F**	55.0	38.2	1.1	2.88%	1.18%	-	-	-	-	-	3,262	16
			With Improvement		*AM*			*34.2*	*C*												
					PM			*44.0*	*D*												
5	North Main Street (SR 183)	Rossi Street	Signal	C/D (Caltrans)	AM	30.5	C	30.5	C	-	-	-	-		-	-	-	-	-	-	-
					PM	39.9	D	**40.0**	**D**	35.0	5.0	0.1	2.00%	0.25%	-	-	-	-	-	3,876	15
			With Improvement		*AM*			*26.5*	*C*												
					PM			*32.7*	*C*												
10	Sun Street	East Market Street	Two-Way Stop	D (E/E)	AM	1.7 (24.7/32.2)	A (C/D)	1.9 (25.8/34.7)	A (D/D)	-	-	-	-	-	-	-	-	-	-	-	-
					PM	3.9 (33.0/79.8)	A (D/F)	**8.4 (33.4/142.2)**	**A (D/F)**	-	-	-	-	-	50.0	92.2	62.4	0.68	0.44	1,866	36
			With Improvement		*AM*			*7.0*	*A*												
					PM			*7.0*	*A*												
12	US 101 Southbound Offramp - Merced Street	East Market Street	Two-Way Stop	C/D (E/E) (Caltrans)	AM	19.5 (18.4/78.9)	C (C/F)	**21.9 (19.2/90.8)**	**C (C/F)**	-	-	-	-	-	50.0	40.8	11.9	0.29	0.13	1,447	30
					PM	69.3 (20.9/ *)	F (C/F)	**72.5 (22.2/ *)**	**F (C/F)**	25.0	47.5	3.2	6.70%	4.41%	50.0	-	-	-	-	2,109	27
			With Improvement		*AM*			*10.3*	*B*												
					PM			*12.8*	*B*												

Notes:

1. LOS Stnd. = Level of Service Standard.
2. XX (YY) = Overall (Side Street).
3. Analysis performed using 2010 Highway Capacity Manual methodologies.
4. Overall level of service standard for the City of Salinas is LOS D.
   Maximum delay for LOS D at a signalized intersection = 55.0 sec per vehicle
   Maximum delay for LOS D at an unsignalized intersection = 35.0 sec per vehicle
5. Overall level of service standard for the Caltrans is the transition between LOS C and LOS D (LOS C/D).
   Maximum delay for LOS C at a signalized intersection = 35.0 sec per vehicle
   Maximum delay for LOS C at an unsignalized intersection = 25.0 sec per vehicle
6. Worst approach level of service standard is generally LOS E. Level of service "F" is the level of service at which improvements would normally be required.
   Maximum delay for LOS E at an unsignalized intersection approach = 50.0 sec per vehicle
7. * : Delay exceeds 300 seconds per vehicle. Percentage of delay deficiency calculation not shown for conditions when the delay is greater than 300 seconds per vehicle due to the problematic nature of the delay calculation at high levels of saturation.

Table ES-2: Background Plus Project Condition Intersection Levels of Service With Project's Percentage Share of Deficiency at Significantly Impacted Intersections

	N-S Street	E-W Street	Existing Intersection Control	LOS Stnd.	Peak Hour	Background Conditions		Background Plus Project Conditions		Intersection - Average of All Movements					Unsignalized Intersection Side Street Approach					Project Contribution to Total Intersection Volume	
						Delay (sec)	LOS	Delay (sec)	LOS	Maximum Satisfactory Delay (sec)	Amount of Back + Proj Delay Over Maximum Limit (sec)	Increment Attributable to Project (sec)	Percentage of Deficiency Attributable to Project	Project Percentage of Total Delay	Maximum Satisfactory Delay (sec)	Amount of Back + Proj Delay Over Maximum Limit (sec)	Increment Attributable to Project (sec)	Percentage of Deficiency Attributable to Project	Project Percentage of Total Delay	Total Background Plus Project Intersection Volume	Project Vehicle Trips Added to Intersection
1	Natividad Road	East Laurel Drive	Signal	D	AM	63.9	E	**65.1**	**E**	55.0	10.1	1.2	11.88%	1.84%	-	-	-	-	-	4,087	17
					PM	66.7	E	**66.9**	**E**	55.0	11.9	0.2	1.68%	0.30%	-	-	-	-	-	5,429	16
			With Improvement		*AM*			*50.0*	*D*												
					PM			*54.5*	*D*												
2	Sherwood Drive - Natividad Road	East Bernal Drive - La Posada Way	Signal	D	AM	61.3	E	**62.5**	**E**	55.0	7.5	1.2	16.00%	1.92%	-	-	-	-	-	3,019	17
					PM	98.5	F	**99.8**	**F**	55.0	44.8	1.3	2.90%	1.30%	-	-	-	-	-	3,358	16
			With Improvement		*AM*			*36.4*	*D*												
					PM			*54.5*	*D*												
5	North Main Street (SR 183)	Rossi Street	Signal	C/D (Caltrans)	AM	35.8	D	35.8	D	-	-	-	-		-	-	-	-	-	-	-
					PM	47.1	D	**47.3**	**D**	35.0	12.3	0.2	1.63%	0.42%	-	-	-	-	-	4,239	15
			With Improvement		*AM*			*29.1*	*C*												
					PM			*34.8*	*C*												
10	Sun Street	East Market Street	Two-Way Stop	D (E/E)	AM	1.7 (25.2/33.5)	A (D/D)	2.1 (26.8/39.0)	A (D/E)	-	-	-	-	-	-	-	-	-	-	-	-
					PM	4.4 (35.0/92.0)	A (E/F)	**9.5 (36.1/166.0)**	**A (E/F)**	-	-	-	-	-	50.0	116.0	74.0	63.80%	44.58%	1,915	36
			With Improvement		*AM*			*4.9*	*A*												
					PM			*6.2*	*A*												
12	US 101 Southbound Offramp - Merced Street	East Market Street	Two-Way Stop	C/D (E/E) (Caltrans)	AM	22.1 (19.1/89.8)	C (C/F)	**24.6 (19.9/102.2)**	**C (C/F)**	-	-	-	-	-	50.0	52.2	12.4	23.80%	12.13%	1,473	30
					PM	81.8 (23.0/ *)	F (C/F)	**84.7 (24.4/ *)**	**F (C/F)**	25.0	59.7	2.9	4.90%	3.42%	50.0	-	-	-	-	2,166	27
			With Improvement		*AM*			*10.4*	*B*												
					PM			*13.2*	*B*												

Notes:

1. LOS Stnd. = Level of Service Standard.
2. XX (YY) = Overall (Side Street).
3. Analysis performed using 2010 Highway Capacity Manual methodologies.
4. Overall level of service standard for the City of Salinas is LOS D.
   Maximum delay for LOS D at a signalized intersection = 55.0 sec per vehicle
   Maximum delay for LOS D at an unsignalized intersection = 35.0 sec per vehicle
5. Overall level of service standard for the Caltrans is the transition between LOS C and LOS D (LOS C/D).
   Maximum delay for LOS C at a signalized intersection = 35.0 sec per vehicle
   Maximum delay for LOS C at an unsignalized intersection = 25.0 sec per vehicle
6. Worst approach level of service standard is generally LOS E. Level of service "F" is the level of service at which improvements would normally be required.
   Maximum delay for LOS E at an unsignalized intersection approach = 50.0 sec per vehicle
7. * : Delay exceeds 300 seconds per vehicle. Percentage of delay deficiency calculation not shown for conditions when the delay is greater than 300 seconds per vehicle due to the problematic nature of the delay calculation at high levels of saturation.

Table ES-3: Cumulative Plus Project Condition Intersection Levels of Service With Project's Percentage Share of Deficiency at Significantly Impacted Intersections

	N-S Street	E-W Street	Existing Intersection Control	LOS Stnd.	Peak Hour	Cumulative Conditions		Cumulative Plus Project Conditions		Intersection - Average of All Movements					Unsignalized Intersection Side Street Approach					Project Contribution to Total Intersection Volume	
						Delay (sec)	LOS	Delay (sec)	LOS	Maximum Satisfactory Delay (sec)	Amount of C + Proj Delay Over Maximum Limit (sec)	Increment Attributable to Project (sec)	Percentage of Deficiency Attributable to Project	Project Percentage of Total Delay	Maximum Satisfactory Delay (sec)	Amount of C + Proj Delay Over Maximum Limit (sec)	Increment Attributable to Project (sec)	Percentage of Deficiency Attributable to Project	Project Percentage of Total Delay	Total Cumulative Plus Project Intersection Volume	Project Vehicle Trips Added to Intersection
5	North Main Street (SR 183)	Rossi Street	Signal	C/D (Caltrans)	AM	34.6	C	34.8	C	-	-	-	-	-	-	-	-	-	-	-	-
					PM	42.5	D	**42.6**	**D**	35.0	7.6	0.1	1.32%	0.23%	-	-	-	-	-	4,603	15
			With Improvement		*AM*			*34.7*	*C*												
					PM			*41.8*	*D*												
7	Kern Street	US 101 Northbound Ramps - Mobray Way	One-Way Stop	C/D (E) (Caltrans)	AM	8.1 (21.3)	A (C)	8.2 (21.3)	A (C)	-	-	-	-	-	-	-	-	-	-	-	-
					PM	* (*)	F (F)	*** (*)**	F (F)	-	-	-	-	-	-	-	-	-	-	2,105	2
			With Improvement		*AM*			*12.3*	*B*												
					PM			*26.4*	*C*												
10	Sun Street	East Market Street	Two-Way Stop	D (E/E)	AM	1.7 (27.9/35.5)	A (D/E)	2.1 (29.3/41.8)	A (D/E)	-	-	-	-	-	-	-	-	-	-	-	-
					PM	8.4 (48.8/180.2)	A (E/F)	**18.2 (49.8/ *)**	**C (E/F)**	-	-	-	-	-	50.0	-	-	-	-	2,107	36
			With Improvement		*AM*			*3.8*	*A*												
					PM			*4.9*	*A*												
12	US 101 Southbound Offramp - Merced Street	East Market Street	Two-Way Stop	C/D (E/E)	AM	44.1 (23.2/164.0)	E (C/F)	**48.7 (24.2/184.3)**	**E (C/F)**	25.0	23.7	4.6	19.40%	9.45%	50.0	134.3	20.3	15.10%	11.01%	1,761	30
					PM	228.0 (-/ *)	F (F/F)	**236.6 (-/ *)**	**F (F/F)**	25.0	211.6	8.6	4.10%	3.63%	50.0	-	-	-	-	2,530	27
			With Improvement		*AM*			*10.1*	*B*												
					PM			*14.9*	*B*												
14	Kern Street	East Market Street	Signal	D	AM	25.2	C	25.8	C	-	-	-	-		-	-	-	-	-	2,116	28
					PM	82.0	F	**81.9**	**F**				0.00%	0.00%	-	-	-	-	-	3,478	17
			With Improvement		*AM*			*23.3*	*C*												
					PM			*48.1*	*D*												

Notes:

1. LOS Stnd. = Level of Service Standard.
2. XX (YY) = Overall (Side Street).
3. Analysis performed using 2010 Highway Capacity Manual methodologies.
4. Overall level of service standard for the City of Salinas is LOS D.
   Maximum delay for LOS D at a signalized intersection = 55.0 sec per vehicle
   Maximum delay for LOS D at an unsignalized intersection = 35.0 sec per vehicle
5. Overall level of service standard for the Caltrans is the transition between LOS C and LOS D (LOS C/D).
   Maximum delay for LOS C at a signalized intersection = 35.0 sec per vehicle
   Maximum delay for LOS C at an unsignalized intersection = 25.0 sec per vehicle
6. Worst approach level of service standard is generally LOS E. Level of service "F" is the level of service at which improvements would normally be required.
   Maximum delay for LOS E at an unsignalized intersection approach = 50.0 sec per vehicle
7. * : Delay exceeds 300 seconds per vehicle. Percentage of delay deficiency calculation not shown for conditions when the delay is greater than 300 seconds per vehicle due to the problematic nature of the delay calculation at high levels of saturation.

Figure ES-4: Recommended Intersection Improvements

	N-S Street	E-W Street	Existing Intersection Control	Existing Plus Project Mitigation	Background Plus Project Mitigation	Cumulative Plus Project Mitigation
1	Natividad Road	East Laurel Drive	Signal	Add 3rd NB T, 3rd SB T (TFO Project No. 61)	Same as Existing Plus Project.	-
2	Sherwood Drive - Natividad Road	East Bernal Drive - La Posada Way	Signal	Change E Bernal - La Posada Signal Phasing to Split Phasing. (Not currently included in the Salinas TFO.)	Same as Existing Plus Project.	-
5	North Main Street (SR 183)	Rossi Street	Signal	Add 3rd NB T, 3rd SB T. (TFO Project 31)	Same as Existing Plus Project.	1. Add 3rd NB T & 3rd SB T: TFO Project 31 2. Provide a second left turn lane on the westbound Rossi Street approach to N. Main. (TFO Project 30, modified by the City to include a second westbound left turn lane on Rossi within the 106 foot right of way planned by TFO Project 30.)
7	Kern Street	US 101 Northbound Ramps - Mobray Way	One-Way Stop	-	-	Signalize intersection.
10	Sun Street	East Market Street	Two-Way Stop	Signalize intersection.	Same as Existing Plus Project.	Same as Existing Plus Project.
12	US 101 Southbound Offramp - Merced Street	East Market Street	Two-Way Stop	Signalize Intersection	Same as Existing Plus Project.	Same as Existing Plus Project.
14	Kern Street	East Market Street	Signal	-	-	Restripe westbound E. Market approach to provide left turn lane, 1 through lane and 1 right turn lane.

Notes:
1. LOS Stnd. = Level of Service Standard
2. L, T, R, EB, WB, NB, SB, RTO = Left, Through, Right, Eastbound, Westbound, Southbound, Northbound, Right Turn Overlap signal phase.

Source: Mott MacDonald.

2 Introduction

This report summarizes the potential traffic circulation issues associated with the proposed Rodeo Property General Plan Amendment (GPA) and Rezoning in Salinas, California Vehicular, pedestrian and bicycle circulation issues were evaluated at the project site and the surrounding street network in Salinas, along with site access and internal circulation. The project site is located on Sun Street between US 101 and East Market Street. The location of the project site with respect to the area road network is indicated on **Figure 1**. **Figure 2** shows the project parcel. Access to the site is provided via Sun Street and its connection to Calle Cebu and E. Market Street.

2.1 Scope of Work

A specific development to be constructed on the project is not proposed at this time. Developed at a 0.4 Floor Area Ratio, the GPA Amendment and Rezoning would allow for the development of up to 118,600 square feet of floor space on the project site. For this study, the transportation impacts associated with the development of 118,600 square feet of floor space were analyzed. For purposes of this traffic study, 4 percent of the floor space (4,700 square feet) was assumed to be occupied by support office space and this space was modeled as general office space. The remaining floor area (113,900 square feet) was modeled as light industrial space.

This report addresses the following:

- Existing vehicular, pedestrian, bicycle and transit circulation at the project site and the surrounding street network.
- Assessment of potential direct impacts to vehicular, pedestrian, bicycle and transit circulation due to the GPA, and recommendations to minimize or alleviate those impacts.
- Assessment of potential cumulative traffic impacts.
- Potential site access issues.

2.2 Study Network

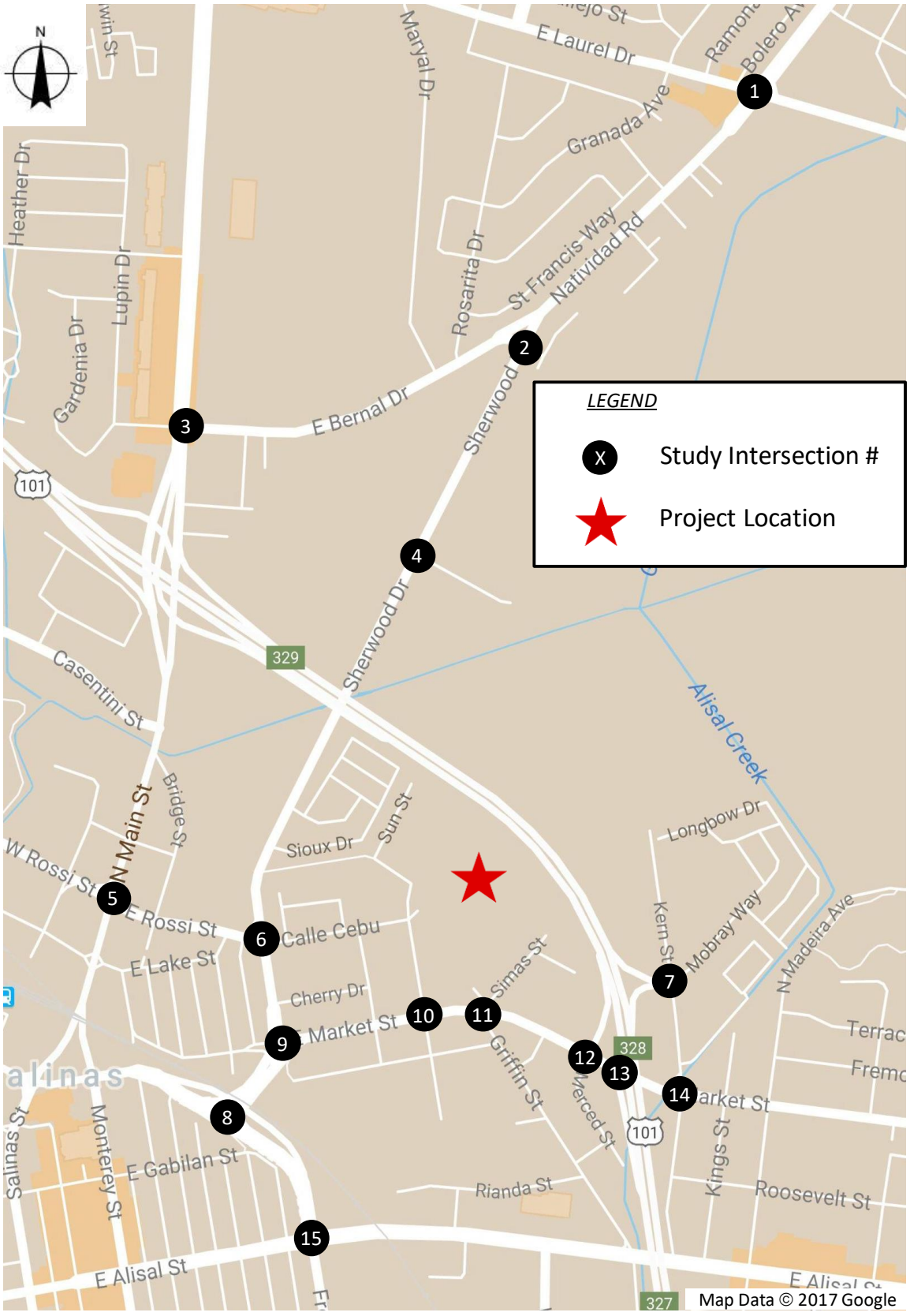
The AM and PM peak periods were analyzed at the following intersections:

1. Natividad Road / East Laurel Drive;
2. Sherwood Drive - Natividad Road / East Bernal Drive – La Posada Way;
3. North Main Street / Bernal Drive;
4. Sherwood Drive / Sherwood Place;
5. North Main Street (State Route 183) / Rossi Street;
6. Sherwood Drive / East Rossi Street – Calle Cebu;
7. Kern Street / US 101 Northbound Ramps – Mobray Way;
8. East Market Street – Front Street / East Market Street;
9. East Market Street – Sherwood Drive / Market Place – East Market Street;
10. Sun Street / East Market Street;
11. Griffin Street – Simas Street / East Market Street;
12. US 101 Southbound Offramp – Merced Street / East Market Street;
13. US 101 Southbound Onramp / East Market Street;
14. Kern Street / East Market Street; and
15. Front Street / East Alisal Street.

Figure 3 shows the existing traffic controls and lane configurations at the study intersections.

Traffic operations for the Existing, Existing Plus Project, Background, Background Plus Project, Cumulative Without Project and Cumulative Plus Project development scenarios were analyzed. Improvements recommended to address project and cumulative impacts are recommended where warranted.

Figure 1: Project Location Map



Base map Source: Google Maps, 2017.

Figure 2: Project Parcel

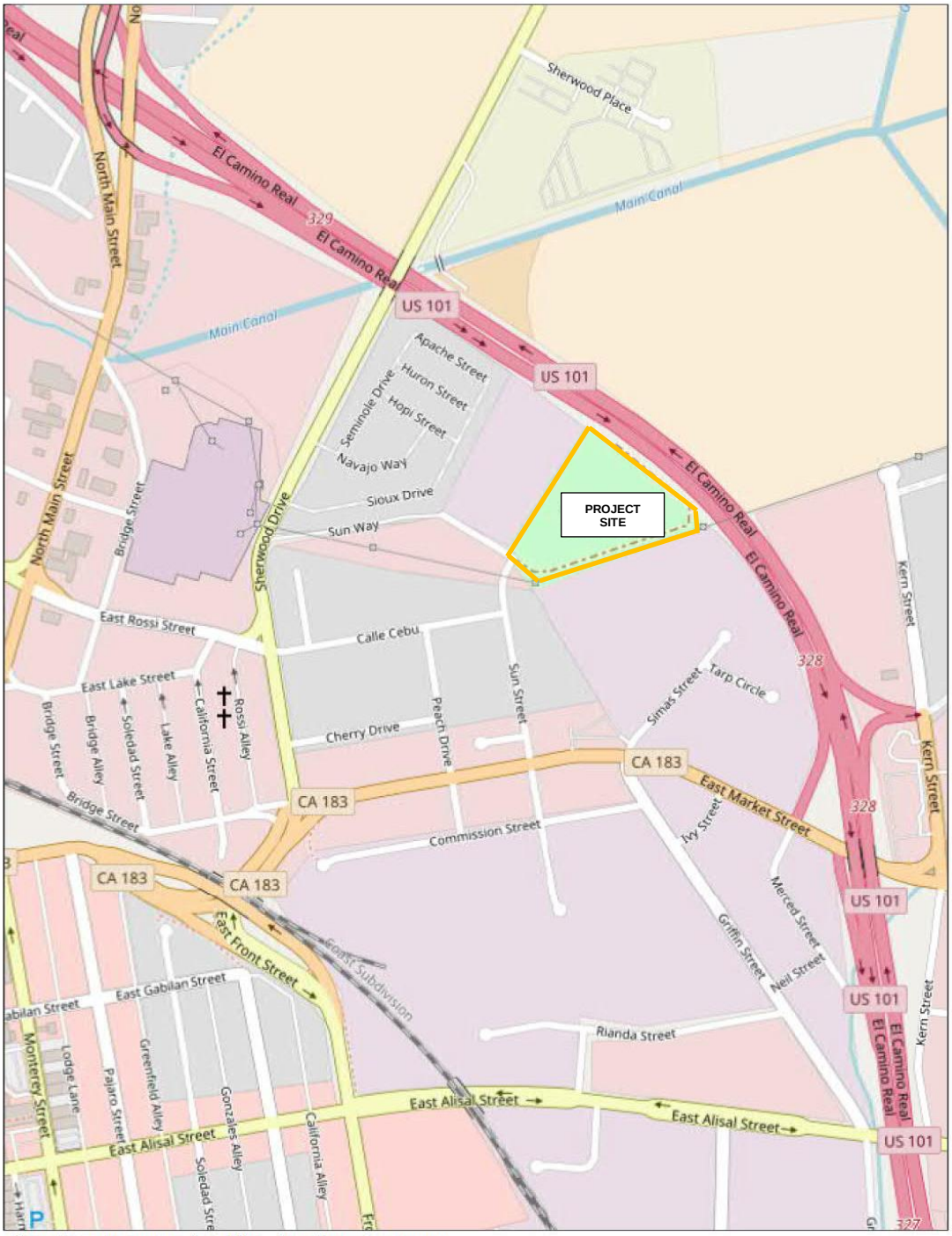


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Figure 3: Study Intersection Traffic Controls and Lane Configurations

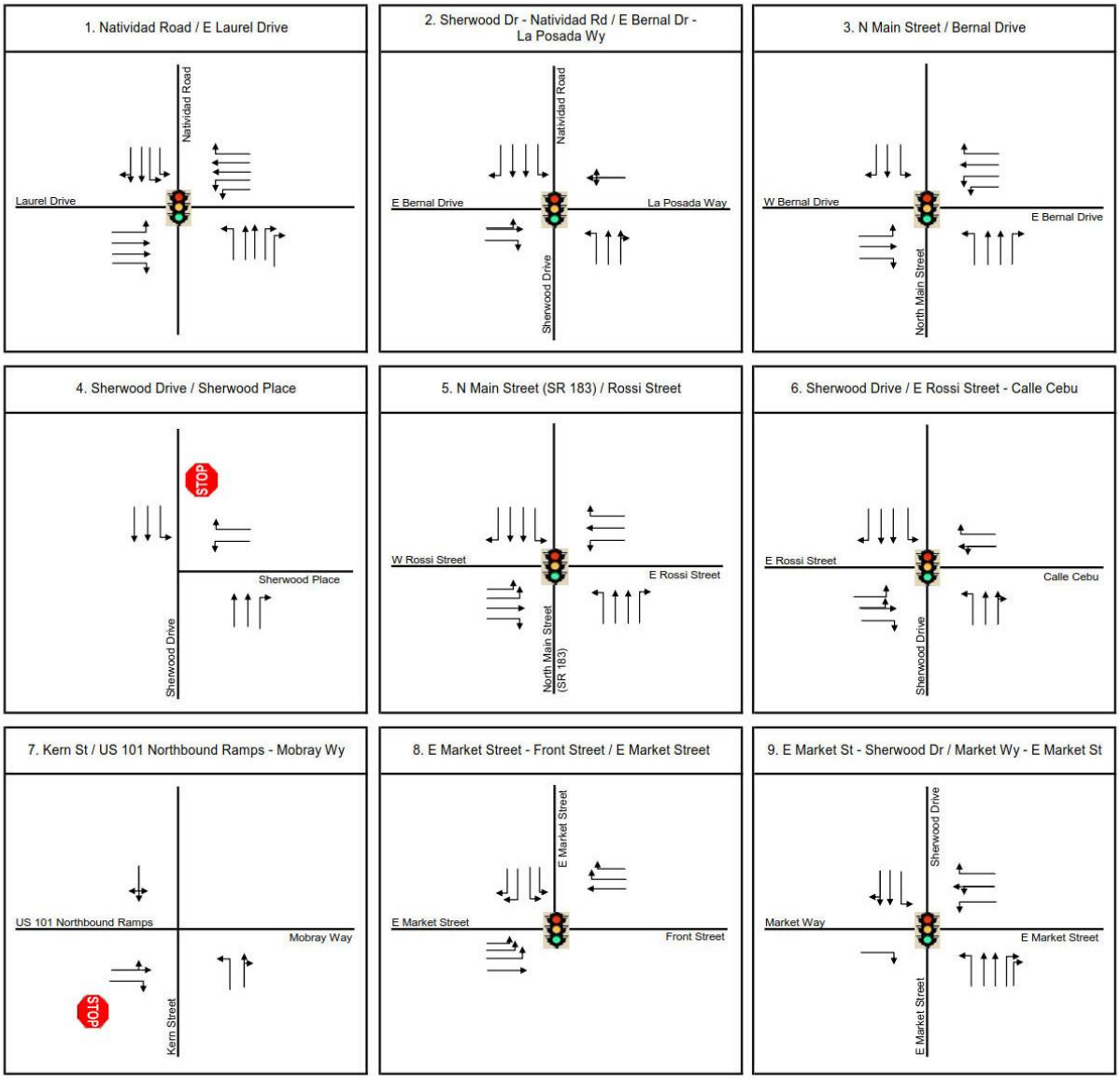
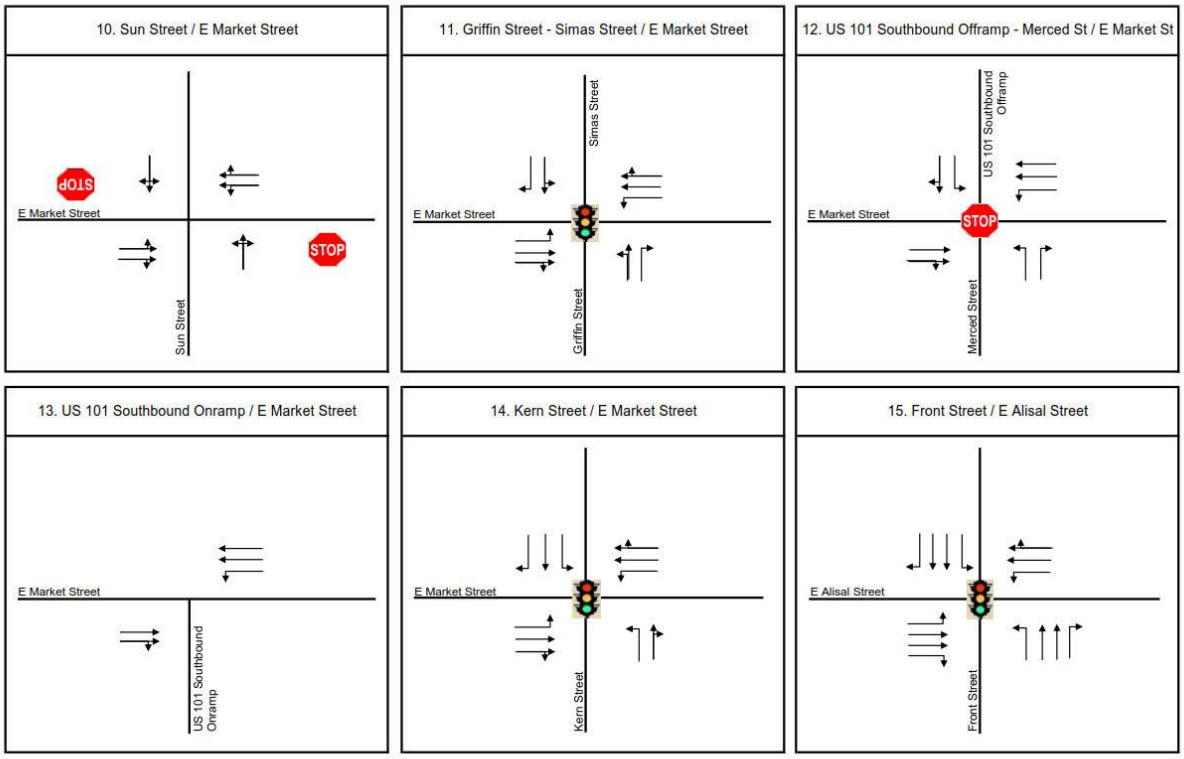
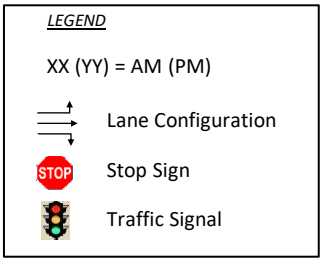


Figure 3: Study Intersection Traffic Controls and Lane Configurations (Continued)



Source: Mott MacDonald



2.3 Level of Service Standard

Intersection traffic operations were evaluated based upon the level of service (LOS) concept. LOS is a qualitative description of an intersection's operations, ranging from LOS A to LOS F. Level of Service "A" represents free flow uncongested traffic conditions. Level of Service "F" represents highly congested traffic conditions with unacceptable delay to vehicles at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes. The analysis was performed using both the *2000* and *2010 Highway Capacity Manual* methodologies. A LOS description is included as **Appendix A**.

The study area includes intersections under the jurisdictions of the City of Salinas and Caltrans. The City of Salinas has an overall level of service (LOS) standard of LOS D, which applies to Intersections #1-4, 6, 8-11, and 14-15. The Caltrans' overall level of service standard is generally the transition from LOS C to LOS D (abbreviated as LOS C/D in this document), which applies to Intersections #5, 7, 12 and 13. According to the *Caltrans Guide for the Preparation of Traffic Impact Studies,* the existing measure of effectiveness should be maintained when an existing State highway facility is operating at less than the appropriate target level of service.

2.4 Analysis Methodology

The Synchro 9 software was used for analysis of intersection delays and associated levels of service.

Note: The traffic signal at Intersection #3 – N Main Street / Bernal Drive – is controlled by the InSync adaptive traffic control system, which optimizes traffic throughput through this intersection and to other corridor intersections to the north N Main Street. There is currently no analysis methodology that fully models the exact operations of an InSync system. For that reason, the analysis results for this intersection should be considered conservative.

2.5 Significance Criteria

According to the California Environmental Quality Act (CEQA) guidelines, a project may have a significant effect on the environment if it would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. The following significance criteria has been used within this study, based upon the jurisdiction of each study intersection:

2.5.1 City of Salinas

The City of Salinas impact criteria for transportation-related impacts is used in this study. It is as follows:

Signalized Intersection (Intersections #1-3, 6, 8-9, 11, and 14-15)

A significant impact at a **signalized study intersection** is defined to occur under either of the following two conditions:

- The addition of project traffic causes operations to deteriorate from an acceptable level (LOS D or better) to an unacceptable level (LOS E or LOS F); or
- The addition of project traffic adds one vehicle trip to intersections already operating at LOS E or LOS F.

One- or Two-Way Stop-Controlled Intersection (Intersections #4 and 10)

A significant impact at a **one- or two-way stop-controlled study intersection** is defined to occur under either of the following two conditions:

- The addition of project traffic causes overall operations to deteriorate from an acceptable level (LOS D or better) to an unacceptable level (LOS E or LOS F); or

- The addition of project traffic adds one vehicle trip to intersections whose side-street operations are already operating at LOS F.

2.5.2 Caltrans

The following significance criteria have been used within this study at intersections under the jurisdiction of Caltrans:

Signalized Intersection (LOS C/D Standard) (Intersection #5)

A significant impact at a **signalized study intersection** is defined to occur under either of the following two conditions:

- A significant impact would occur if an intersection operating at LOS A, B or C degrades to D, E or F; or
- For intersections already operating at unacceptable levels D, E or F, a significant impact would occur if the project would cause overall delay to increase by at least 0.1 seconds.

A significant impact is satisfactorily mitigated when mitigation measures are implemented that would restore the intersection level of service to the pre-project condition or better.

One- or Two-Way Stop-Controlled Intersection (Intersections #7, 12, 13)

A significant impact at a **one- or two-way stop-controlled study intersection** is defined to occur under either of the following two conditions:

- A significant impact would occur if any traffic movement operating at LOS A, B, C, D or E degrades to F; or
- For traffic movements already operating at unacceptable level F, a significant impact would occur if the project would cause delay for the movement operating at LOS F to increase by at least 0.1 seconds.

A significant impact is satisfactorily mitigated when mitigation measures are implemented that would restore the intersection level of service to the pre-project condition or better.

2.6 Funding for Transportation Improvements

2.6.1 City of Salinas Traffic Impact Fee

The City of Salinas adopted the first Salinas Traffic Fee Ordinance (TFO) program in August 1987. The fee program links increases in traffic generated by new development to the cost of transportation improvements that would be required to mitigate the traffic impacts caused by the new development. Projects such as schools are exempt from payment of this fee.

The City of Salinas Traffic Improvement Program, Wood Rodgers, March 2010, identifies the roadway improvements currently funded by the TFO. These improvements are cited as potential improvement methods to offset project and cumulative impacts. New development constructed on the project site would be subject to payment of traffic impact fees according to the requirements of the TFO.

2.6.2 TAMC Regional Development Impact Fee

The Transportation Agency for Monterey County (TAMC) and its member jurisdictions have adopted a county-wide, regional development impact fee to cover the costs for studies and construction of many improvements throughout Monterey County. This impact fee, which went into effect on August 27, 2008, is applied to all new development within Monterey County. As with the Salinas TFO, projects such as schools are exempt from payment of the TAMC fee.

The governing document for the fee is the *Regional Impact Fee Nexus Study Update* (March 26, 2008) prepared by Kimley-Horn Associates, Inc. *The Regional Impact Fee Nexus Study Update* was updated again in June 2013 by Wood Rodgers. New development constructed on the project site would be subject to payment of the TAMC fee.

3 Existing Conditions

This chapter of the report evaluates Existing traffic conditions and includes a description of the project setting.

3.1 Existing Road Network

The project site is located off Sun Street in the central portion of Salinas, northeast of the downtown central business district (i.e., Downtown). The site is surrounded by US 101 to the north and industrial and commercial uses to the east, south and west.

The site would be directly accessible via Sun Street and indirectly accessible from Calle Cebu (via Sun Street); see Chapter 3, Existing Plus Project Conditions, for more information about the project access points. Sun Street connects to East Market Street, while Calle Cebu connects to Sherwood Drive. Regional access to the project site is provided by US 101, East Market Street, Sherwood Drive, Natividad Road, North Main Street and Front Street. Other streets in the area include East Laurel Drive, Bernal Drive, La Posada Way, Sherwood Place, Rossi Street, Kern Street, Mobray Way, Market Way, Griffin Street, Merced Street and East Alisal Street. Each street is discussed below, in alphabetical order.

East Alisal Street is a four-lane major arterial running in an east-west direction though central Salinas. The speed limit on Alisal Street is 35 miles per hour (mph) east of Front Street and 25 mph west of Front Street.

East Bernal Drive is a three-lane (one lane eastbound and two lanes westbound) major arterial that runs between North Main Street and Sherwood Drive. The roadway continues as a two-lane roadway (West Bernal Drive) west of North Main Street. The speed limit on East Bernal Drive is 35 mph, while the speed limit on West Bernal Drive is 25 mph.

Calle Cebu is a two-lane east-west local street that runs between Sherwood Drive and Sun Street, east of Sherwood Drive. On-street parking is allowed on both sides of the street. Calle Cebu becomes Rossi Street west of Sherwood Drive. The speed limit on Calle Cebu is 25 mph.

Front Street is a four-lane north-south major arterial that runs between East Market Street and John Street. It provides access to commercial and residential land uses. Front Street has a posted speed limit of 25 mph north of East Alisal Street and 35 mph south of East Alisal Street.

Griffin Street is a minor arterial in central Salinas providing access to the commercial and industrial areas between Downtown and US 101. The speed limit on Griffin Street is 25 mph.

Kern Street is a minor arterial in eastern Salinas that connects the northbound US 101 ramps to E. Market Street. It provides access to commercial and residential uses directly east of US 101. There are no speed limit signs on Kern Street; thus, the speed limit is presumed to be 30 mph.

La Posada Way is a local street in northern Salinas that provides access to a residential neighborhood. The speed limit on La Posada Way is 25 mph.

East Laurel Drive is an east/west four-lane major arterial that extends between North Davis Road on the west and Williams Road on east, where it terminates. East Laurel Drive has a posted speed limit of 35 mph west of Natividad Road and 45 mph east of Natividad Road.

North Main Street is a four- to six-lane north-south major arterial in central and northern Salinas. It provides primary access to the Downtown from the north, as well as to northbound and southbound US 101 approximately one-half mile north of Rossi Street. Commercial and

residential land uses line North Main Street. South of US 101, North Main Street is also State Route 183, which continues south then west towards Castroville. The speed limit on North Main Street is 40 miles per hour in the vicinity of the project site.

East Market Street is a four-lane east-west major arterial in the vicinity of the project site, connecting the Downtown with eastern Salinas. It provides access primarily to commercial land uses along its frontage. It also provides direct access to and from southbound US 101 and access to and from northbound US 101 via Kern Street. The speed limit on East Market Street is 25 mph west of Sherwood Drive and 35 mph east of Sherwood Drive.

Market Way is two-lane collector street providing access to the Chinatown neighborhood north of Downtown. The speed limit on Market Way is 25 mph.

Merced Street is a two-lane local street just west of US 101, providing access to commercial and residential land uses south of East Market Street. The speed limit on Merced Street is 25 mph.

Mobray Way is a private road that provides access to the Sherwood Lake Mobile Home Park.

Natividad Road begins as a continuation of Sherwood Drive. Between East Bernal Drive and East Laurel Drive, Natividad Road is a four-lane major arterial. Natividad Road is a six-lane divided major arterial between East Laurel Drive and Boronda Road. Natividad Road is a two-lane rural roadway north of Boronda Road to Old Stage Road. Natividad Road has a posted speed limit of 45 mph.

Rossi Street is a two-lane east-west minor arterial west of Sherwood Drive. It provides access to residential and commercial land uses. The posted speed limit on Rossi Street is 40 mph west of North Main Street and 25 mph east of North Main Street.

Sherwood Drive is a four-lane north-south major arterial that runs from East Market Street to East Bernal Drive, where its name changes to Natividad Road. It provides access to commercial and residential land uses. The posted speed limit on Sherwood Drive is 45 mph between East Bernal Drive and Sherwood Place and 35 mph between Sherwood Place and East Market Street.

Sherwood Place is a two-lane local street off of Sherwood Drive, providing access to the Salinas Education Center, a collection of schools and offices operate by the Salinas Unified High School District (SUHSD). The speed limit on Sherwood Place is 25 mph.

Simas Street is a two-lane local street north of East Market Street. It provides access to both commercial and industrial land uses. The speed limit on Simas Street is 25 mph.

Sun Street is a two-lane local street in central Salinas, east of Downtown. It provides access to commercial, industrial, and residential areas. The speed limit on Sun Street is 25 mph.

US 101 is a four-lane freeway in Salinas, extending south to San Luis Obispo and Los Angeles and north to San Jose and San Francisco. The speed limit on US 101 is 65 mph.

3.2 Existing Pedestrian Network

Sidewalks are present along both sides of Sun Street and Calle Cebu, extending to the study project site at the north end of Sun Street. These sidewalks are continuous onto intersecting streets, such as East Market Street, Sherwood Drive, North Market Street and Front Street. Although the sidewalks also continue onto Natividad Road, there is a gap in the sidewalk network along southbound Natividad Road between Sorrentini Drive and East Bernal Drive.

3.3 Existing Bicycle Network

The City of Salinas has adopted a Master Bikeway Plan that designates routes along roadways that can be used by bicycling commuters and recreational riders for safe access to major employers, shopping centers and schools. Consistent with State and Federal designations, there are three basic types of bicycle facilities in Salinas. Each bike facility type is described below:

- Bike path (Class I) - A separate right-of-way designed for the exclusive use of cyclists and pedestrians, with minimal crossings for motorists.
- Bike lane (Class II) - A lane on a regular roadway, separated from the motorized vehicle right-of-way by paint striping, designated for the exclusive or semi-exclusive use of bicycles. Bike lanes allow one-way bike travel. Through travel by motor vehicles or pedestrians is prohibited, but crossing by pedestrians and motorists is permitted.
- Bike route (Class III) - Provides shared use of the roadway with motorists, designated by signs or permanent markings.

There are no dedicated bicycle facilities (Class I bicycle paths) near the project site.

Class II bike lanes are currently provided on Rossi Street and Sherwood Drive near the project site.

There are no designated bike routes (Class III) in the project vicinity.

Appendix B illustrates the City of Salinas bicycle facilities.

3.4 Existing Transit Network

Public transit service in the County of Monterey and City of Salinas is provided by Monterey-Salinas Transit (MST). MST focuses on improving operational conditions through established bus routes and schedules that efficiently meet travel demands, reduce travel times, improve service reliability, and encourage bike-and-ride initiatives. All MST buses are wheelchair accessible and equipped with bike racks. The following MST routes serve the immediate project area:

- Route 45 – Northridge – Salinas
- Route 46 – Salinas - Natividad

Appendix C illustrates the existing transit routes in the vicinity of the project site.

The nearest bus stops to the project site are located at the following locations:

- Eastbound East Market Street, east of Peach Street (Line 45);
- Eastbound East Market Street, east of Griffin Street (Line 45);
- Westbound East Market Street, west of Simas Street (Line 45);
- Northbound Sherwood Drive, north of Calle Cebu (Line 46);
- Westbound East Rossi Street, west of Sherwood Drive (Line 46).

These bus stops are located within a 10-minute walk from the project site.

Note: Although Lines 82 and 86 also travel along East Market Street, neither line stops at any of the bus stops on East Market Street near the project site.

3.5 Existing Condition Traffic Circulation

3.5.1 Vehicle Circulation

The intersection turning movement counts were collected during the AM (7:00 – 9:00 AM) and PM (4:00 – 6:00) peak hours on Friday, June 2 and Monday, June 5, 2017. Traffic data was collected for cars, trucks, buses, bicyclists, and pedestrians. From these counts, the AM and PM peak hour volumes were derived. The intersection traffic volumes were collected on atypical days of the week and when Salinas area schools were not in session. Therefore, the collected intersection traffic volumes were adjusted to be consistent with available historical volumes when schools were in session.

Appendix D contains the traffic count data at the study intersections, including a table summarizing when each intersection volume was collected. **Appendix L** provides a comparison of the traffic volumes utilized for this study and traffic counts collected for previous traffic studies and traffic counts collected by the City at selected intersections. The tables contained in Appendix L show the adjustments that were made for each study intersection. The tables in Appendix L also include existing AM and PM peak hour traffic volumes that were utilized in previously prepared traffic studies. These studies are as follows:

1. Haciendas Phase III/IV Traffic Impact Analysis, Hatch Mott MacDonald, April 8, 2014.
2. Sun Street Solid Waste Transfer Station, Hatch Mott MacDonald memorandum to Jose Gamboa, August 17, 2011.
3. Proposed New City of Salinas Police Station Traffic Impact Report, Crane Associates, September 6, 2017. Traffic counts collected July 2017.

Traffic counts collected by the City of Salinas within the last two-year period that are available on the city's website are also included in the tables for comparison.

Because Sherwood Place provides access to a school, peak hour turning movement volumes from the Haciendas Phase III/IV traffic impact study at the Sherwood Drive/Sherwood Place intersection were used for this study. The Haciendas Phase III/IV traffic volumes were collected when Salinas schools were in session.

Figure 4 depicts the peak turning movement volumes for the study intersections under Existing Conditions.

The intersection levels of service for the Exiting Condition are summarized in **Table 2**. Although most of the study intersections currently operate at or better than their respective level of service standards under Existing conditions, the following five intersections currently operate below their standards:

1. Natividad Road / E Laurel Drive: LOS E (AM and PM)
2. Sherwood Drive – Natividad Road / E Bernal Drive – La Posada Way: LOS E (AM), LOS F (PM)
5. N Main Street (SR 183) / Rossi Street: LOS D (PM)
10. Sun Street / E Market Street: Side-street approach LOS F (PM)
12. US 101 Southbound Offramp – Merced Street / E Market Street: Overall LOS F (PM), Side-street approach LOS F (AM and PM)

See **Appendix E** for the level of service calculations under Existing Conditions.

Figure 4: Existing Conditions – AM and PM Peak Hour Volumes

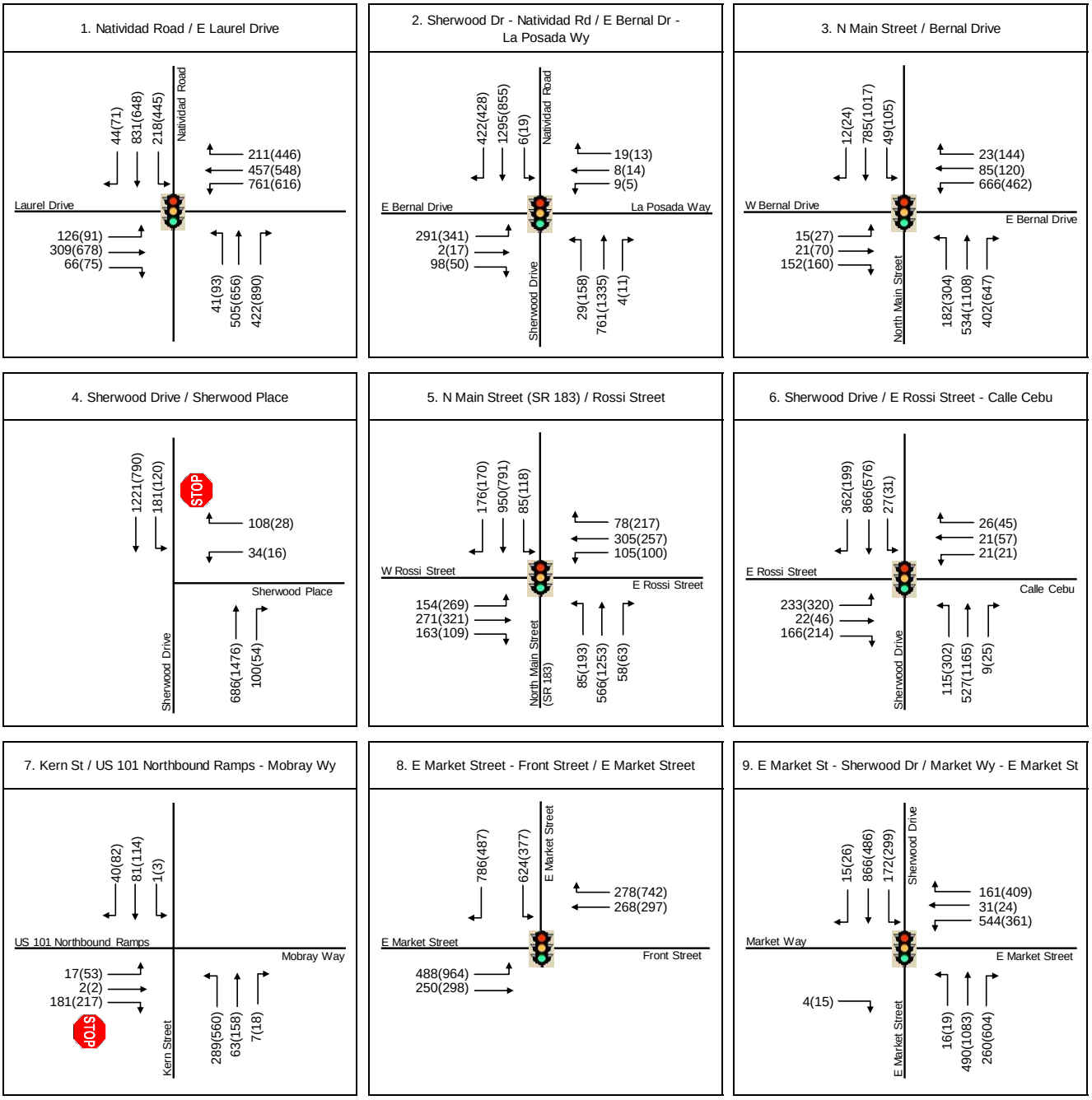
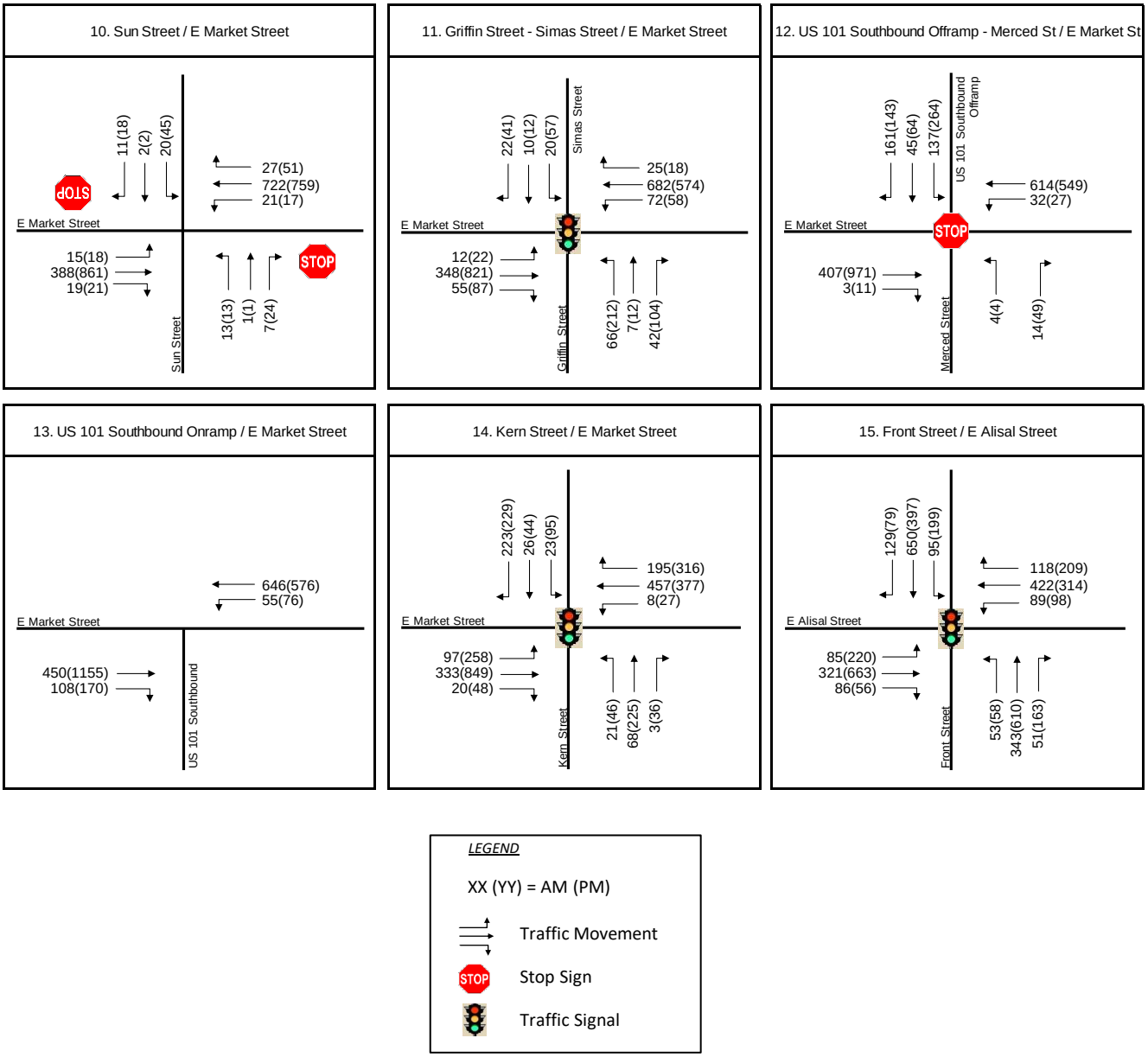


Figure 4: Existing Conditions – AM and PM Peak Hour Volumes (Continued)



Source: Mott MacDonald

3.5.2 Pedestrian Circulation

A review of the traffic counts found that there is a low to moderate level of pedestrian activity near the project site. Pedestrian activity is highest near the residential and commercial areas on Sherwood Drive and E Market Street, especially during the PM peak hour (compared to the AM peak hour).

3.5.3 Bicycle Circulation

A review of the traffic counts found that there is relatively little bicycle activity in the study network, including near the project site.

4 Existing Plus Project Conditions

This chapter describes the analysis of the transportation impacts under Existing Plus Project traffic conditions.

4.1 Project Description

The project is a General Plan amendment and Rezone change that would allow development of industrial and commercial uses on a 6.8-acre site located on Sun Street adjacent to US 101. The proposed land use designation would allow site to be developed at a floor area ratio 0.4, which would allow for up to 118,600 square feet of industrial floor space. For purposes of this traffic study, 4 percent of the floor space (4,700 square feet) was assumed to be occupied by support office space and this space was modeled as general office space. The remaining floor area (113,900 square feet) was modeled as light industrial space.

The site is designated in the General Plan as Open Space. Access to the site is provided via Sun Street and its connection to Calle Cebu and E. Market Street.

4.2 Project Trip Generation

Table 1 contains the trip generation estimate for the project. The estimate was derived using trip rates from the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual,* 10th Edition, 2017. Note that trip generation estimates for the industrial and office components of the project have been separately calculated.

In total, the project is estimated to generate 611 daily trips, with 85 trips (74 in, 11 out) during the AM peak hour and 77 trips (10 in, 67 out) during the PM peak hour.

Table 1: Project Trip Generation

			AM PEAK HOUR				PM PEAK HOUR			
TRIP GENERATION RATES	ITE LAND USE CODE	DAILY TRIP RATE	PEAK HOUR RATE	% OF ADT	% IN	% OUT	PEAK HOUR RATE	% OF ADT	% IN	% OUT
General Light Industrial (per 1,000 sq. ft.)	110	4.96	0.70	14%	88%	12%	0.63	13%	13%	87%
General Office	710	9.74	1.16	12%	86%	14%	1.15	12%	16%	84%

			AM PEAK HOUR				AM PEAK HOUR			
GENERATED TRIPS	PROJECT SITE	DAILY TRIPS	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT
Industrial	113,900 sq. ft.	565	80	14%	70	10	72	13%	9	63
Office	4,700 sq. ft.	46	5	11%	4	1	5	11%	1	4
Total:	118,600 sq. ft.	611	85		74	11	77		10	67

Notes:

1. Trip generation rates from Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017, unless otherwise noted.
2. "sq. ft." = square feet.

Source: Mott MacDonald

4.3 Project Trip Distribution and Assignment

Figure 5 depicts the trip distribution for the project. This distribution was derived based upon adjacent complementary uses in the greater Salinas area. Note that this distribution was previously included in *Rodeo Property Preliminary Traffic Assessment, Salinas California,* Mott MacDonald, December 15, 2016. The trip distribution was combined with the trip generation to derive the project trip assignment depicted on **Figure 6**. The trip assignment was added to the existing traffic volumes to create the Existing Plus Project volumes depicted in **Figure 7**.

4.4 Existing Plus Project Condition Traffic Circulation

4.4.1 Vehicle Circulation

Table 2 summarizes the levels of service at the study intersections under Existing and Existing Plus Project conditions. Although most of the study intersections would operate at or better than their respective level of service standards, the following five intersections that currently operate below acceptable LOS would be significantly impacted by the project based upon the significance criteria utilized for this study:

1. Natividad Road / E Laurel Drive: LOS E (AM and PM)
2. Sherwood Drive – Natividad Road / E Bernal Drive – La Posada Way: LOS E (AM), LOS F (PM)
5. N Main Street (SR 183) / Rossi Street: LOS D (PM)
10. Sun Street / E Market Street: Side-street approach LOS F (PM)
12. US 101 Southbound Offramp – Merced Street / E Market Street: Overall LOS F (PM), Side-street approach LOS F (AM and PM)

See **Appendix F** for the level of service calculations under Existing Plus Project Conditions.

Below is a discussion of deficient operations and recommended improvements at the study intersections under Existing Plus Project conditions. Recommended improvements are summarized in **Table 3**.

- **Intersection #1 – Natividad Road / E Laurel Drive:**
  This intersection would operate at a deficient LOS E during the AM and PM peak hours, unchanged from Existing Conditions. The project would add 16 AM peak hour and 17 PM peak hour trips to this intersection.

  Impact: The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection that operates at a deficient level without the project.

  Mitigation: Add a third northbound and third southbound lane to Natividad Road through this intersection. Intersection operations would improve during the AM and PM peak hour to LOS D.

  Salinas TFO Project: This improvement is included in the City of Salinas TFO (Project 61).

  Project Responsibility: Pay the Salinas traffic impact fees, which would represent the project's fair-share contribution of this improvement.

- **Intersection #2 – Sherwood Drive – Natividad Road / E Bernal Drive – La Posada Way:**
  This intersection would operate at a deficient LOS E (AM) and F (PM), unchanged from Existing Conditions. The project would add 16 AM peak hour and 17 PM peak hour trips to this intersection.

  Impact: The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection that operates at a deficient level without the project.

  Mitigation: Convert the signal phasing on the east and west intersection approaches from concurrent phasing to split phasing. Intersection operations would improve during the AM and PM peak hour to LOS D.

  Project Responsibility: To ensure that the intersection of Sherwood Drive – Natividad Road / E. Bernal Drive-La Posada Way will operate at acceptable levels of service, the applicant shall either: (1) Prior to the City's issuance of the first grading permit for a specific development project at project site, pay a traffic impact fee provided the City has updated its Traffic Fee Ordinance to include the signal modifications at this intersection as one of the improvements that is funded by the TFO, or (2) if the signal modifications at this intersection has not been included in the TFO, the applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for modifying the signal phasing and ensure that the signal modification is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits and modify the signal phasing ensuring that the signal modification is operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

- **Intersection #5 – N Main Street (SR 183) / Rossi Street:**
  This intersection, which is under Caltrans jurisdiction, would operate at a deficient LOS D during the PM peak hour, unchanged from Existing Conditions. The project would add 6 trips to this intersection during the PM peak hour and increase the PM peak hour delay by 0.1 seconds.

  Impact: The impact of the Project to the intersection is significant because the Project will increase the average vehicle delay during the PM peak hour by at least 0.1 seconds.

  Mitigation: Add a third northbound and third southbound lane on N. Main Street through this intersection. Intersection operations would improve during the PM peak hour to LOS C.

  Salinas TFO Project: This improvement is included in the City of Salinas TFO (Project 31).

  Project Responsibility: Pay the Salinas traffic impact fees, which would represent the project's fair-share contribution of this improvement.

- **Intersection #10 – Sun Street / E Market Street:**
  Side-street operations at this intersection (the southbound Sun Street approach) would operate at a deficient LOS F during the PM peak hour, unchanged from Existing Conditions. The project would add 31 trips to this approach during the PM peak hour.

  Impact: The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection whose southbound approach operates at LOS F without the Project.

Mitigation: Signalize the intersection. The intersection would operate at LOS A during the AM and PM peak hours with signalization.

Salinas TFO Project: This improvement is not included in the City of Salinas TFO.

Project Responsibility: To ensure that the intersection of Sun Street and East Market Street will operate at acceptable levels of service, the applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits for installation of a traffic signal that will be operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

- **Intersection #12 – US 101 Southbound Offramp – Merced Street / E Market Street:**
  This intersection would operate at a deficient LOS F during the PM peak hour, while side-street operations (the southbound US 101 Southbound Offramp approach) would operate at a deficient LOS F during the AM and PM peak hours, unchanged from Existing Conditions. The project would add 30 AM peak hour and 27 PM peak hour trips to this intersection.

  Impact: The impact of the Project to the intersection is significant because the Project will increase the average vehicle delay during the AM and PM peak hours by at least 0.1 seconds.

  Mitigation: Signalize the intersection. Intersection operations would improve during the AM and PM peak hours to LOS B.

  Salinas TFO Project: This improvement is not included in the City of Salinas TFO.

  Project Responsibility: To ensure that the intersection of U.S. 101 Southbound Offramp – Merced Street/East Market Street will operate at acceptable levels of service, the applicant shall either: (1) Prior to the City's issuance of the first grading permit for a specific development project at project site, pay a traffic impact fee provided the City has updated its Traffic Fee Ordinance to include a traffic signal at this intersection as one of the improvements that is funded by the TFO, or (2) if the traffic signal at this intersection has not been included in the TFO, the applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits and install the traffic signal ensuring that the signal is operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

4.4.2 Pedestrian Circulation

Pedestrian traffic that is generated by development of the project site would likely be traveling from areas easily reached on foot from the project site, such as adjacent neighborhoods and bus stops. It is anticipated that the complete sidewalk and crosswalk network in the greater study area would facilitate pedestrian access from these areas. However, potential pedestrian impacts should be assessed at the time the project site is proposed to be developed by a specific project.

4.4.3 Bicycle Circulation

Development on the project site is anticipated to generate little bicycle traffic. As with the pedestrian traffic, the bicycle traffic that would be generated by the project would be traveling to areas easily reached on bike from the project site, such as residential areas that are more than a 10-minute bike ride from the project site. Although there are few bike facilities in the study area nearest the project site, the small level of bicycle traffic will be low enough to minimize any effects on existing vehicle traffic. Potential bicycle traffic impacts should be assessed at the time the project site is proposed to be developed by a specific project.

4.4.4 Transit Circulation

Development on the project site is anticipated to generate little transit usage. The transit usage that would be generated by the project would likely be walking to and from the bust stops within a 10-minute walk from the project site (as enumerated in Section 2.4). The small level of transit usage generated by the project would be low enough to minimize any effects on existing transit demand for bus routes in the area. Potential transit traffic impacts should be assessed at the time the project site is proposed to be developed by a specific project.

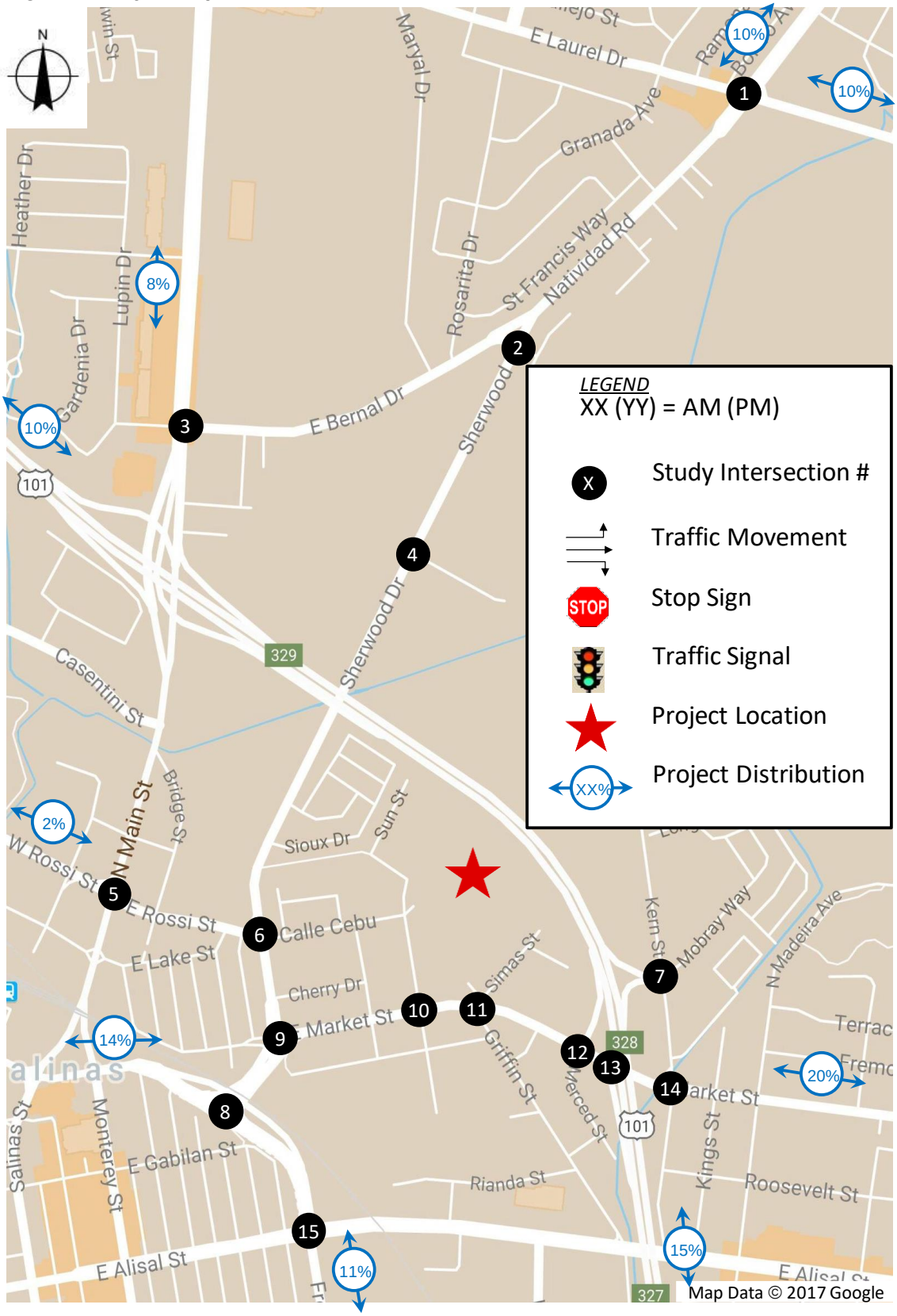
4.5 City of Salinas Traffic Fee Ordinance

A development project constructed on the project site would be responsible for payment of the City of Salinas Traffic Fee Ordinance (TFO) traffic impact fee, which would represent the development's contribution towards citywide roadway improvements funded by the fee program.

4.6 TAMC Regional Development Impact Fee

A development project constructed on the project site would be responsible for payment of the TAMC Regional Development Impact Fee, which would represent the project's contribution towards countywide roadway improvements funded by the fee program.

Figure 5: Project Trip Distribution



Base map Source: Google Maps, 2017.

Figure 6: Project Trip Assignment – AM and PM Peak Hour Volumes

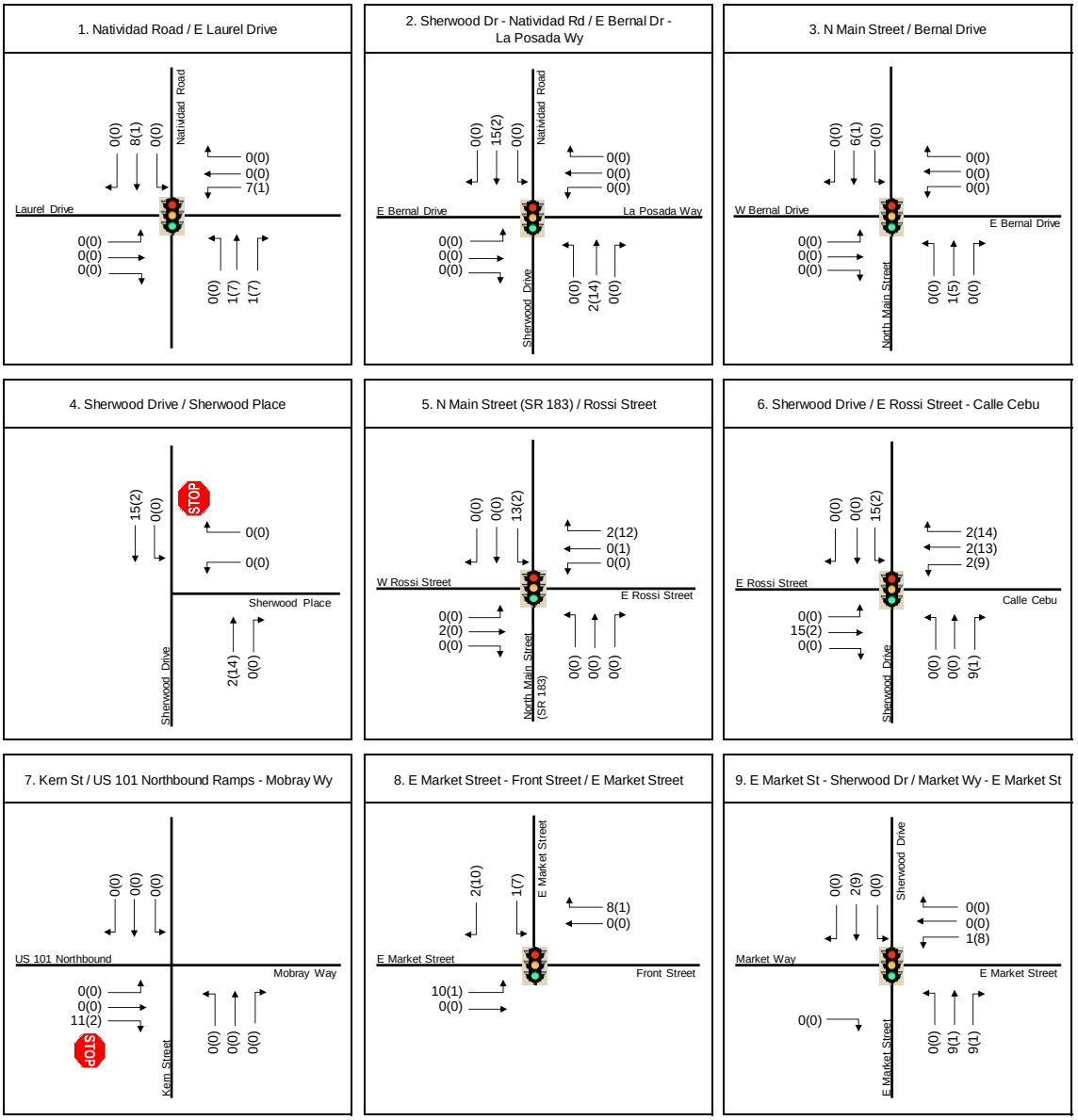
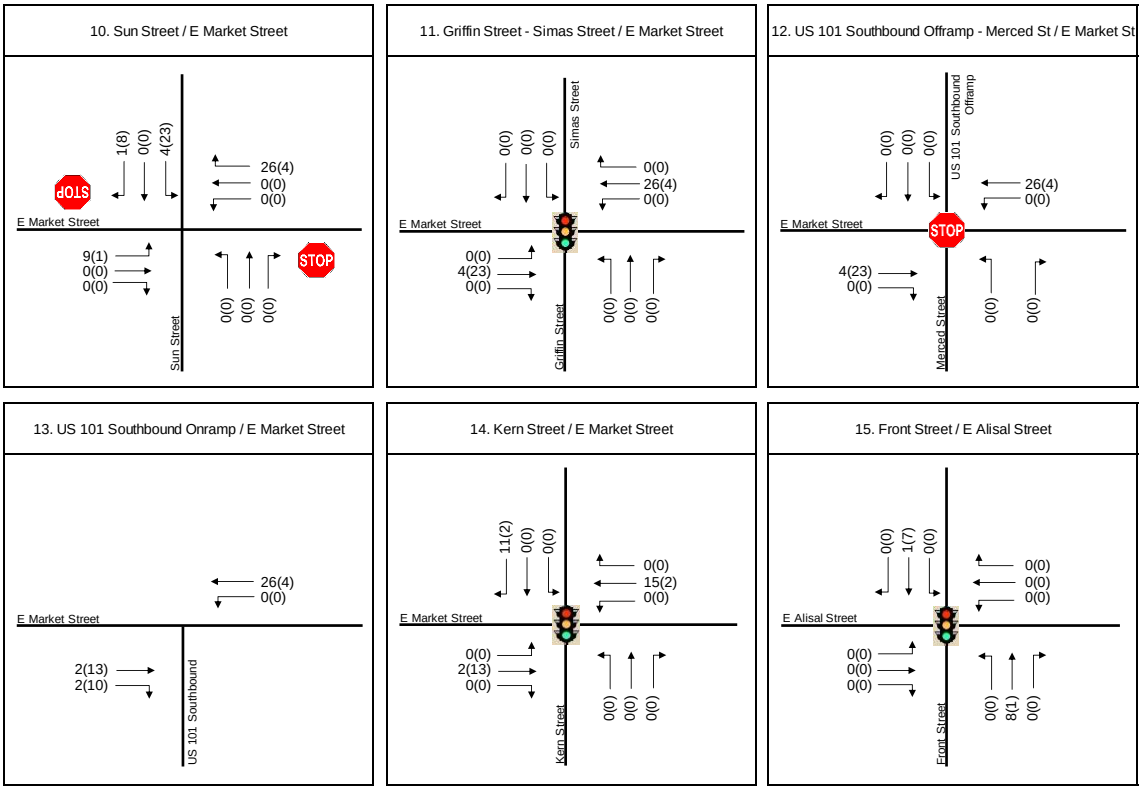


Figure 6: Project Trip Assignment – AM and PM Peak Hour Volumes (Continued)



Source: Mott MacDonald

Figure 7: Existing Plus Project Conditions – AM and PM Peak Hour Volumes

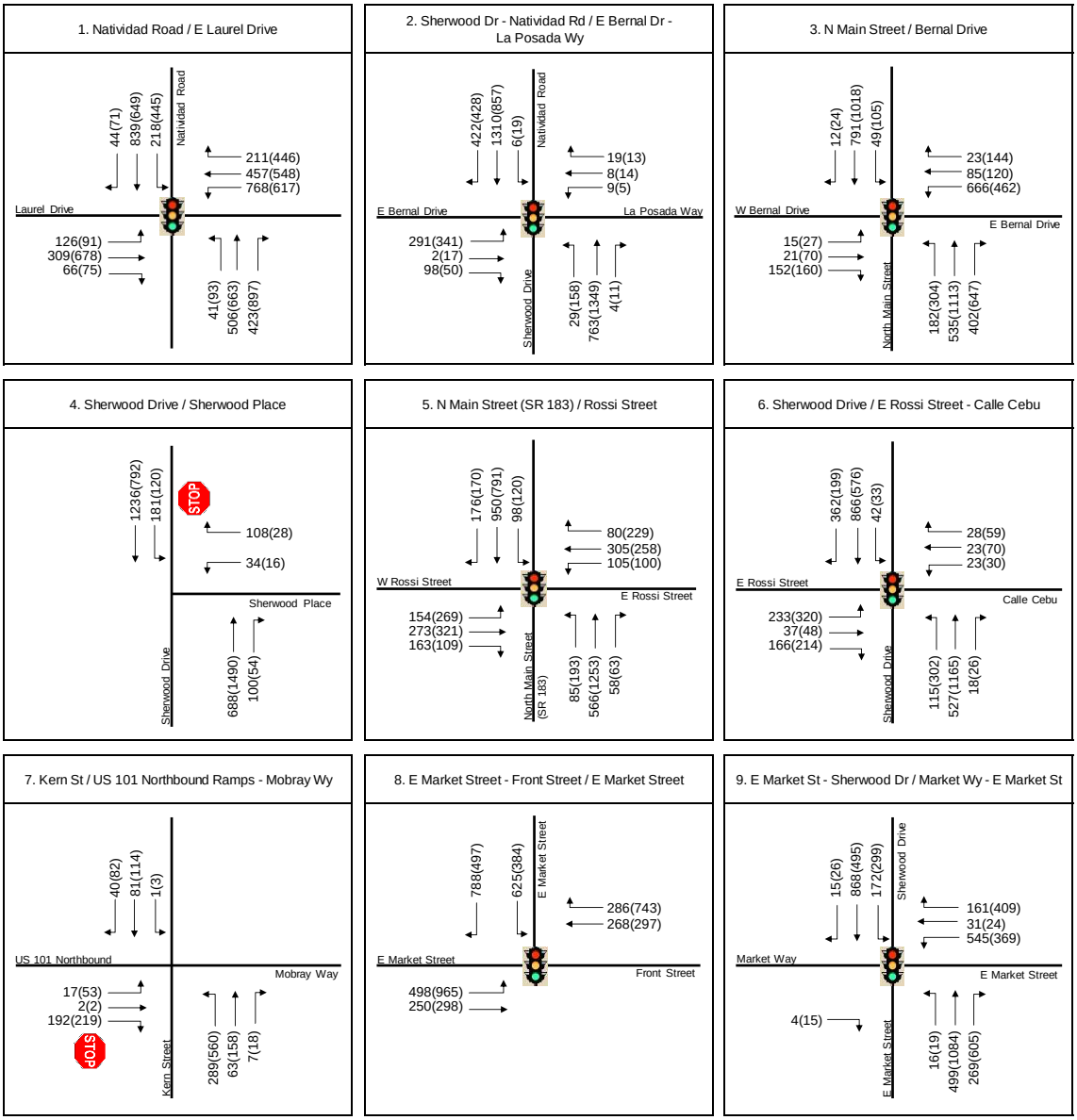
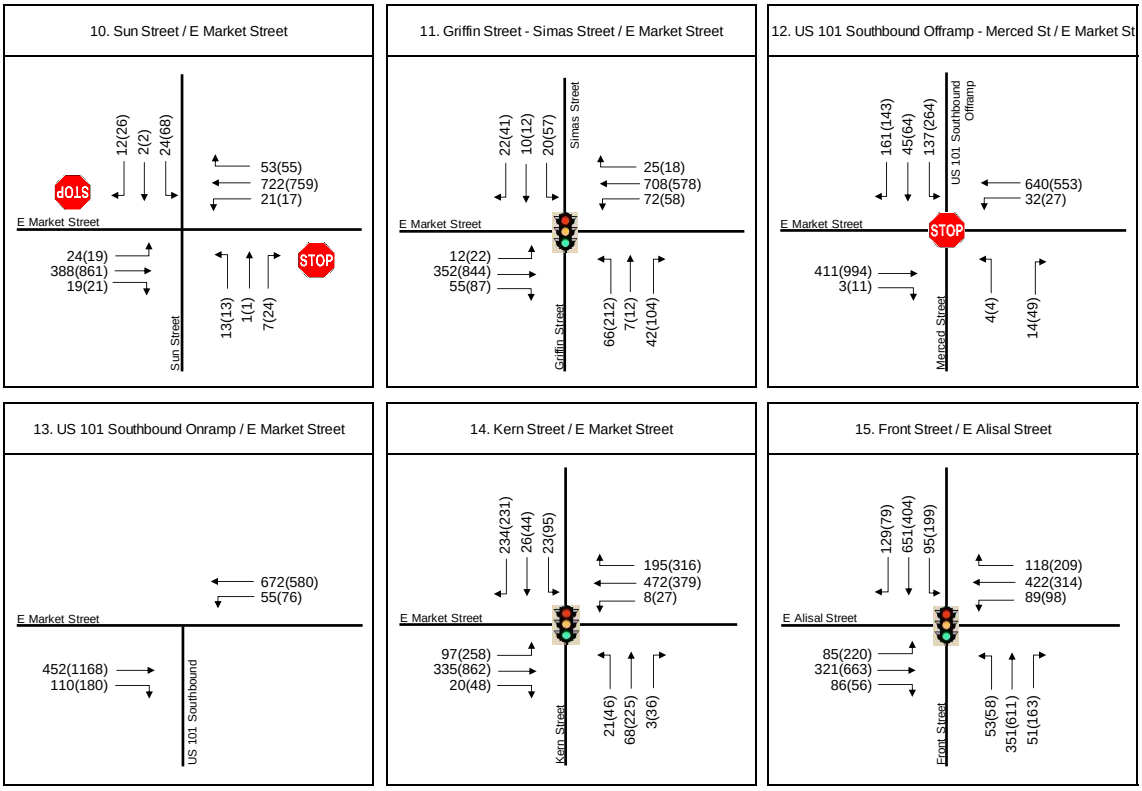


Figure 7: Existing Plus Project Conditions – AM and PM Peak Hour Volumes (Continued)



Source: Mott MacDonald

Table 2: Intersection Levels of Service – Existing and Existing Plus Project Conditions

	N-S Street	E-W Street	Existing Intersection Control	LOS Stnd.	Peak Hour	Existing Conditions		Existing Plus Project Conditions	
						Delay (sec)	LOS	Delay (sec)	LOS
1	Natividad Road	East Laurel Drive	Signal	D	AM	61.1	E	**62.1**	**E**
					PM	62.5	E	**62.7**	**E**
			With Improvement		*AM*			*48.2*	*D*
					PM			*52.9*	*D*
2	Sherwood Drive - Natividad Road	East Bernal Drive - La Posada Way	Signal	D	AM	57.8	E	**58.7**	**E**
					PM	92.1	F	**93.2**	**F**
			With Improvement		*AM*			*34.2*	*C*
					PM			*44.0*	*D*
3	North Main Street	Bernal Drive	Signal	D	AM	41.6	D	41.6	D
					PM	52.5	D	52.5	D
4	Sherwood Drive	Sherwood Place	One-Way Stop	D (E)	AM	2.0 (19.5)	A (C)	2.0 (19.6)	A (C)
					PM	1.3 (25.4)	A (D)	1.3 (25.8)	A (D)
5	North Main Street (SR 183)	Rossi Street	Signal	C/D (Caltrans)	AM	30.5	C	30.5	C
					PM	39.9	D	**40.0**	**D**
			With Improvement		*AM*			*26.5*	*C*
					PM			*32.7*	*C*
6	Sherwood Drive	East Rossi Street - Calle Cebu	Signal	D	AM	23.1	C	24.3	C
					PM	32.5	C	34.2	C
7	Kern Street	US 101 Northbound Ramps - Mobray Way	One-Way Stop	C/D (E)	AM	6.7 (10.8)	B (B)	6.7 (10.8)	B (B)
					PM	15.0 (46.3)	B (E)	14.9 (46.0)	B (E)
8	East Market Street - Front Street	East Market Street	Signal	D	AM	5.5	A	5.6	A
					PM	8.8	A	8.8	A
9	East Market Street - Sherwood Drive	Market Way - East Market Street	Signal	D	AM	18.7	B	18.8	B
					PM	23.6	C	23.6	C

Table 2: Intersection Levels of Service – Existing and Existing Plus Project Conditions (Continued)

	N-S Street	E-W Street	Existing Intersection Control	LOS Stnd.	Peak Hour	Existing Conditions		Existing Plus Project Conditions	
						Delay (sec)	LOS	Delay (sec)	LOS
10	Sun Street	East Market Street	Two-Way Stop	D (E/E)	AM	1.7 (24.7/32.2)	A (C/D)	1.9 (25.8/34.7)	A (D/D)
					PM	3.9 (33.0/79.8)	A (D/F)	**8.4 (33.4/142.2)**	**B (D/F)**
			With Improvement		*AM*			*7.0*	*A*
					PM			*7.0*	*A*
11	Griffin Street - Simas Street	East Market Street	Signal	D	AM	6.7	A	6.7	A
					PM	10.9	A	11.1	B
12	US 101 Southbound Offramp - Merced Street	East Market Street	Two-Way Stop	C/D (E/E) (Caltrans)	AM	19.5 (18.4/78.9)	C (C/F)	**21.9 (19.2/90.8)**	**C (C/F)**
					PM	69.3 (20.9/*)	F (C/F)	**72.5 (22.2/*)**	**F (C/F)**
			With Improvement		*AM*			*10.3*	*B*
					PM			*12.8*	*B*
13	US 101 Southbound Onramp	East Market Street	Uncontrolled	D (E)	AM	0.4 (0.0)	A (A)	0.4 (0.0)	A (A)
					PM	0.5 (0.0)	A (A)	0.5 (0.0)	A (A)
14	Kern Street	East Market Street	Signal	D	AM	11.8	B	11.9	B
					PM	22.8	C	22.9	C
15	Front Street	East Alisal Street	Signal	D	AM	31.3	C	31.3	C
					PM	47.4	D	47.4	D

Notes:

1. LOS Stnd. = Level of Service Standard
2. XX (YY) = Overall (Side Street).
3. Analysis performed using *2000* and *2010 Highway Capacity Manual* methodologies.
4. Overall level of service standard for the City of Salinas is LOS D. Overall level of service standard for Caltrans is the transition between LOS C and LOS D (LOS C/D).
5. Worst approach level of service standard is generally LOS E. Level of service "F" is the level of service at which improvements would normally be required.
6. Above delays and levels of service are summarized from calculations in **Appendices E through J**.
7. Items in **bold** represent significant impacts.
8. *: Delay is greater than 300 seconds per vehicle.

Source: Mott MacDonald

Table 3: Recommended Intersection Improvements

	N-S Street	E-W Street	Existing Intersection Control	Existing Plus Project Mitigation	Background Plus Project Mitigation	Cumulative Plus Project Mitigation
1	Natividad Road	East Laurel Drive	Signal	Add 3rd NB T, 3rd SB T (TFO Project No. 61)	Same as Existing Plus Project.	-
2	Sherwood Drive - Natividad Road	East Bernal Drive - La Posada Way	Signal	Change E Bernal - La Posada Signal Phasing to Split Phasing. (Not currently included in the Salinas TFO.)	Same as Existing Plus Project.	-
5	North Main Street (SR 183)	Rossi Street	Signal	Add 3rd NB T, 3rd SB T. (TFO Project 31)	Same as Existing Plus Project.	1. Add 3rd NB T & 3rd SB T: TFO Project 31 2. Provide a second left turn lane on the westbound Rossi Street approach to N. Main. (TFO Project 30, modified by the City to include a second westbound left turn lane on Rossi within the 106 foot right of way planned by TFO Project 30.)
7	Kern Street	US 101 Northbound Ramps - Mobray Way	One-Way Stop	-	-	Signalize intersection.
10	Sun Street	East Market Street	Two-Way Stop	Signalize intersection.	Same as Existing Plus Project.	Same as Existing Plus Project.
12	US 101 Southbound Offramp - Merced Street	East Market Street	Two-Way Stop	Signalize Intersection	Same as Existing Plus Project.	Same as Existing Plus Project.
14	Kern Street	East Market Street	Signal	-	-	Restripe westbound E. Market approach to provide left turn lane, 1 through lane and 1 right turn lane.

Notes:
1. LOS Stnd. = Level of Service Standard
2. L, T, R, EB, WB, NB, SB, RTO = Left, Through, Right, Eastbound, Westbound, Southbound, Northbound, Right Turn Overlap signal phase.

Source: Mott MacDonald

5 Background Conditions

This chapter describes Background Conditions, which represents traffic operations approximately five years into the future (i.e., the Year 2022). Note that this scenario does not include trips from the study project.

5.1 Background Traffic Volumes

Traffic volumes under Background conditions were derived by applying growth factors to the existing volumes on the study corridors in this analysis. More specifically, the corridors and their associated growth factors are the following:

1. E Laurel Drive – 2% (AM), 3% (PM)
2. Natividad Road – 2% (AM), 3% (PM)
3. Sherwood Drive – 2% (AM), 3% (PM)
4. E Rossi Street and W Rossi Street – 2% (AM), 3% (PM)
5. N Main Street:
    a. North of US 101 – 2% (AM), 3% (PM)
    b. South of US 101 – 10% (AM), 15% (PM)
6. E Market Street – 2% (AM), 3% (PM)
7. Front Street – 2% (AM), 3% (PM)
8. E Alisal Street – 2% (AM), 3% (PM)
9. Kern Street – 2% (AM), 3% (PM)
10. US 101 Onramps and Offramps – 2% (AM), 3% (PM)

The growth factors were primarily applied to the mainline traffic on each corridor. The lower of the two growth factors on intersecting streets was applied to the turning movements between those streets. The growth factors used are consistent with the net increase in traffic on these corridors attributable to approved projects in past traffic analyses in the study area.

The resulting traffic growth attributable to approved projects includes trips generated by the approved Police Station and the Salinas Ag Industrial Center, with the one exception the assignment of approved trips at the Front Street / Alisal Street intersection. The traffic assignment for the police station that is documented in the Police Station TIA was included in the Background Condition volumes because of the magnitude of trips that the Police Station is forecast to add at this intersection.

The Background Condition traffic volumes are depicted in **Figure 8.**

5.2 Background Condition Traffic Circulation

The intersection levels of service for the Background Condition are summarized in **Table 4**. The analysis of Background Conditions includes one modification to the road network. The westbound

Although most of the study intersections would operate at or better than their respective level of service standards under Background conditions, the following six intersections would operate below their standards:

1. Natividad Road / E Laurel Drive: LOS E (AM and PM)
2. Sherwood Drive – Natividad Road / E Bernal Drive – La Posada Way: LOS E (AM), LOS F (PM)
5. N. Main Street (SR 183) / Rossi Street: LOS D (AM and PM)
7. Kern Street / US 101 Northbound Ramps – Mobray Way: Side Street approach LOS F (PM)
10. Sun Street / E Market Street: Side-street approach LOS F (PM)
12. US 101 Southbound Offramp – Merced Street / E Market Street: Overall LOS F (PM), Side-street approach LOS F (AM and PM)

See **Appendix G** for the level of service calculations under Background Conditions.

Figure 8: Background Conditions – AM and PM Peak Hour Volumes

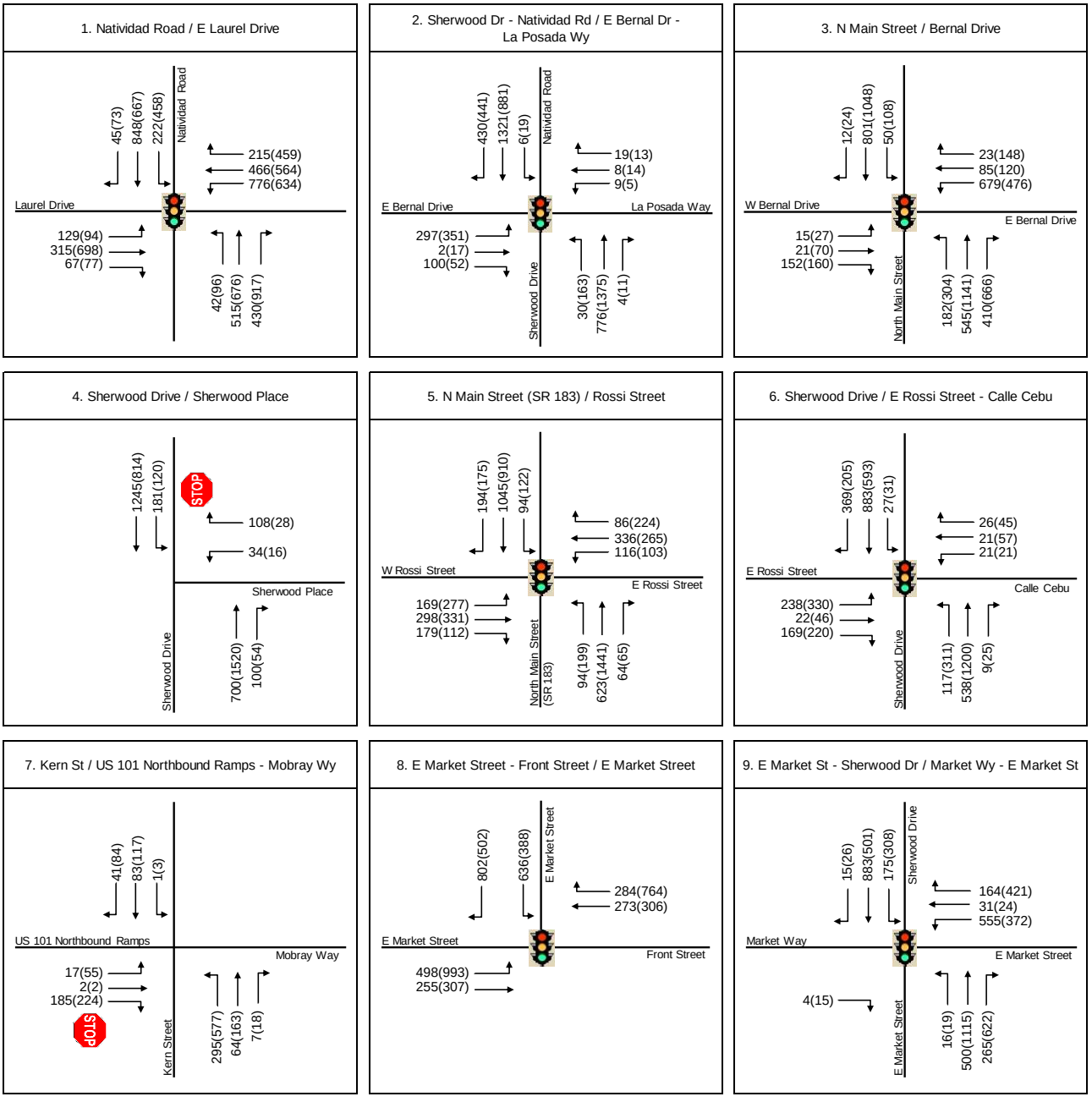
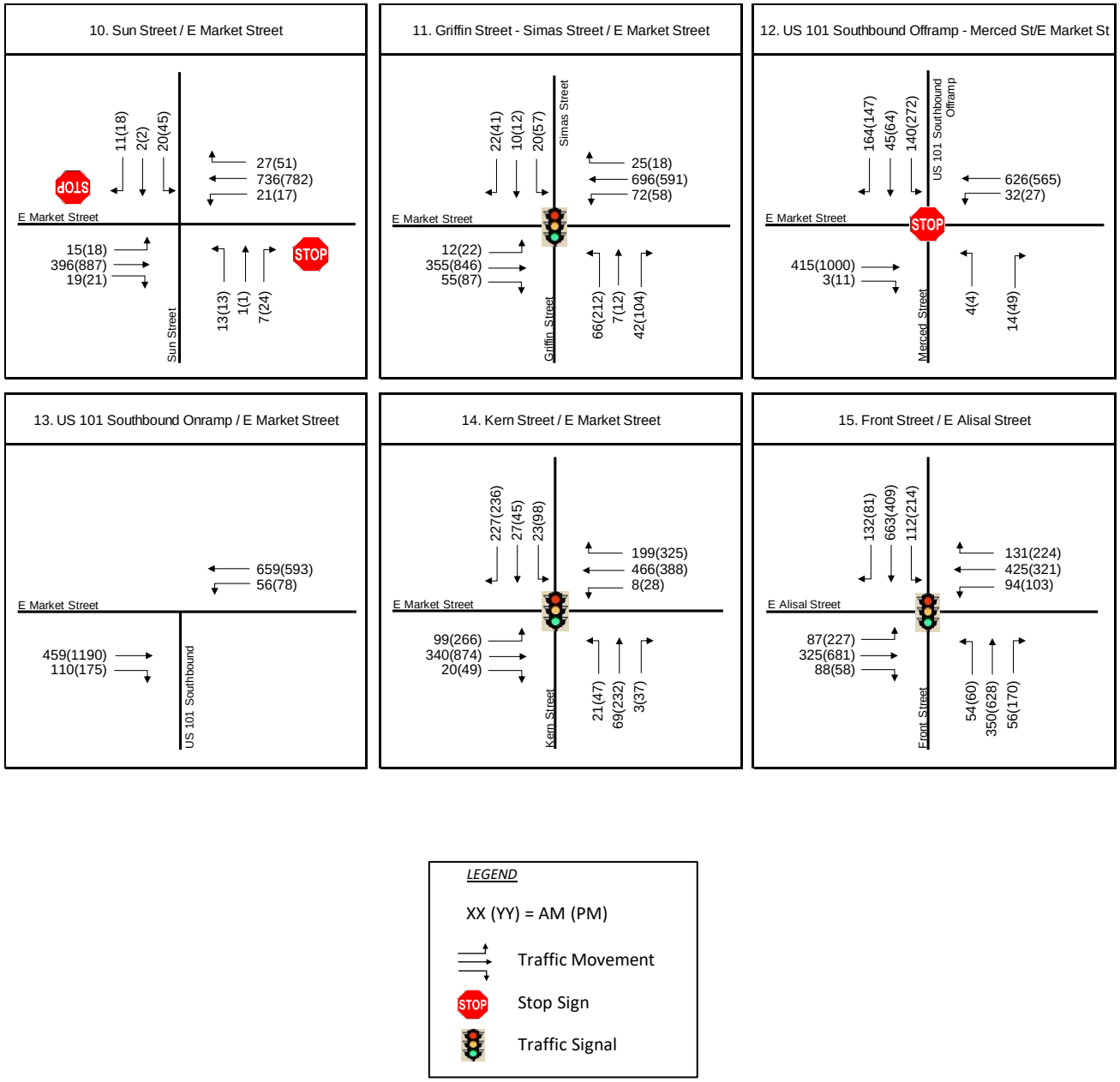


Figure 8: Background Conditions – AM and PM Peak Hour Volumes (Continued)



Source: Mott MacDonald

6 Background Plus Project Conditions

This chapter provides a description of the analysis under Background Plus Project traffic conditions, which analyzes Background Conditions plus anticipated traffic from the proposed project.

6.1 Background Plus Project Traffic Volumes

The project trip assignment (**Figure 6**) was added to the Background Condition volumes (**Figure 8)** to create the Background Plus Project Condition volumes shown in **Figure 9**.

6.2 Background Plus Project Conditions Traffic Circulation

6.2.1 Vehicle Circulation

Table 4 summarizes the levels of service at the study intersections under Background and Background Plus Project conditions. The following intersections would operate below their level of service standards and would be significantly impacted be the project based upon the significance criteria utilized for this study:

1. Natividad Road / E Laurel Drive: LOS E (AM and PM)
2. Sherwood Drive – Natividad Road / E Bernal Drive – La Posada Way: LOS E (AM), LOS F (PM)
5. N Main Street (SR 183) / Rossi Street: LOS D (PM)
10. Sun Street / E Market Street: Side-street approach LOS F (PM)
12. US 101 Southbound Offramp – Merced Street / E Market Street: Overall LOS F (PM), Side-street approach LOS F (AM and PM)

See **Appendix H** for the level of service calculations under Background Plus Project Conditions.

Below is a discussion of deficient operations and recommended improvements at the study intersections under Background Plus Project conditions. Recommended improvements are summarized in **Table 3**. The same intersections that are significantly impacted by the Project under Existing Conditions are significantly impacted under Background Conditions. No additional intersections are significantly impacted by the Project under Background Conditions and the mitigation measures recommended for Existing Conditions remain unchanged for Background Conditions.

- **Intersection #1 – Natividad Road / E Laurel Drive:**
  This intersection would operate at a deficient LOS E during the AM and PM peak hours, unchanged from Background Conditions. The project would add 16 AM peak hour and 17 PM peak hour trips to this intersection.

  Impact: The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection that operates at a deficient level without the project.

  Mitigation: Add a third northbound and third southbound lane to Natividad Road through this intersection. Intersection operations would improve during the AM and PM peak hour to LOS D.

  Salinas TFO Project: This improvement is included in the City of Salinas TFO (Project 61).

Project Responsibility: Pay the Salinas traffic impact fees, which would represent the project's fair-share contribution of this improvement.

- **Intersection #2 – Sherwood Drive – Natividad Road / E Bernal Drive – La Posada Way:**
  This intersection would operate at a deficient LOS E (AM) and F (PM), unchanged from Background Conditions. The project would add 16 AM peak hour and 17 PM peak hour trips to this intersection.

  Impact: The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection that operates at a deficient level without the project.

  Mitigation: Convert the signal phasing on the east and west intersection approaches from concurrent phasing to split phasing. Intersection operations would improve during the AM and PM peak hour to LOS D.

  Project Responsibility: To ensure that the intersection of Sherwood Drive – Natividad Road / E. Bernal Drive-La Posada Way will operate at acceptable levels of service, the applicant shall either: (1) Prior to the City's issuance of the first grading permit for a specific development project at project site, pay a traffic impact fee provided the City has updated its Traffic Fee Ordinance to include the signal modifications at this intersection as one of the improvements that is funded by the TFO, or (2) if the signal modifications at this intersection has not been included in the TFO, the applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for modifying the signal phasing and ensure that the signal modification is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits and modify the signal phasing ensuring that the signal modification is operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

- **Intersection #5 – N Main Street (SR 183) / Rossi Street:**
  This intersection, which is under Caltrans jurisdiction, would operate at a deficient LOS D during the AM and PM peak hours, unchanged from Background Conditions. The project would add 17 trips to this intersection during the AM peak hour and 15 trips to this intersection during the PM peak hour. The trips added by the Project would not increase the average vehicle delay during the AM peak hour, but would increase the PM peak hour vehicle delay by 0.1 seconds.

  Impact: The impact of the Project to the intersection is significant because the Project will increase the average vehicle delay during the PM peak hour by at least 0.1 seconds.

  Mitigation: Add a third northbound and third southbound lane on N. Main Street through this intersection. Intersection operations would improve during the PM peak hour to LOS C.

  Salinas TFO Project: This improvement is included in the City of Salinas TFO (Project 31).

  Project Responsibility: Pay the Salinas traffic impact fees, which would represent the project's fair-share contribution of this improvement.

- **Intersection #10 – Sun Street / E Market Street:**
  Side-street operations at this intersection (the southbound Sun Street approach) would operate at a deficient LOS F during the PM peak hour, unchanged from Background Conditions. The project would add 31 trips to this approach during the PM peak hour.

Impact: The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection whose southbound approach operates at LOS F without the Project.

Mitigation: Signalize the intersection. The intersection would operate at LOS A during the AM and PM peak hours with signalization.

Salinas TFO Project: This improvement is not included in the City of Salinas TFO.

Project Responsibility: To ensure that the intersection of Sun Street and East Market Street will operate at acceptable levels of service, the applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits for installation of a traffic signal that will be operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

- **Intersection #12 – US 101 Southbound Offramp – Merced Street / E Market Street:**
  This intersection would operate at a deficient LOS F during the PM peak hour, while side-street operations (the southbound US 101 Southbound Offramp approach) would operate at a deficient LOS F during the AM and PM peak hours, unchanged from Background Conditions. The project would add 30 AM peak hour and 27 PM peak hour trips to this intersection.

  Impact: The impact of the Project to the intersection is significant because the Project will increase the average vehicle delay on the southbound off-ramp approach during the AM and PM peak hours by at least 0.1 seconds.

  Mitigation: Signalize the intersection. Intersection operations would improve during the AM and PM peak hours to LOS B.

  Salinas TFO Project: This improvement is not included in the City of Salinas TFO.

  Project Responsibility: To ensure that the intersection of U.S. 101 Southbound Offramp – Merced Street/East Market Street will operate at acceptable levels of service, the applicant shall either: (1) Prior to the City's issuance of the first grading permit for a specific development project at project site, pay a traffic impact fee provided the City has updated its Traffic Fee Ordinance to include a traffic signal at this intersection as one of the improvements that is funded by the TFO, or (2) if the traffic signal at this intersection has not been included in the TFO, the applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits and install the traffic signal ensuring that the signal is operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

Figure 9: Background Plus Project Conditions – AM and PM Peak Hour Volumes

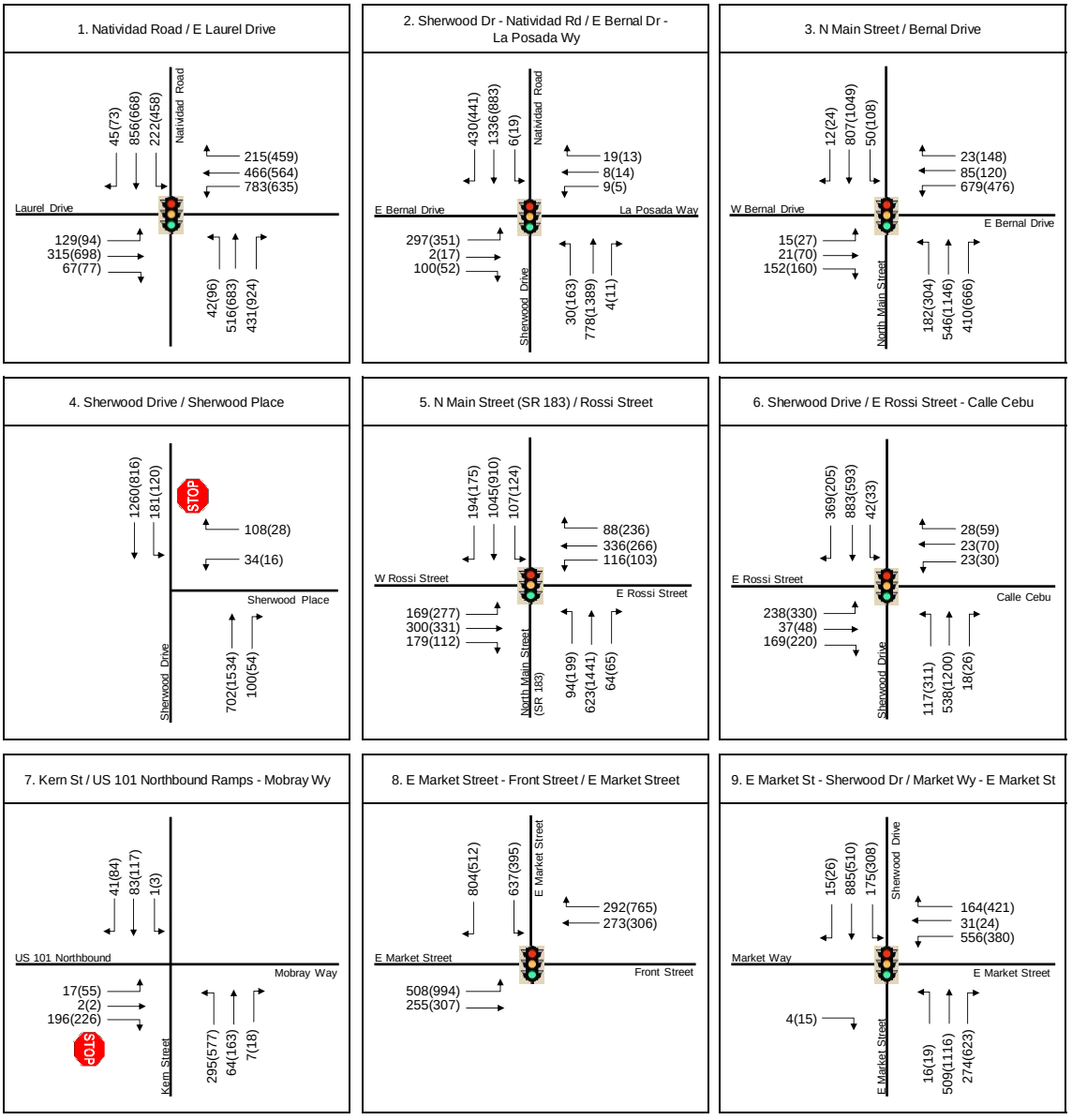
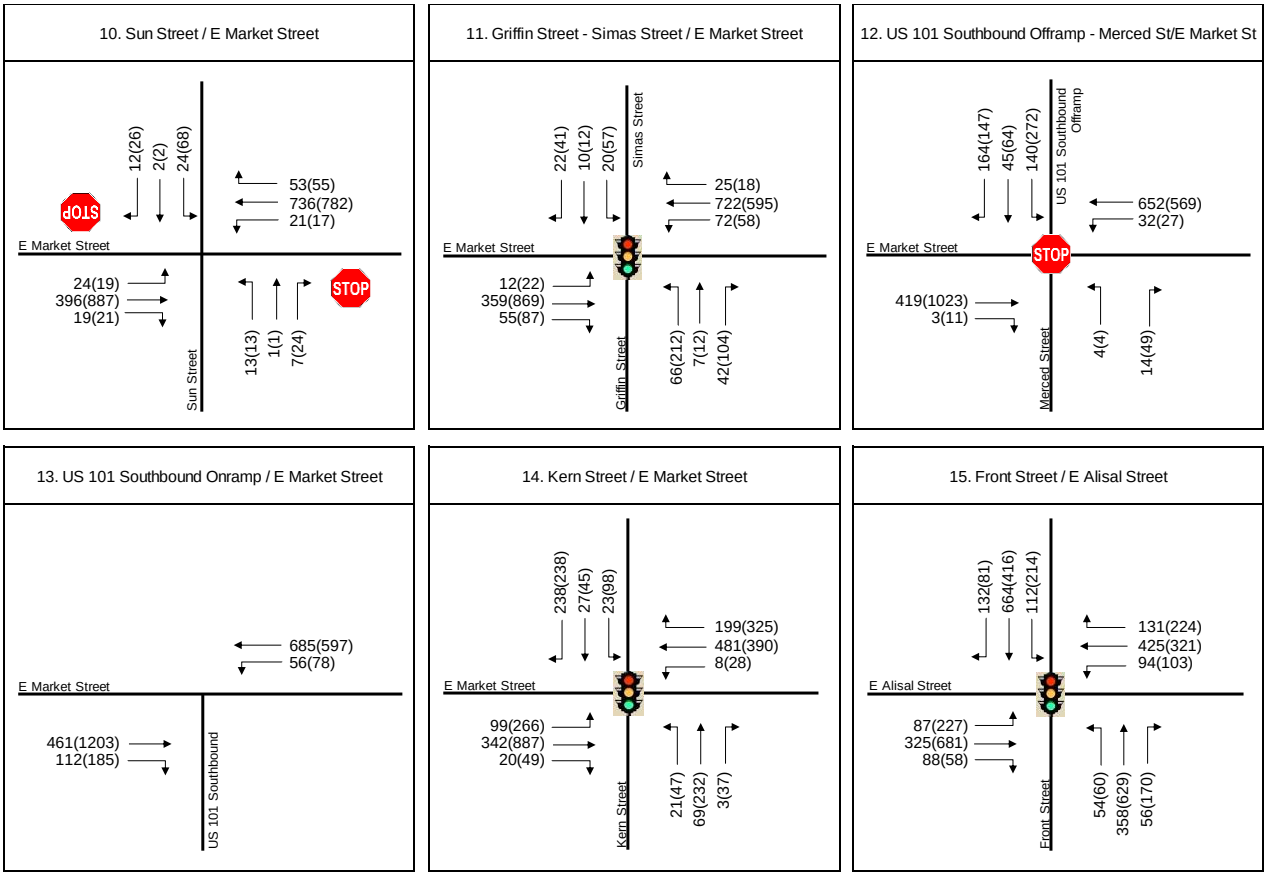


Figure 9: Background Plus Project Conditions – AM and PM Peak Hour Volumes (Continued



Source: Mott MacDonald

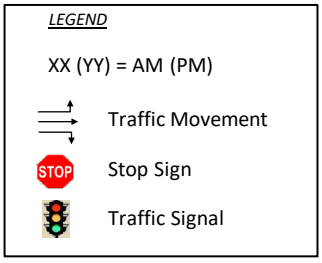


Table 4: Intersection Levels of Service – Background and Background Plus Project Conditions

	N-S Street	E-W Street	Existing Intersection Control	LOS Stnd.	Peak Hour	Background Conditions Delay (sec)	Background Conditions LOS	Background Plus Project Conditions Delay (sec)	Background Plus Project Conditions LOS
1	Natividad Road	East Laurel Drive	Signal	D	AM	63.9	E	**65.1**	**E**
					PM	66.7	E	**66.9**	**E**
			With Improvement		AM			*50.0*	*D*
					PM			*54.5*	*D*
2	Sherwood Drive - Natividad Road	East Bernal Drive - La Posada Way	Signal	D	AM	61.3	E	**62.5**	**E**
					PM	98.5	F	**99.8**	**F**
			With Improvement		*AM*			*36.4*	*D*
					PM			*54.5*	*D*
3	North Main Street	Bernal Drive	Signal	D	AM	47.4	D	47.6	D
					PM	42.3	D	42.3	D
4	Sherwood Drive	Sherwood Place	One-Way Stop	D (E)	AM	2.0 (19.9)	A (C)	2.0 (20.0)	A (C)
					PM	1.3 (26.7)	A (D)	1.3 (27.0)	A (D)
5	North Main Street (SR 183)	Rossi Street	Signal	C/D (Caltrans)	AM	35.8	D	35.8	D
					PM	47.1	D	**47.3**	**D**
			With Improvement		*AM*			*29.1*	*C*
					PM			*34.8*	*C*
6	Sherwood Drive	East Rossi Street - Calle Cebu	Signal	D	AM	23.5	C	24.6	C
					PM	32.6	C	33.6	C
7	Kern Street	US 101 Northbound Ramps - Mobray Way	One-Way Stop	C/D (E) (Caltrans)	AM	6.7 (10.9)	A (B)	6.8 (11.0)	A (B)
					PM	17.4 (56.6)	C (F)	17.4 (56.2)	C (F)
8	East Market Street - Front Street	East Market Street	Signal	D	AM	5.9	A	5.7	A
					PM	9.0	A	9.0	A
9	East Market Street - Sherwood Drive	Market Way - East Market Street	Signal	D	AM	19.2	B	19.2	B
					PM	23.3	C	23.4	C

Table 4: Intersection Levels of Service – Background and Background Plus Project Conditions (Continued)

	N-S Street	E-W Street	Existing Intersection Control	LOS Stnd.	Peak Hour	Background Conditions Delay (sec)	Background Conditions LOS	Background Plus Project Conditions Delay (sec)	Background Plus Project Conditions LOS
10	Sun Street	East Market Street	Two-Way Stop	D (E/E)	AM	1.7 (25.2/33.5)	A (D/D)	2.1 (26.8/39.0)	A (D/E)
					PM	4.4 (35.0/92.0)	A (E/F)	**9.5 (36.1/166.0)**	**A (E/F)**
			With Improvement		*AM*			*4.9*	*A*
					PM			*6.2*	*A*
11	Griffin Street - Simas Street	East Market Street	Signal	D	AM	6.7	A	5.5	A
					PM	11.1	B	11.2	B
12	US 101 Southbound Offramp - Merced Street	East Market Street	Two-Way Stop	C/D (E/E) (Caltrans)	AM	22.1 (19.1/89.8)	C (C/F)	**24.6 (19.9/102.2)**	**C (C/F)**
					PM	81.8 (23.0/*)	F (C/F)	**84.7 (24.4/*)**	**F (C/F)**
			With Improvement		*AM*			*10.4*	*B*
					PM			*13.2*	*B*
13	US 101 Southbound Onramp	East Market Street	Uncontrolled	D (E)	AM	0.4 (0.0)	A (A)	0.4 (0.0)	A (A)
					PM	0.6 (0.0)	A (A)	0.6 (0.0)	A (A)
14	Kern Street	East Market Street	Signal	D	AM	17.9	B	18.2	B
					PM	22.8	C	22.8	C
15	Front Street	East Alisal Street	Signal	D (E)	AM	39.4	D	39.4	D
					PM	51.2	D	51.2	D

Notes:
1. LOS Stnd. = Level of Service Standard
2. XX (YY) = Overall (Side Street).
3. Analysis performed using *2000* and *2010 Highway Capacity Manual* methodologies.
4. Overall level of service standard for the City of Salinas is LOS D. Overall level of service standard for Caltrans is the transition between LOS C and LOS D (LOS C/D).
5. Worst approach level of service standard is generally LOS E. Level of service "F" is the level of service at which improvements would normally be required.
6. Above delays and levels of service are summarized from calculations in **Appendices E through J**.
7. Items in **bold** represent significant impacts.

Source: Mott MacDonald

7 Cumulative Without Project Conditions

This chapter describes the analysis results under Cumulative conditions without the study project developed. The Cumulative Without Project traffic condition is defined as buildout of the current City of Salinas General Plan. Note that this analysis scenario does not include traffic from the study project.

7.1 Derivation of Cumulative Without Project Condition Volumes

The Cumulative Without Project condition volumes in **Figure 10** are primarily on traffic forecasts documented in the City of Salinas General Plan Circulation Study prepared by Higgins Associates in 2002. Traffic forecasts documented in the following reports were also referenced:

1. Monterey County Jail Housing Addition Traffic Impact Analysis, Hatch Mott MacDonald, April 29, 2014.
2. Haciendas Phase III/IV Traffic Impact Analysis, Hatch Mott MacDonald, April 8, 2014.
3. Sun Street Solid Waste Transfer Station Access Plan Traffic Impact Analysis, Higgins Associates, August 27, 2007.
4. Tynan Village Mixed Use Development Traffic Impact Study Report, Higgins Associates, November 22, 2004.
5. Salinas Sphere of Influence Amendment and Annexation Supplemental TIA, Fehr & Peers, November 14, 2007.

The traffic volume forecasts shown on **Figure 10** reflect new road links and the level of service calculations include intersection improvements that are included in the City of Salinas Traffic Fee Ordinance and are planned for implementation in conjunction with buildout of the city's General Plan. These improvements include the following:

1. TFO Project No. 30: Rossi Street Widening – widen to four lanes between Main Street and Sherwood Drive.
2. TFO Project No. 31: Main Street Widening – widen from a four to six-lane arterial between Casentini Street and Market Street.
3. TFO Project No. 33A: Bernal Drive Extension – extend as a four-lane arterial from Sherwood Drive/Natividad Road intersection to Kern Street.
4. TFO Project No. 33B: Bernal Drive Widening – widen, construct sidewalk and retaining wall on north side between Main Street and Rosarita Drive.
5. TFO Project No. 34: Constitution Boulevard Extension – extend from Laurel Drive to Bernal Drive Extension.
6. TFO Project No. 45: Laurel Drive Widening – widen to six lanes between Natividad and Constitution. Add left turn channelization east of Constitution.
7. TFO Project No. 46: Main Street Widening – widen to six lanes between Market Street and Bernal by eliminating on-street parking and widening UP Structure north of Market Street.

8. TFO Project No. 61: Natividad Road/Laurel Drive Intersection – widen the Natividad Road north and south intersection legs to provide the following lane configuration on the intersection approaches:
    a. Northbound approach – 1 left turn lane, 3 through lanes, 1 right turn lane
    b. Southbound approach – 2 left turn lanes, 2 through lanes, 1 through/right turn lane.
    c. Eastbound approach – 1 left turn lane, 2 through lanes, 1 right turn lane.
    d. Westbound approach – 2 left turn lanes, 2 through lanes, 1 right turn lane.

7.2 Cumulative Without Project Condition Traffic Circulation

7.2.1 Vehicle Circulation

The intersection levels of service for the Cumulative Condition are summarized in **Table 5**. The following intersections would operate below their level of service standards:

#5: N Main Street (SR 183) / Rossi Street: LOS D (PM)

#7: Kern Street / US 101 Northbound Ramps – Mobray Way: Overall LOS F, Side Street approach LOS F (PM)

#10: Sun Street / E Market Street: Side-street approach LOS F (PM)

#12: US 101 Southbound Offramp – Merced Street / E Market Street: Overall LOS E (AM) and LOS F (PM), Side-street approach LOS F (AM and PM)

#14: Kern Street / E Market Street: LOS F (PM)

#15: Front Street / Alisal Street: LOS E (AM and PM)

See **Appendix I** for the level of service calculations under Cumulative Without Project Conditions.

Figure 10: Cumulative Without Project Conditions – AM and PM Peak Hour Volumes

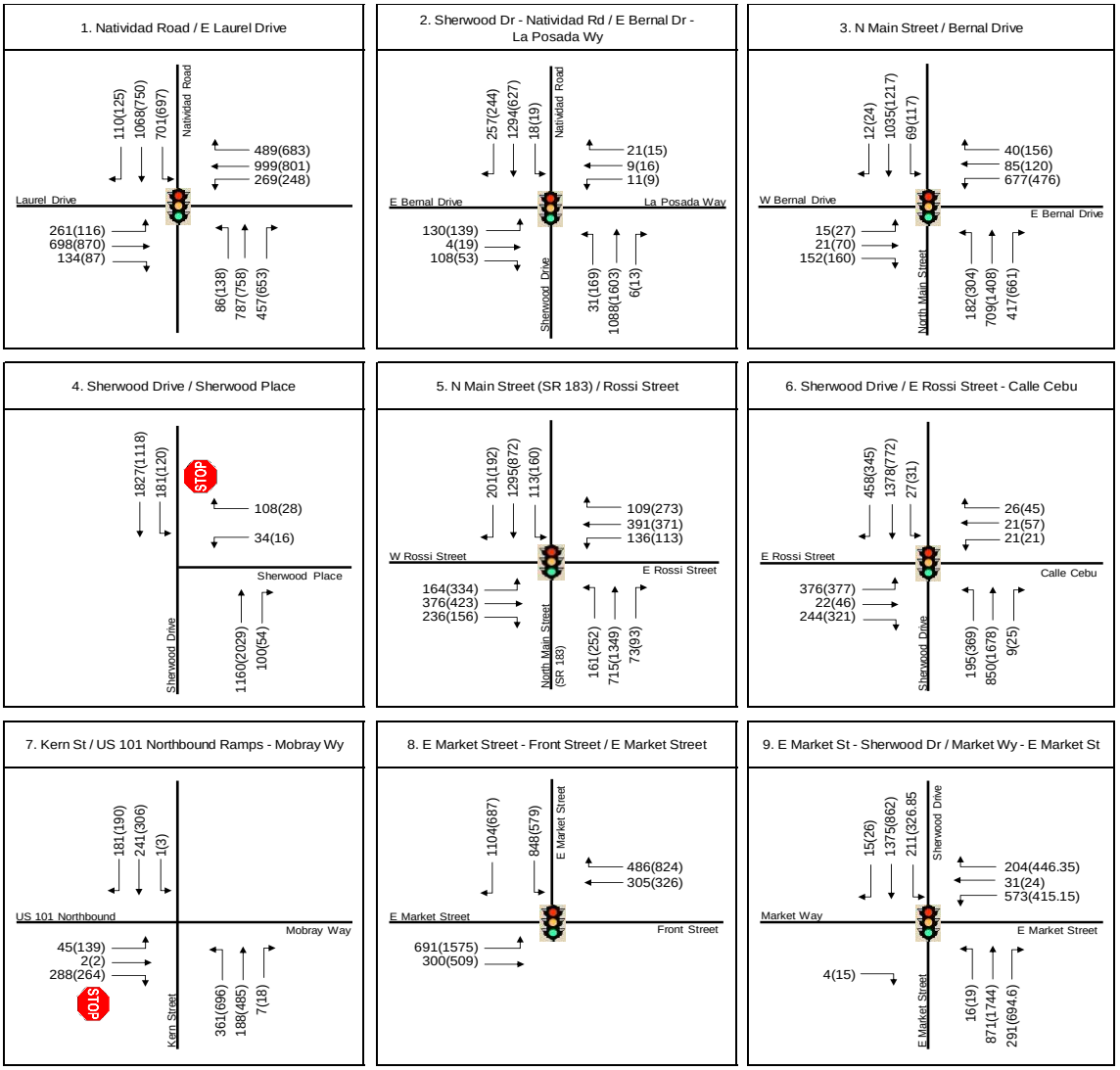
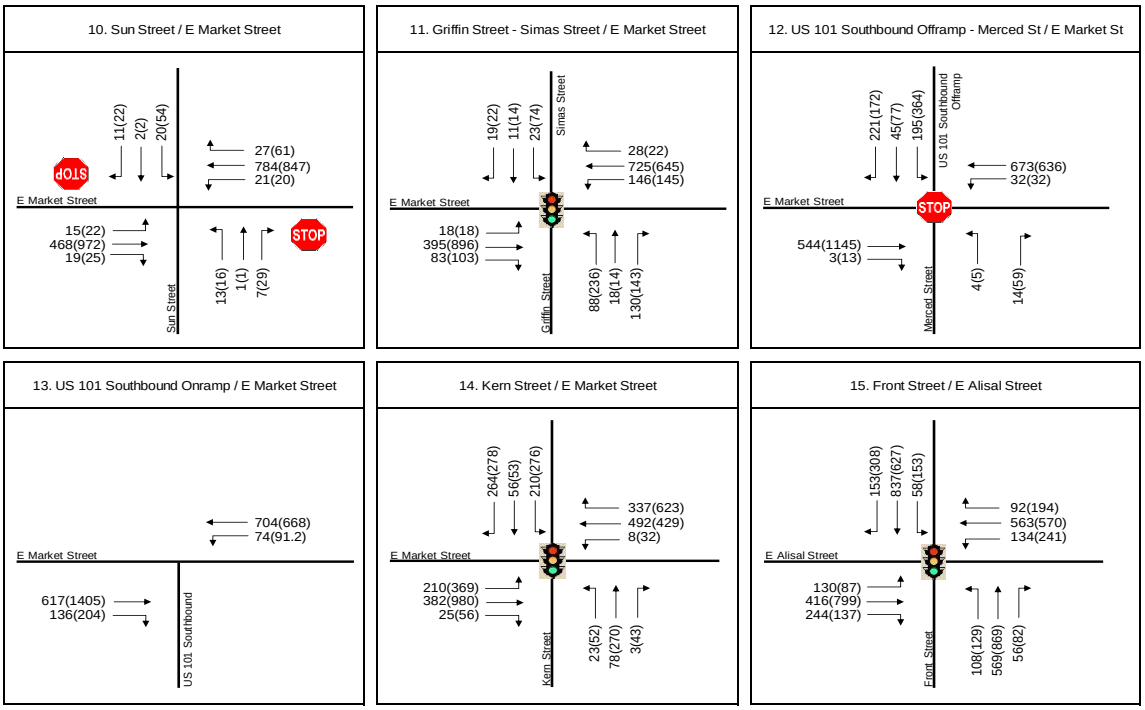
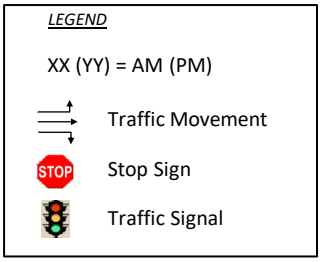


Figure 10: Cumulative Without Project Conditions – AM and PM Peak Hour Volumes (Continued)



Source: Mott MacDonald



8 Cumulative Plus Project Conditions

This chapter describes Cumulative Plus Project conditions, which represent traffic conditions with General Plan Buildout including the proposed GPA and Rezoning.

8.1 Derivation of Cumulative Plus Project Condition Volumes

The project trip assignment volumes Cumulative (**Figure 6**) were added to the Cumulative Without Project Condition volumes (**Figure 10**) to create the Cumulative Plus Project Condition volumes depicted in **Figure 11**.

8.2 Cumulative Plus Project Condition Traffic Circulation

8.2.1 Vehicle Circulation

Table 5 summarizes the levels of service at the study intersections under Cumulative Plus Project conditions. Although some of the study intersections would operate at or better than their respective level of service standards under Cumulative Plus Project conditions, the following intersections would continue to operate below their standard and the project would contribute to the cumulative impact:

#5: N Main Street (SR 183) / Rossi Street: LOS D (PM)

#7: Kern Street / US 101 Northbound Ramps – Mobray Way: Overall LOS F, Side Street approach LOS F (PM)

#10: Sun Street / E Market Street: Side-street approach LOS F (PM)

#12: US 101 Southbound Offramp – Merced Street / E Market Street: Overall LOS E (AM) and LOS F (PM), Side-street approach LOS F (AM and PM)

#14: Kern Street / E Market Street: LOS F (PM)

#15: Front Street / Alisal Street: LOS E (AM and PM)

See **Appendix J** for the level of service calculations under Cumulative Plus Project Conditions.

Below is a discussion of the deficient operations and recommended improvements at the study intersections under Cumulative Plus Project conditions. Recommended improvements are summarized in **Table 3**.

- **Intersection #5 – N Main Street (SR 183) / Rossi Street:**
  This intersection, which is under Caltrans jurisdiction, would operate at LOS C during the AM peak hour and a deficient LOS D during the PM peak hour unchanged from Cumulative Conditions. The project would add 17 trips to this intersection during the AM peak hour and 15 trips to this intersection during the PM peak hour. The trips added by the Project would not increase the average vehicle delay during the PM peak hour vehicle delay by 0.1 seconds.

  Impact: The impact of the Project to the intersection is significant because the Project will increase the average vehicle delay during the PM peak hour by at least 0.1 seconds. The Project's impact to this intersection is significant under Existing and Background Conditions.

  Mitigation:
  1) Add a third northbound through lane and third southbound through lane to N. Main Street at this intersection. The improvement would be achieved by converting the existing right turn lanes on northbound and southbound N. Main Street to through/right turn lanes.

2) Add a second left turn lane on the westbound Rossi Street approach. TFO Project 30 would widen Rossi Street to a four-lane divided arterial within a right of way of 106 feet.

With the second left turn lane included in the mitigation, the PM peak hour delay would be 41.8 seconds, which would be lower than the Cumulative Condition without project PM peak hour delay of 42.5 seconds. Therefore, the Project's cumulative impact would be mitigated.

Salinas TFO Project: Projects 30 and 31. The City would need to modify Project 30 to include the second left turn lane on the westbound Rossi Street approach to N. Main Street.

Salinas TFO Project: Salinas TFO Project 30 and Project 31.

Project Responsibility: Pay the Salinas traffic impact fees, which would represent the project's fair-share contribution of this improvement.

- **Intersection #7 – Kern Street / US 101 Northbound Ramps – Mobray Way:**
This intersection would operate at an overall LOS F with side-street operations (the eastbound US 101 Northbound Ramps approach) of LOS F during the PM peak hour, unchanged from Cumulative Without Project Conditions. The project would add 2 trips to the eastbound off-ramp approach during the PM peak hour. The project by itself would not significantly impact the intersection, but the project would contribute to the cumulative operating deficiency at the intersection. Traffic diversions associated with the Bernal Avenue Extension and the Constitution Boulevard Extension will contribute to the deficient operations at this intersection under Cumulative Conditions.

  Impact: The impact of the Project to the intersection is significant because the Project will increase the average vehicle delay on the eastbound off-ramp approach during the PM peak hour by at least 0.1 seconds.

  Mitigation: Signalize the intersection. Intersection operations would improve during the AM peak hour to LOS B and to LOS C during the PM peak hour.

  Salinas TFO Project: This improvement is not included in the City of Salinas TFO. It is recommended that this improvement be added to Salinas TFO Project 33A (Bernal Avenue Extension) and 34 (Constitution Boulevard Extension). Traffic diversions associated with the extensions of Bernal Avenue and Constitution Boulevard will create new turning movement patterns at the Kern Avenue/Northbound US 101 ramps intersection and these new turning patterns will necessitate modification of the existing intersection traffic control. For this reason, the costs for the new intersection traffic control should be included in the TFO.

  Project Responsibility: This improvement is not currently included in the City's Capital Improvement Program nor the TFO. To mitigate the Project's cumulative impact, a mechanism would need to be in place that ensures the ultimate full funding and completion of the improvement. This could be accomplished by adding the improvement to the City TFO or Capital Improvement Program. The Project's cumulative impact would be mitigated by the following:

  Alternative 1: Add the improvement to the TFO and pay the TFO fee.
  Alternative 2: Include the improvement in the Capital Improvement Program and pay a pro-rata contribution toward implementation of the project that would be combined with future development impact fees to fully fund implementation of the improvement. The pro-rata contribution would be based upon the project's share of cumulative traffic growth, where cumulative traffic growth equals Cumulative With Project volumes minus Existing volumes. The equitable share contribution calculation is based on the average of AM and PM peak hour volumes. The project's equitable share of cumulative traffic growth is 1 percent (1%).

- **Intersection #10 – Sun Street / E Market Street:**
  Side-street operations at this intersection (the southbound Sun Street approach) would operate at a deficient LOS F during the PM peak hour, unchanged from Cumulative Conditions. The project would add 31 trips to this approach during the PM peak hour. The Project's impact to this intersection is significant under Existing and Background Conditions.

  Impact: The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection whose southbound approach operates at LOS F without the Project.

  Mitigation: Signalize the intersection. The intersection would operate at LOS A during the AM and PM peak hours with signalization.

  Salinas TFO Project: This improvement is not included in the City of Salinas TFO.

  Project Responsibility: The Project's impact to this intersection was identified as significant under Existing and Background Conditions. The mitigation required for Cumulative Conditions (signalization) is the same as the mitigation recommended for Existing and Background Conditions. Therefore, the Project's responsibility to mitigate cumulative impacts is the same as the responsibility identified for the Existing and Background Conditions, which is as follows: To ensure that the intersection of Sun Street and East Market Street will operate at acceptable levels of service, the applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits for installation of a traffic signal that will be operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

- **Intersection #12 – US 101 Southbound Offramp – Merced Street / E Market Street:**
  This intersection would operate at a deficient LOS E during the AM peak hour and LOS F during the PM peak hour, while side-street operations (the southbound US 101 Southbound Offramp approach) would operate at a deficient LOS F during the AM and PM peak hours, unchanged from Cumulative Conditions. The project would add 30 AM peak hour and 27 PM peak hour trips to this intersection. The Project's impact to this intersection is significant under Existing and Background Conditions.

  Impact: The impact of the Project to the intersection is significant because the Project will increase the average vehicle delay on the southbound off-ramp approach during the AM and PM peak hours by at least 0.1 seconds.

  Mitigation: Signalize the intersection. Intersection operations would improve during the AM and PM peak hours to LOS B.

  Salinas TFO Project: This improvement is not included in the City of Salinas TFO.

  Project Responsibility: The Project's impact to this intersection was identified as significant under Existing and Background Conditions. The mitigation required for Cumulative Conditions (signalization) is the same as the mitigation recommended for Existing and Background Conditions. Therefore, the Project's responsibility to mitigate cumulative impacts is the same as the responsibility identified for the Existing and Background Conditions, which is as follows: To ensure that the intersection of U.S. 101 Southbound Offramp – Merced Street/East Market Street will operate at acceptable levels of service, the applicant shall either: (1) Prior to the City's issuance of the first grading permit for a specific development project at project site, pay a traffic impact fee provided the City has updated its

Traffic Fee Ordinance to include a traffic signal at this intersection as one of the improvements that is funded by the TFO, or (2) if the traffic signal at this intersection has not been included in the TFO, the applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits and install the traffic signal ensuring that the signal is operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

- **Intersection #14 – Kern Street / E Market Street:**
  This intersection would operate at a deficient LOS F during the PM peak hour, unchanged from Cumulative without Project Conditions. The project would add 17 PM peak hour trips to this intersection. The project by itself would not significantly impact the intersection, but the project would contribute to the cumulative operating deficiency at the intersection. Traffic diversions associated with the Bernal Avenue Extension and the Constitution Boulevard Extension will contribute to the deficient operations at this intersection under Cumulative Conditions.

  Impact: The impact of the Project to the intersection is significant because the Project will add trips to the intersection that operates at a deficient level without the project.

  Mitigation: Restripe the westbound E. Market Street approach as one exclusive left turn lane, one through lane and one exclusive right turn lane. With this improvement, the intersection would operate at LOS C during the AM peak hour and LOS D during the PM peak hour.

  Salinas TFO Project: This improvement is not included in the City of Salinas TFO. It is recommended that this improvement be added to Salinas TFO Project 33A (Bernal Avenue Extension) and 34 (Constitution Boulevard Extension). Traffic diversions associated with the extensions of Bernal Avenue and Constitution Boulevard will create new turning movement patterns at the Kern Avenue/E. Market Street intersection and these new turning patterns, including an increase in the volume of traffic turning right from westbound E. Market Street to northbound Kern Avenue, will necessitate modification of the existing intersection lane configuration. For this reason, the costs for the new intersection configuration should be included in the TFO.

  Project Responsibility: This improvement is not currently included in the City's Capital Improvement Program nor the TFO. To mitigate the Project's cumulative impact, a mechanism would need to be in place that ensures the ultimate full funding and completion of the improvement. This could be accomplished by adding the improvement to the City TFO or Capital Improvement Program. The Project's cumulative impact would be mitigated by the following:

  Alternative 1: If the improvement is added to the TFO, pay the TFO fee.
  Alternative 2: Include the improvement in the Capital Improvement Program and pay a pro-rata contribution toward implementation of the project that would be combined with future development impact fees to fully fund implementation of the improvement. The pro-rata contribution would be based upon the project's share of cumulative traffic growth, where cumulative traffic growth equals Cumulative With Project volumes minus Existing volumes. The equitable share contribution calculation is based on the average of the AM and PM peak hour volumes. The project's share of cumulative traffic growth is three percent (3%).

Figure 11: Cumulative Plus Project Conditions – AM and PM Peak Hour Volumes

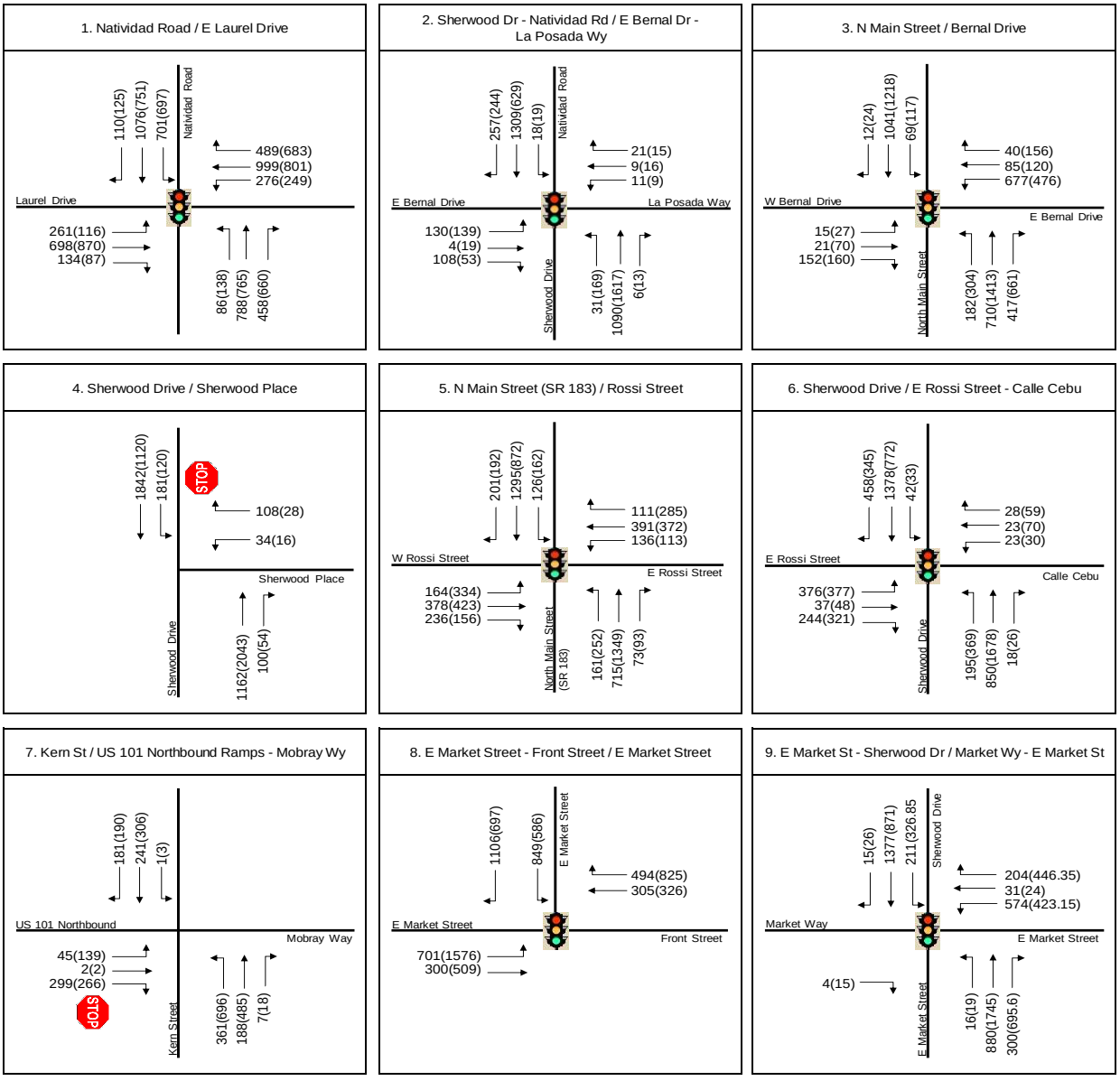
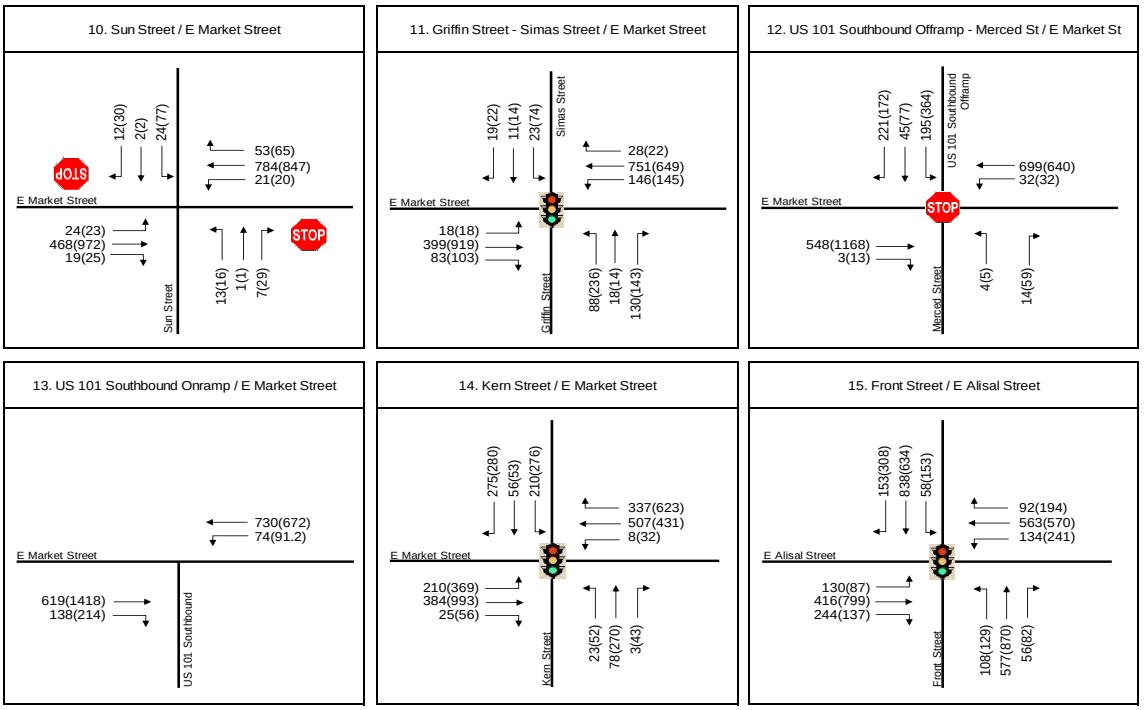


Figure 11: Cumulative Plus Project Conditions – AM and PM Peak Hour Volumes (Continued)



Source: Mott MacDonald

Table 5: Intersection Levels of Service – Cumulative Without Project and Cumulative Plus Project Conditions

	N-S Street	E-W Street	Existing Intersection Control	LOS Stnd.	Peak Hour	Cumulative Without Project Conditions Delay (sec)	Cumulative Without Project Conditions LOS	Cumulative Plus Project Conditions Delay (sec)	Cumulative Plus Project Conditions LOS
1	Natividad Road	East Laurel Drive	Signal	D	AM	53.7	D	53.8	D
					PM	52	D	52.1	D
2	Sherwood Drive - Natividad Road	East Bernal Drive - La Posada Way	Signal	D	AM	24.7	C	25.2	C
					PM	42.7	D	44.3	D
3	North Main Street	Bernal Drive	Signal	D	AM	44.2	D	44.2	D
					PM	44.8	D	44.8	D
4	Sherwood Drive	Sherwood Place	One-Way Stop	D (E)	AM	2.4 (37.6)	A (E)	2.4 (37.6)	A (E)
					PM	1.7 (48.1)	A (E)	1.7 (49.1)	A (E)
5	North Main Street (SR 183)	Rossi Street	Signal	C/D (Caltrans)	AM	34.6	C	34.8	C
					PM	42.5	D	**42.6**	**D**
			With Improvement		*AM*			*34.7*	*C*
					PM			*41.8*	*D*
6	Sherwood Drive	East Rossi Street - Calle Cebu	Signal	D	AM	44.2	D	46.0	D
					PM	45.7	D	48.3	D
7	Kern Street	US 101 Northbound Ramps - Mobray Way	One-Way Stop	C/D (E) (Caltrans)	AM	8.1 (21.3)	A (C)	8.2 (21.3)	A (C)
					PM	* (*)	F (F)	*** (*)**	F (F)
			With Improvement		*AM*			*12.3*	*B*
					PM			*26.4*	*C*
8	East Market Street - Front Street	East Market Street	Signal	D	AM	7.0	A	7.1	A
					PM	11.9	B	11.9	B
9	East Market Street - Sherwood Drive	Market Way - East Market Street	Signal	D	AM	24.6	C	24.7	C
					PM	45.0	D	43.5	D

Table 5: Intersection Levels of Service – Cumulative Without Project and Cumulative Plus Project Conditions (Continued)

	N-S Street	E-W Street	Existing Intersection Control	LOS Stnd.	Peak Hour	Cumulative Without Project Conditions Delay (sec)	Cumulative Without Project Conditions LOS	Cumulative Plus Project Conditions Delay (sec)	Cumulative Plus Project Conditions LOS
10	Sun Street	East Market Street	Two-Way Stop	D (E/E)	AM	1.7 (27.9/35.5)	A (D/E)	2.1 (29.3/41.8)	A (D/E)
					PM	8.4 (48.8/180.2)	A (E/F)	**18.2 (49.8/*)**	**C (E/F)**
			With Improvement		*AM*			*3.8*	*A*
					PM			*4.9*	*A*
11	Griffin Street - Simas Street	East Market Street	Signal	D	AM	7.0	A	7.0	A
					PM	13.1	B	13.2	B
12	US 101 Southbound Offramp - Merced Street	East Market Street	Two-Way Stop	C/D (E/E)	AM	44.1 (23.2/164.0)	E (C/F)	**48.7 (24.2/184.3)**	**E (C/F)**
					PM	228.0 (*/*)	F (F/F)	**236.6 (*/*)**	**F (F/F)**
			With Improvement		*AM*			*10.1*	*B*
					PM			*14.9*	*B*
13	US 101 Southbound Onramp	East Market Street	Uncontrolled	D (E)	AM	0.5 (0.0)	A (A)	0.5 (0.0)	A (A)
					PM	0.7 (0.0)	A (A)	0.7 (0.0)	A (A)
14	Kern Street	East Market Street	Signal	D	AM	25.2	C	25.8	C
					PM	82.0	F	**81.9**	**F**
			With Improvement		*AM*			*23.3*	*C*
					PM			*48.1*	*D*
15	Front Street	East Alisal Street	Signal	D	AM	52.6	D	52.5	D
					PM	54.9	D	54.9	D

Notes:
1. LOS Stnd. = Level of Service Standard
2. XX (YY) = Overall (Side Street).
3. Analysis performed using *2000* and *2010 Highway Capacity Manual* methodologies.
4. Overall level of service standard for the City of Salinas is LOS D. Overall level of service standard for Caltrans is the transition between LOS C and LOS D (LOS C/D).
5. Worst approach level of service standard is generally LOS E. Level of service "F" is the level of service at which improvements would normally be required.
6. Above delays and levels of service are summarized from calculations in **Appendices E through J**.
7. * = Delay exceeds ability for 2000/2010 HCM to quantify.
8. Items in **bold** represent significant impacts.

Source: Mott MacDonald

9 References

9.1 List of References

1. *2000 Highway Capacity Manual,* Transportation Research Board, 2000.
2. *2010 Highway Capacity Manual,* Transportation Research Board, 2010.
3. *City of Salinas General Plan,* Cotton/Bridges/Associates, September 2002.
4. Transportation Agency for Monterey County Bicycle and Pedestrian Master Plan, Alta Planning + Design, December 2011.
5. Monterey-Salinas Transit website, www.mst.org, Accessed May 10, 2017.
6. Haciendas Phase III/IV Traffic Impact Analysis, Hatch Mott MacDonald, April 8, 2014.
7. Sun Street Solid Waste Transfer Station Access Plan Traffic Impact Analysis, Higgins Associates, August 27, 2007.
8. Tynan Village Mixed Use Development Traffic Impact Study Report, Higgins Associates, November 22, 2004.
9. *Trip Generation Manual,* 9th Edition, Institute of Transportation Engineers, 2012.
10. Rodeo Property Preliminary Traffic Assessment, Salinas, California, Mott MacDonald, December 15, 2016.
11. *Highway Design Manual,* 6th Edition*,* California Department of Transportation (Caltrans), Updated December 30, 2015.
12. California Manual on Uniform Traffic Control Devices, California Department of Transportation (Caltrans), April 7, 2017.

9.2 List of Contacts

1. Robert Atkinson, SyWest Development, San Rafael, California.
2. Tracy LaTray, SyWest Development, San Rafael, California.
3. Andrew Easterling, City of Salinas Public Works Department, Salinas, CA
4. James Serrano, City of Salinas Public Works Department, Salinas, CA
5. Courtney Grossman, City of Salinas Community Development Department, Salinas, California.
6. Julie Gonzales, California Department of Transportation (Caltrans) District 5, San Luis Obispo, California.

MOTT MACDONALD

Rodeo Property Traffic Impact Analysis

Appendix

June 12, 2019

SyWest Development

Mott MacDonald
1300 First Street
Suite B
Gilroy CA 95020
United States of America

T +1 (408) 848 3122
F +1 (408) 848 2202
mottmac.com/americas

SyWest Development
150 Pelican Way
San Rafael, CA 94901

Rodeo Property Traffic Impact Analysis

Appendix

June 12, 2019

Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
0	06/19/17	Jeffrey Waller	Julie Oates	Leo Trujillo	Administrative Draft Report
1	07/21/17	Julie Oates	Jeffrey Waller	Leo Trujillo	Draft Report
2	12/06/17	Jeffrey Waller	Julie Oates	Leo Trujillo	Revised Draft Report
3	04/13/18	J. Daniel Takacs	Julie Oates	Leo Trujillo	Revised Draft Report
4	05/17/18	J. Daniel Takacs	Julie Oates	Leo Trujillo	Revised Draft Report
5	08/28/18	J. Daniel Takacs	Shruti Malik	Shruti Malik	Revised Draft Report
6	05/29/19	J. Daniel Takacs	Ravi Narayanan	Shruti Malik	Revised Draft Report
7	06/12/19	J. Daniel Takacs	Ravi Narayanan	Shruti Malik	Final Report

Document reference: 382731 | 1 | 3

Information class: Standard

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A. Level of Service Descriptions

APPENDIX A1

LEVEL OF SERVICE (LOS) DESCRIPTION
SIGNALIZED INTERSECTIONS

The capacity of an urban street is related primarily to the signal timing and the geometric characteristics of the facility as well as to the composition of traffic on the facility. Geometrics are a fixed characteristic of a facility. Thus, while traffic composition may vary somewhat over time, the capacity of a facility is generally a stable value that can be significantly improved only by initiating geometric improvements. A traffic signal essentially allocates time among conflicting traffic movements that seek to use the same space. The way in which time is allocated significantly affects the operation and the capacity of the intersection and its approaches.

The methodology for signalized intersection is designed to consider individual intersection approaches and individual lane groups within approaches. A lane group consists of one or more lanes on an intersection approach. The outputs from application of the method described in the HCM 2000 and 2010 are reported on the basis of each lane. For a given lane group at a signalized intersection, three indications are displayed: green, yellow and red. The red indication may include a short period during which all indications are red, referred to as an all-red interval and the yellow indication forms the change and clearance interval between two green phases.

The methodology for analyzing the capacity and level of service must consider a wide variety of prevailing conditions, including the amount and distribution of traffic movements, traffic composition, geometric characteristics, and details of intersection signalization. The methodology addresses the capacity, LOS, and other performance measures for lane groups and the intersection approaches and the LOS for the intersection as a whole.

Capacity is evaluated in terms of the ratio of demand flow rate to capacity (v/c ratio), whereas LOS is evaluated on the basis of control delay per vehicle (in seconds per vehicle). The methodology does not take into account the potential impact of downstream congestion on intersection operation, nor does the methodology detect and adjust for the impacts of turn-pocket overflows on through traffic and intersection operation.

LEVEL OF SERVICE (LOS) CRITERIA FOR SIGNALIZED INTERSECTIONS

(Reference 2000 and 2010 Highway Capacity Manuals)

Level of Service	Control Delay (seconds / vehicle)
A	**<10**
B	**>10 - 20**
C	**>20 - 35**
D	**>35 - 55**
E	**>55 - 80**
F	**>80**

APPENDIX A2

LEVEL OF SERVICE (LOS) DESCRIPTION
UNSIGNALIZED INTERSECTIONS WITH ALL-WAY STOP CONTROL (AWSC)

AWSC intersections require every vehicle to stop at the intersection before proceeding. Since each driver must stop, the judgement as to whether to proceed into the intersection is a function of traffic conditions on the other approaches. While giving priority to the driver on the right is a recognized rule in some areas, it is not a good descriptor of actual intersection operations. What happens is the development of a consensus of right-of-way that alternates between the drivers on the intersection approaches, a consensus that depends primarily on the intersection geometry and the arrival patterns at the stop line.

If no traffic is present on the other approaches, a driver can proceed immediately after the stop is made. If there is traffic on one or more of the other approaches, a driver proceeds only after determining that there are no vehicles currently in the intersection and that it is the driver's turn to proceed. Since no traffic signal controls the stream movement or allocates the right-of-way to each conflicting stream, the rate of departure is controlled by the interaction between the traffic streams themselves.

For AWSC intersections, the average control delay (in seconds per vehicle) is used as the primary measure of performance. Control delay is the increased time of travel for a vehicle approaching and passing through an AWSC intersection, compared with a free-flow vehicle if it were not required to slow down or stop at the intersection.

The criteria for AWSC intersections have different threshold values than do those for signalized intersections, primarily because drivers expect different levels of performance from different kinds of traffic control devices (i.e., traffic signals, two way stop or all way stop, etc.). The expectation is that a signalized intersection is designed to carry higher traffic volumes than an AWSC intersection and a higher level of control delay is acceptable at a signalized intersection for the same LOS.

For AWSC analysis using the HCM 2010 method, the LOS shown reflects the weighted average of the delay on each of the approaches.

LEVEL OF SERVICE (LOS) CRITERIA FOR AWSC INTERSECTIONS
(Reference 2010 Highway Capacity Manual)

Level of Service	Control Delay (seconds / vehicle)
A	**0 - 10**
B	**>10 - 15**
C	**>15 - 25**
D	**>25 - 35**
E	**>35 - 50**
F	**>50**

APPENDIX A3

LEVEL OF SERVICE (LOS) DESCRIPTION
UNSIGNALIZED INTERSECTIONS WITH TWO-WAY STOP CONTROL (TWSC)

TWSC intersections are widely used and stop signs are used to control vehicle movements at such intersections. At TWSC intersections, the stop-controlled approaches are referred to as the minor street approaches; they can be either public streets or private driveways. The intersection approaches that are not controlled by stop signs are referred to as the major street approaches. A three-leg intersection is considered to be a standard type of TWSC intersection if the single minor street approach (i.e. the stem of the T configuration) is controlled by a stop sign. Three-leg intersections where two of the three approaches are controlled by stop signs are a special form of unsignalized intersection control.

At TWSC intersections, drivers on the controlled approaches are required to select gaps in the major street flow through which to execute crossing or turning maneuvers on the basis of judgment. In the presence of a queue, each driver on the controlled approach must use some time to move into the front-of-queue position and prepare to evaluate gaps in the major street flow. Capacity analysis at TWSC intersections depends on a clear description and understanding of the interaction of drivers on the minor or stop-controlled approach with drivers on the major street. Both gap acceptance and empirical models have been developed to describe this interaction.

Thus, the capacity of the controlled legs is based on three factors:

- the distribution of gaps in the major street traffic stream;
- driver judgment in selecting gaps through which to execute the desired maneuvers; and
- the follow-up time required by each driver in a queue.

The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incident, control, traffic or geometric delay. Average control delay for any particular minor movement is a function of the capacity of the approach and the degree of saturation and referred to as level of service.

LEVEL OF SERVICE (LOS) CRITERIA FOR TWSC INTERSECTIONS

(Reference 2010 Highway Capacity Manuals)

Level of Service	Control Delay (seconds / vehicle)
A	**0 - 10**
B	**>10 - 15**
C	**>15 - 25**
D	**>25 - 35**
E	**>35 - 50**
F	**>50**

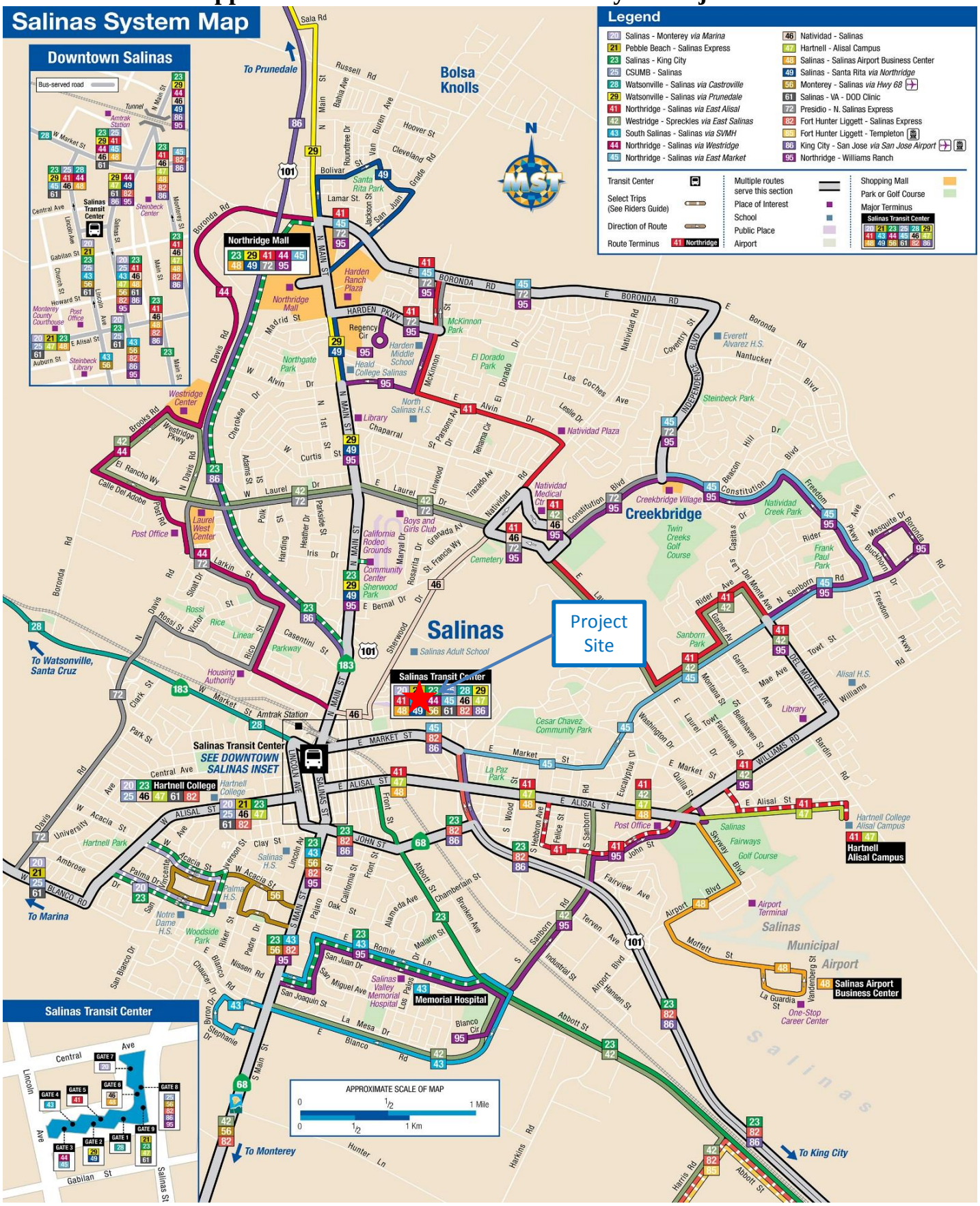
B. City of Salinas Bicycle Facilities

Appendix B - City of Salinas Bicycle Facilities

Basemap Source: *Transportation Agency for Monterey County Bicycle and Pedestrian Master Plan,* Alta Planning + Design, December 2011.

C. Transit Routes in Vicinity of Project Site

Appendix C - Transit Routes in Vicinity of Project Site



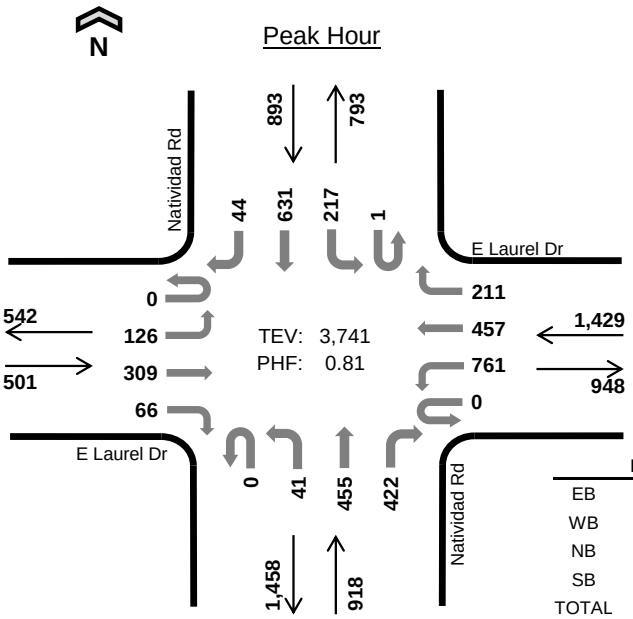
Basemap Source: Monterey-Salinas Transit, 2017.

D. Traffic Count Data

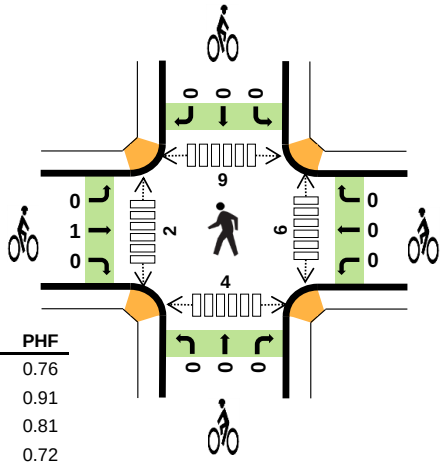
Intersection	Count Date AM	Count Date PM	Volume Adjustments
1. Nadividad Rd / E Laurel Dr	6/5/2017	6/5/2017	Yes
2. Sherwood Dr - Nativdad Rd / E Bernal Dr - La Posada Wy	6/2/2017	6/5/2017	Yes
3. N Main St / Bernal Dr	6/2/2017	6/2/2017	No
4. Sherwood Dr / Sherwood Pl	6/5/2017	6/5/2017	Yes
5. N Main Street (SR 183) / Rossi St	6/2/2017	6/2/2017	Yes
6. Sherwood Dr / E Rossi St - Calle Cebu	6/2/2017	6/5/2017	Yes
7. Kern St / US 101 Northbound Ramps - Mobray Wy	6/2/2017	6/5/2017	No
8. E Market St - Front St / E Market St	6/2/2017	6/5/2017	Yes
9. E Market St - Sherwood Dr / Market Pl - E Market St	6/2/2017	6/5/2017	Yes
10. Sun St / E Market St	6/2/2017	6/2/2017	Yes
11. Griffin St - Simas St / E Market St	6/2/2017	6/5/2017	Yes
12. US 101 Southbound Offramp - Merced St / E Market St	6/2/2017	6/5/2017	Yes
13. US 101 Southbound Onramp / E Market St	6/2/2017	6/5/2017	Yes
14. Kern St / E Market St	6/2/2017	6/5/2017	Yes
15. Front St / E Alisal St	6/2/2017	6/5/2017	Yes

Natividad Rd
E Laurel Dr

Date: 06/05/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.6%	0.76
WB	0.6%	0.91
NB	1.3%	0.81
SB	0.8%	0.72
TOTAL	0.8%	0.81



Two-Hour Count Summaries

Interval Start	E Laurel Dr Eastbound				E Laurel Dr Westbound				Natividad Rd Northbound				Natividad Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	14	39	6	0	132	60	22	0	2	57	43	0	34	111	8	528	0
7:15 AM	0	14	60	5	0	175	71	30	0	5	79	75	0	34	120	8	676	0
7:30 AM	**0**	**24**	**69**	**24**	**0**	**199**	**101**	**58**	**0**	**4**	**108**	**96**	**0**	**45**	**163**	**10**	**901**	0
7:45 AM	**0**	**41**	**105**	**19**	**0**	**211**	**137**	**44**	**0**	**10**	**141**	**131**	**0**	**89**	**207**	**14**	**1,149**	3,254
8:00 AM	**0**	**33**	**88**	**10**	**0**	**180**	**121**	**53**	**0**	**16**	**103**	**116**	**0**	**53**	**122**	**12**	**907**	3,633
8:15 AM	**0**	**28**	**47**	**13**	**0**	**171**	**98**	**56**	**0**	**11**	**103**	**79**	**1**	**30**	**139**	**8**	**784**	**3,741**
8:30 AM	0	16	52	19	0	141	89	46	0	6	76	78	2	31	107	9	672	3,512
8:45 AM	0	18	60	14	0	117	105	39	0	9	90	78	0	38	119	6	693	3,056
Count Total	0	188	520	110	0	1,326	782	348	0	63	757	696	3	354	1,088	75	6,310	0
Peak Hour All	**0**	**126**	**309**	**66**	**0**	**761**	**457**	**211**	**0**	**41**	**455**	**422**	**1**	**217**	**631**	**44**	**3,741**	**0**
Peak Hour HV	**0**	**3**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**1**	**7**	**4**	**0**	**0**	**3**	**4**	**30**	**0**
Peak Hour HV%	**-**	**2%**	**0%**	**0%**	**-**	**1%**	**0%**	**0%**	**-**	**2%**	**2%**	**1%**	**0%**	**0%**	**0%**	**9%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	2	3	*5*	0	0	0	0	*0*	0	1	1	0	*2*
7:15 AM	2	3	0	1	*6*	0	0	0	0	*0*	0	1	1	1	*3*
7:30 AM	**1**	**1**	**5**	**3**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
7:45 AM	**0**	**6**	**4**	**1**	***11***	**1**	**0**	**0**	**0**	***1***	**4**	**0**	**3**	**1**	*8*
8:00 AM	**2**	**1**	**0**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**1**	*4*
8:15 AM	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**4**	**2**	***8***
8:30 AM	0	1	0	2	*3*	0	0	0	1	*1*	1	1	3	0	*5*
8:45 AM	0	0	1	0	*1*	1	0	0	0	*1*	0	2	6	0	*8*
Count Total	5	12	15	13	*45*	2	0	0	1	*3*	7	7	20	5	*39*
Peak Hour	**3**	**8**	**12**	**7**	***30***	**1**	**0**	**0**	**0**	***1***	**6**	**2**	**9**	**4**	***21***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Laurel Dr				E Laurel Dr				Natividad Rd				Natividad Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	0
7:15 AM	0	1	1	0	0	0	1	2	0	0	0	0	0	1	0	0	6	0
7:30 AM	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**3**	**10**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**0**	**11**	32
8:00 AM	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	31
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**1**	**5**	**30**
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	3	23
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	13
Count Total	0	4	1	0	0	9	1	2	0	1	10	4	1	1	7	4	45	0
Peak Hour	**0**	**3**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**1**	**7**	**4**	**0**	**0**	**3**	**4**	**30**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Laurel Dr			E Laurel Dr			Natividad Rd			Natividad Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Count Total	1	1	0	0	0	0	0	0	0	0	1	0	3	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

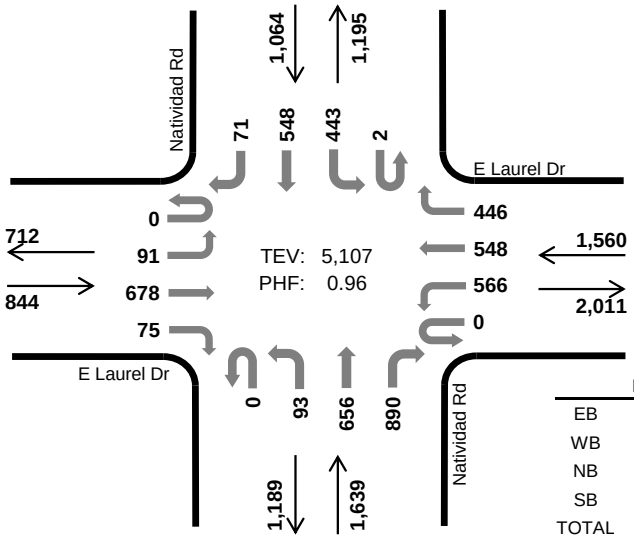
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

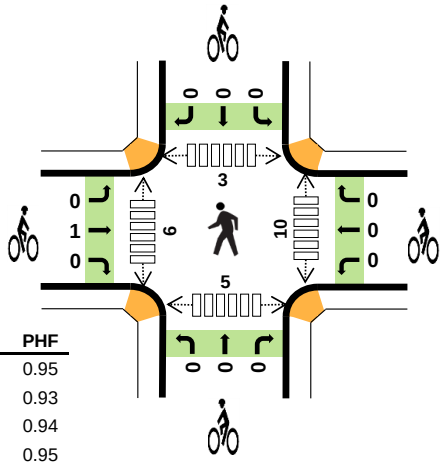
Natividad Rd
E Laurel Dr

Date: 06/05/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour



	HV %:	PHF
EB	0.1%	0.95
WB	0.1%	0.93
NB	0.1%	0.94
SB	0.2%	0.95
TOTAL	0.1%	0.96



Two-Hour Count Summaries

Interval Start	E Laurel Dr Eastbound				E Laurel Dr Westbound				Natividad Rd Northbound				Natividad Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	30	139	18	0	130	122	106	0	10	139	164	0	84	128	22	1,092	0
4:15 PM	0	21	177	18	0	153	133	108	0	25	184	178	2	60	117	14	1,190	0
4:30 PM	0	23	143	16	0	119	151	112	0	19	185	173	0	84	143	24	1,192	0
4:45 PM	0	24	164	21	0	140	130	106	0	30	201	184	0	94	121	15	1,230	4,704
5:00 PM	**0**	**22**	**180**	**20**	**0**	**151**	**136**	**133**	**0**	**25**	**166**	**187**	**0**	**102**	**159**	**18**	**1,299**	4,911
5:15 PM	**0**	**18**	**176**	**19**	**0**	**155**	**139**	**112**	**0**	**20**	**160**	**254**	**0**	**113**	**137**	**23**	**1,326**	5,047
5:30 PM	**0**	**18**	**147**	**25**	**0**	**131**	**131**	**102**	**0**	**28**	**175**	**225**	**0**	**107**	**135**	**13**	**1,237**	5,092
5:45 PM	**0**	**33**	**175**	**11**	**0**	**129**	**142**	**99**	**0**	**20**	**155**	**224**	**2**	**121**	**117**	**17**	**1,245**	**5,107**
Count Total	0	189	1,301	148	0	1,108	1,084	878	0	177	1,365	1,589	4	765	1,057	146	9,811	0
Peak Hour All	**0**	**91**	**678**	**75**	**0**	**566**	**548**	**446**	**0**	**93**	**656**	**890**	**2**	**443**	**548**	**71**	**5,107**	**0**
Peak Hour HV	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**5**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	1	*1*	0	0	0	0	*0*	3	0	1	0	*4*
4:15 PM	0	0	3	3	*6*	0	0	0	0	*0*	1	1	3	2	*7*
4:30 PM	0	1	1	1	*3*	0	1	0	0	*1*	1	1	1	0	*3*
4:45 PM	0	1	0	0	*1*	2	0	0	0	*2*	1	2	4	0	*7*
5:00 PM	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***	**2**	**4**	**1**	**0**	*7*
5:15 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**6**	**0**	**0**	**0**	*6*
5:30 PM	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**2**	*5*
5:45 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**3**	***6***
Count Total	1	3	5	7	*16*	3	1	0	0	*4*	16	10	12	7	*45*
Peak Hour	**1**	**1**	**1**	**2**	***5***	**1**	**0**	**0**	**0**	***1***	**10**	**6**	**3**	**5**	***24***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Laurel Dr				E Laurel Dr				Natividad Rd				Natividad Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	6	0
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	3	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	11
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	10
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	6
5:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	5
5:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
Count Total	0	0	1	0	0	2	1	0	0	1	3	1	0	0	6	1	16	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**5**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Laurel Dr			E Laurel Dr			Natividad Rd			Natividad Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	3
5:00 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Count Total	0	3	0	0	0	1	0	0	0	0	0	0	4	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

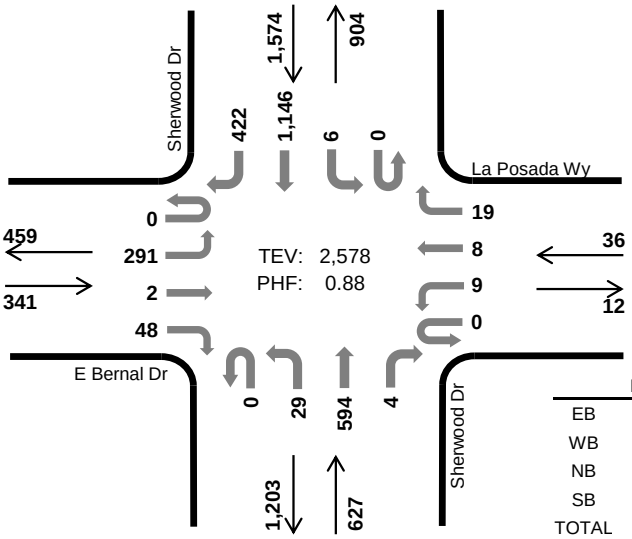
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

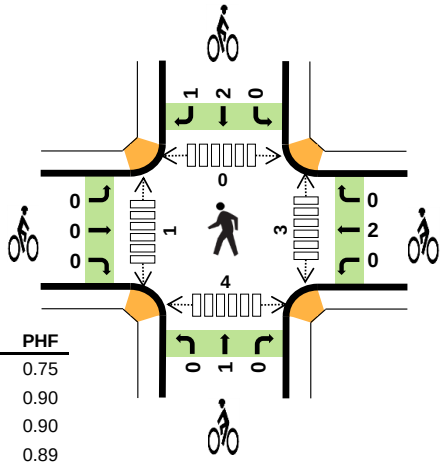
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Sherwood Dr
E Bernal Dr

Peak Hour

Date: 06/02/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV %	PHF
EB	0.6%	0.75
WB	0.0%	0.90
NB	0.6%	0.90
SB	0.4%	0.89
TOTAL	0.5%	0.88

Two-Hour Count Summaries

Interval Start		E Bernal Dr Eastbound				La Posada Wy Westbound				Sherwood Dr Northbound				Sherwood Dr Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	44	0	7	0	2	4	0	0	3	88	0	0	0	184	68	400	0
7:15 AM		**0**	**53**	**0**	**8**	**0**	**2**	**0**	**6**	**0**	**8**	**129**	**2**	**0**	**0**	**254**	**103**	**565**	0
7:30 AM		**0**	**69**	**1**	**15**	**0**	**3**	**1**	**6**	**0**	**4**	**136**	**2**	**0**	**3**	**292**	**113**	**645**	0
7:45 AM		**0**	**100**	**0**	**14**	**0**	**0**	**3**	**7**	**0**	**9**	**163**	**0**	**0**	**2**	**325**	**113**	**736**	2,346
8:00 AM		**0**	**69**	**1**	**11**	**0**	**4**	**4**	**0**	**0**	**8**	**166**	**0**	**0**	**1**	**275**	**93**	**632**	**2,578**
8:15 AM		0	63	0	11	0	5	0	9	0	8	138	3	0	3	235	75	550	2,563
8:30 AM		0	44	2	10	0	6	1	4	0	7	118	0	0	1	216	62	471	2,389
8:45 AM		0	52	3	10	0	1	5	1	0	8	153	1	0	2	205	65	506	2,159
Count Total		0	494	7	86	0	23	18	33	0	55	1,091	8	0	12	1,986	692	4,505	0
Peak Hour	**All**	**0**	**291**	**2**	**48**	**0**	**9**	**8**	**19**	**0**	**29**	**594**	**4**	**0**	**6**	**1,146**	**422**	**2,578**	**0**
	HV	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**6**	**1**	**13**	**0**
	HV%	**-**	**1%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**1%**	**25%**	**-**	**0%**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	0	0	*1*	0	0	0	0	*0*	1	0	0	2	*3*
7:15 AM	**1**	**0**	**3**	**0**	***4***	**0**	**1**	**0**	**2**	***3***	**1**	**0**	**0**	**2**	*3*
7:30 AM	**1**	**0**	**0**	**5**	***6***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	*2*
8:00 AM	**0**	**0**	**1**	**2**	***3***	**0**	**0**	**1**	**1**	***2***	**2**	**0**	**0**	**1**	***3***
8:15 AM	0	0	2	3	*5*	1	0	1	0	*2*	0	0	0	0	*0*
8:30 AM	0	0	0	3	*3*	1	1	0	0	*2*	2	0	0	1	*3*
8:45 AM	1	0	3	2	*6*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	4	0	9	15	*28*	2	3	2	3	*10*	6	1	0	8	*15*
Peak Hour	**2**	**0**	**4**	**7**	***13***	**0**	**2**	**1**	**3**	***6***	**3**	**1**	**0**	**4**	***8***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Bernal Dr				La Posada Wy				Sherwood Dr				Sherwood Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**4**	0
7:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**6**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	11
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**3**	**13**
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	14
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	11
8:45 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	2	6	17
Count Total	0	4	0	0	0	0	0	0	0	0	8	1	0	0	12	3	28	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**6**	**1**	**13**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Bernal Dr			La Posada Wy			Sherwood Dr			Sherwood Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**3**	0
7:30 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	**6**
8:15 AM	1	0	0	0	0	0	0	1	0	0	0	0	2	5
8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	2	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Count Total	2	0	0	0	3	0	0	2	0	0	2	1	10	0
Peak Hour	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**6**	**0**

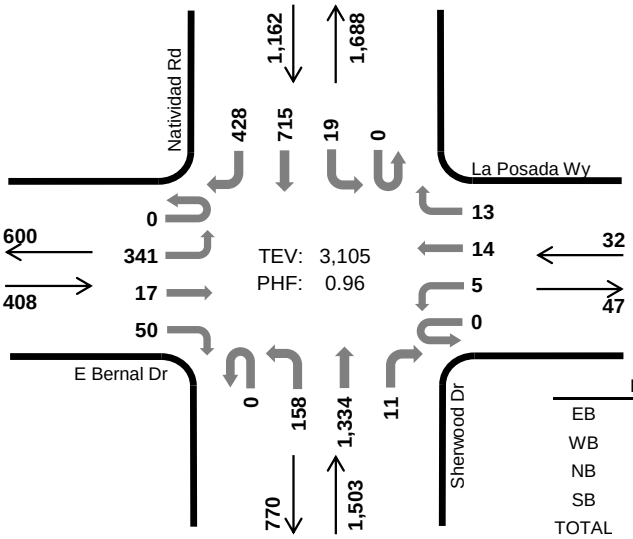
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

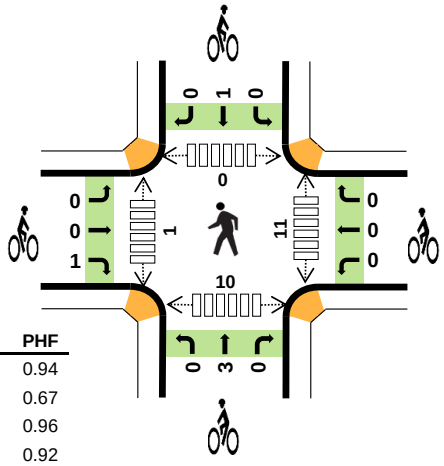
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Sherwood Dr
E Bernal Dr

Peak Hour

Date: 06/05/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	0.0%	0.94
WB	0.0%	0.67
NB	0.1%	0.96
SB	0.2%	0.92
TOTAL	0.1%	0.96

Two-Hour Count Summaries

Interval Start		E Bernal Dr Eastbound				La Posada Wy Westbound				Sherwood Dr Northbound				Natividad Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	104	0	14	0	4	2	1	0	27	262	3	1	2	170	91	681	0
4:15 PM		0	87	0	13	0	3	1	5	0	35	311	4	0	4	182	79	724	0
4:30 PM		0	97	5	14	0	0	3	4	0	21	288	4	0	7	185	108	736	0
4:45 PM		**0**	**85**	**5**	**14**	**0**	**1**	**6**	**2**	**0**	**29**	**321**	**2**	**0**	**2**	**162**	**112**	**741**	2,882
5:00 PM		**0**	**95**	**2**	**11**	**0**	**1**	**2**	**2**	**0**	**38**	**329**	**2**	**0**	**2**	**193**	**120**	**797**	2,998
5:15 PM		**0**	**82**	**7**	**12**	**0**	**1**	**5**	**6**	**0**	**42**	**344**	**3**	**0**	**8**	**196**	**105**	**811**	3,085
5:30 PM		**0**	**79**	**3**	**13**	**0**	**2**	**1**	**3**	**0**	**49**	**340**	**4**	**0**	**7**	**164**	**91**	**756**	**3,105**
5:45 PM		0	82	4	17	0	2	5	5	0	31	289	2	0	2	166	88	693	3,057
Count Total		0	711	26	108	0	14	25	28	0	272	2,484	24	1	34	1,418	794	5,939	0
Peak Hour	**All**	**0**	**341**	**17**	**50**	**0**	**5**	**14**	**13**	**0**	**158**	**1,334**	**11**	**0**	**19**	**715**	**428**	**3,105**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**3**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	0	1	1	*2*	0	0	0	1	*1*	0	0	0	1	*1*
4:15 PM	1	0	1	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	1	2	*3*	1	0	2	1	*4*	0	0	0	0	*0*
4:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**3**	*3*
5:15 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**2**	**0**	***2***	**6**	**0**	**0**	**1**	*7*
5:30 PM	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**0**	***1***	**5**	**1**	**0**	**6**	***12***
5:45 PM	0	0	0	0	*0*	0	0	1	0	*1*	1	0	0	2	*3*
Count Total	1	0	4	5	*10*	2	0	6	3	*11*	12	1	0	13	*26*
Peak Hour	**0**	**0**	**1**	**2**	***3***	**1**	**0**	**3**	**1**	***5***	**11**	**1**	**0**	**10**	***22***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Bernal Dr				La Posada Wy				Sherwood Dr				Natividad Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	7
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	5
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	5
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**3**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	1	0	0	0	0	0	0	0	0	4	0	0	0	3	2	10	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**3**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Bernal Dr			La Posada Wy			Sherwood Dr			Natividad Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	2	0	0	1	0	4	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	6
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	6
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	8
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	5
Count Total	1	0	1	0	0	0	0	6	0	0	3	0	11	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**5**	**0**

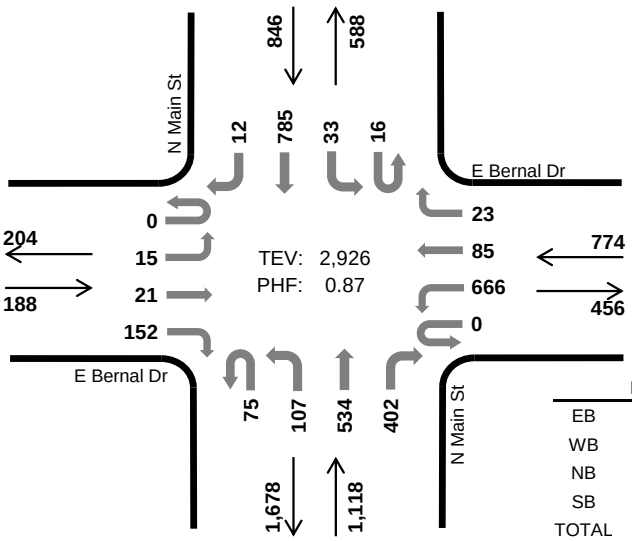
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

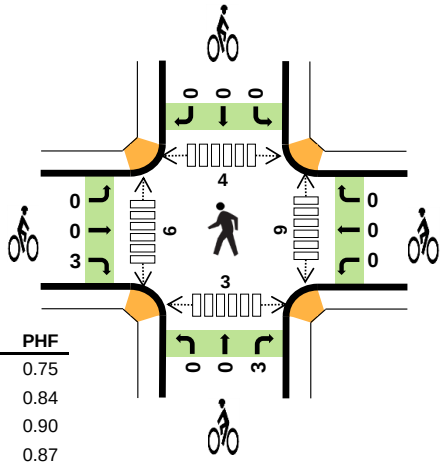
N Main St
E Bernal Dr

Date: 06/02/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour



	HV %:	PHF
EB	0.5%	0.75
WB	0.1%	0.84
NB	0.4%	0.90
SB	0.9%	0.87
TOTAL	0.5%	0.87



Two-Hour Count Summaries

Interval Start	E Bernal Dr Eastbound				E Bernal Dr Westbound				N Main St Northbound				N Main St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	5	25	0	100	12	2	16	15	49	64	2	2	125	2	420	0
7:15 AM	0	1	4	24	0	137	18	3	19	24	76	68	3	4	171	0	552	0
7:30 AM	**0**	**3**	**6**	**38**	**0**	**178**	**20**	**4**	**18**	**26**	**98**	**95**	**0**	**9**	**196**	**2**	**693**	0
7:45 AM	**0**	**5**	**9**	**49**	**0**	**199**	**25**	**5**	**17**	**28**	**141**	**125**	**2**	**8**	**230**	**2**	**845**	2,510
8:00 AM	**0**	**2**	**3**	**30**	**0**	**168**	**15**	**9**	**22**	**28**	**136**	**105**	**10**	**7**	**177**	**4**	**716**	2,806
8:15 AM	**0**	**5**	**3**	**35**	**0**	**121**	**25**	**5**	**18**	**25**	**159**	**77**	**4**	**9**	**182**	**4**	**672**	**2,926**
8:30 AM	0	3	6	31	0	95	21	9	12	38	136	57	4	9	160	2	583	2,816
8:45 AM	0	2	2	28	0	79	25	8	19	39	125	66	1	8	143	5	550	2,521
Count Total	0	22	38	260	0	1,077	161	45	141	223	920	657	26	56	1,384	21	5,031	0
Peak Hour All	**0**	**15**	**21**	**152**	**0**	**666**	**85**	**23**	**75**	**107**	**534**	**402**	**16**	**33**	**785**	**12**	**2,926**	**0**
Peak Hour HV	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**2**	**1**	**0**	**0**	**8**	**0**	**15**	**0**
Peak Hour HV%	**-**	**7%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**1%**	**1%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	2	2	*4*	1	0	3	0	*4*	0	0	2	0	*2*
7:15 AM	0	0	1	0	*1*	0	0	2	0	*2*	0	1	0	1	*2*
7:30 AM	**0**	**1**	**3**	**1**	***5***	**0**	**0**	**1**	**0**	***1***	**1**	**1**	**0**	**1**	*3*
7:45 AM	**1**	**0**	**1**	**4**	***6***	**1**	**0**	**1**	**0**	***2***	**2**	**4**	**1**	**1**	*8*
8:00 AM	**0**	**0**	**1**	**0**	***1***	**2**	**0**	**1**	**0**	***3***	**4**	**0**	**1**	**0**	*5*
8:15 AM	**0**	**0**	**0**	**3**	***3***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**2**	**1**	***6***
8:30 AM	0	1	3	0	*4*	0	1	2	0	*3*	0	4	0	0	*4*
8:45 AM	0	2	1	1	*4*	1	0	0	1	*2*	2	2	1	1	*6*
Count Total	1	4	12	11	*28*	5	1	10	1	*17*	11	13	7	5	*36*
Peak Hour	**1**	**1**	**5**	**8**	***15***	**3**	**0**	**3**	**0**	***6***	**9**	**6**	**4**	**3**	***22***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Bernal Dr				E Bernal Dr				N Main St				N Main St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**1**	**0**	**5**	0
7:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**6**	16
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	13
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**15**
8:30 AM	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	4	14
8:45 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	4	12
Count Total	0	1	0	0	0	4	0	0	1	2	4	5	0	0	11	0	28	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**2**	**1**	**0**	**0**	**8**	**0**	**15**	**0**

Two-Hour Count Summaries - Bikes

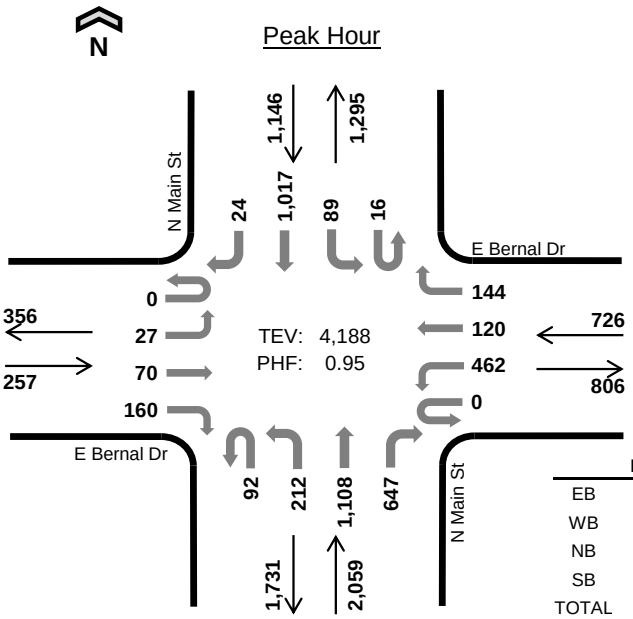
Interval Start	E Bernal Dr			E Bernal Dr			N Main St			N Main St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	2	1	0	0	0	4	0
7:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	2	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	0
7:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	9
8:00 AM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	8
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
8:30 AM	0	0	0	0	1	0	0	0	2	0	0	0	3	8
8:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	2	8
Count Total	0	2	3	0	1	0	0	3	7	0	1	0	17	0
Peak Hour	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**6**	**0**

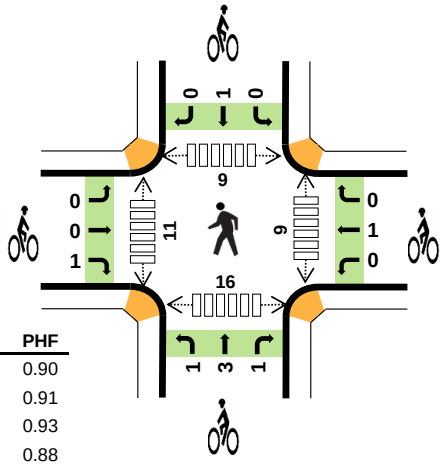
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

N Main St
E Bernal Dr

Date: 06/02/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	0.0%	0.90
WB	0.1%	0.91
NB	0.2%	0.93
SB	0.5%	0.88
TOTAL	0.3%	0.95

Two-Hour Count Summaries

Interval Start		E Bernal Dr Eastbound				E Bernal Dr Westbound				N Main St Northbound				N Main St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	12	8	40	0	119	20	23	20	48	279	143	3	18	251	7	991	0
4:15 PM		0	4	22	39	0	97	30	24	22	46	296	149	4	25	276	5	1,039	0
4:30 PM		0	4	20	46	0	138	24	18	20	56	222	140	3	13	265	6	975	0
4:45 PM		0	7	11	35	0	119	30	26	28	58	293	157	5	34	252	7	1,062	4,067
5:00 PM		**0**	**5**	**17**	**37**	**0**	**125**	**28**	**31**	**21**	**62**	**250**	**180**	**4**	**19**	**256**	**3**	**1,038**	4,114
5:15 PM		**0**	**8**	**19**	**44**	**0**	**131**	**34**	**34**	**24**	**45**	**253**	**136**	**1**	**23**	**224**	**5**	**981**	4,056
5:30 PM		**0**	**7**	**13**	**38**	**0**	**100**	**29**	**36**	**28**	**46**	**303**	**176**	**5**	**24**	**287**	**8**	**1,100**	4,181
5:45 PM		**0**	**7**	**21**	**41**	**0**	**106**	**29**	**43**	**19**	**59**	**302**	**155**	**6**	**23**	**250**	**8**	**1,069**	**4,188**
Count Total		0	54	131	320	0	935	224	235	182	420	2,198	1,236	31	179	2,061	49	8,255	0
Peak Hour	**All**	**0**	**27**	**70**	**160**	**0**	**462**	**120**	**144**	**92**	**212**	**1,108**	**647**	**16**	**89**	**1,017**	**24**	**4,188**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**2**	**0**	**0**	**6**	**0**	**11**	**0**
	HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**1%**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	0	1	2	*3*	1	0	2	1	*4*	2	0	1	1	*4*
4:15 PM	0	0	1	0	*1*	0	1	1	3	*5*	1	2	4	3	*10*
4:30 PM	0	1	0	1	*2*	0	0	1	0	*1*	7	2	7	3	*19*
4:45 PM	0	0	2	1	*3*	0	1	0	0	*1*	0	5	6	0	*11*
5:00 PM	**0**	**0**	**1**	**2**	***3***	**1**	**0**	**2**	**1**	***4***	**4**	**0**	**0**	**1**	*5*
5:15 PM	**0**	**1**	**1**	**1**	***3***	**0**	**0**	**2**	**0**	***2***	**1**	**3**	**5**	**7**	*16*
5:30 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**1**	**0**	***1***	**1**	**0**	**0**	**2**	*3*
5:45 PM	**0**	**0**	**2**	**2**	***4***	**0**	**1**	**0**	**0**	***1***	**3**	**8**	**4**	**6**	***21***
Count Total	0	2	8	10	*20*	2	3	9	5	*19*	19	20	27	23	*89*
Peak Hour	**0**	**1**	**4**	**6**	***11***	**1**	**1**	**5**	**1**	***8***	**9**	**11**	**9**	**16**	***45***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Bernal Dr				E Bernal Dr				N Main St				N Main St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	9
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	9
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	11
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	10
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**4**	**11**
Count Total	0	0	0	0	0	1	0	1	0	0	6	2	0	0	10	0	20	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**2**	**0**	**0**	**6**	**0**	**11**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Bernal Dr			E Bernal Dr			N Main St			N Main St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	2	0	0	1	0	4	0
4:15 PM	0	0	0	0	0	1	0	1	0	0	3	0	5	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	11
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**4**	11
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	8
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	8
5:45 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
Count Total	0	1	1	1	1	1	1	7	1	0	5	0	19	0
Peak Hour	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**3**	**1**	**0**	**1**	**0**	**8**	**0**

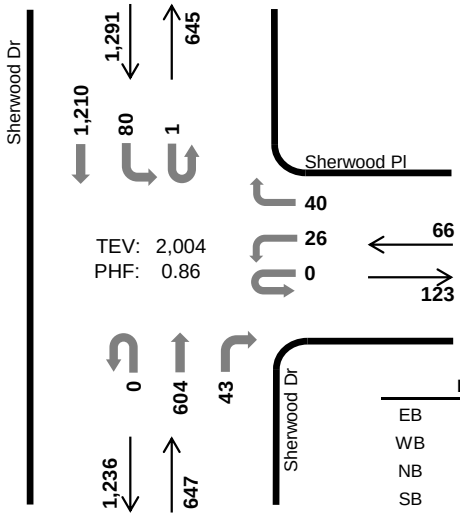
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

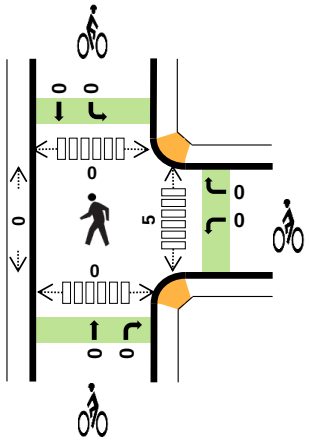
Sherwood Dr
Sherwood Pl

Date: 06/05/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour



	HV %:	PHF
EB	-	-
WB	0.0%	0.61
NB	0.6%	0.88
SB	0.8%	0.83
TOTAL	0.7%	0.86



Two-Hour Count Summaries

Interval Start		0 Eastbound				Sherwood Pl Westbound				Sherwood Dr Northbound				Sherwood Dr Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	0	0	0	0	0	72	3	0	0	196	0	271	0
7:15 AM		0	0	0	0	0	1	0	1	0	0	112	8	0	5	230	0	357	0
7:30 AM		**0**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**153**	**5**	**1**	**13**	**302**	**0**	**479**	0
7:45 AM		**0**	**0**	**0**	**0**	**0**	**4**	**0**	**7**	**0**	**0**	**172**	**11**	**0**	**14**	**376**	**0**	**584**	1,691
8:00 AM		**0**	**0**	**0**	**0**	**0**	**6**	**0**	**17**	**0**	**0**	**154**	**14**	**0**	**29**	**238**	**0**	**458**	1,878
8:15 AM		**0**	**0**	**0**	**0**	**0**	**13**	**0**	**14**	**0**	**0**	**125**	**13**	**0**	**24**	**294**	**0**	**483**	**2,004**
8:30 AM		0	0	0	0	0	7	0	11	0	0	106	11	0	13	236	0	384	1,909
8:45 AM		0	0	0	0	0	8	0	6	0	0	126	14	0	14	200	0	368	1,693
Count Total		0	0	0	0	0	42	0	58	0	0	1,020	79	1	112	2,072	0	3,384	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**40**	**0**	**0**	**604**	**43**	**1**	**80**	**1,210**	**0**	**2,004**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**10**	**0**	**14**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**1%**	**0%**	**0%**	**0%**	**1%**	**-**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	2	1	*3*	0	0	2	0	*2*	1	0	0	0	*1*
7:15 AM	0	0	0	2	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
7:45 AM	**0**	**0**	**1**	**6**	***7***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	*3*
8:00 AM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**0**	**1**	**3**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
8:30 AM	0	0	0	3	*3*	0	0	0	2	*2*	1	0	0	1	*2*
8:45 AM	0	0	1	0	*1*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	0	0	7	16	*23*	0	0	2	2	*4*	8	0	0	1	*9*
Peak Hr	**0**	**0**	**4**	**10**	***14***	**0**	**0**	**0**	**0**	***0***	**5**	**0**	**0**	**0**	***5***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	0				Sherwood Pl				Sherwood Dr				Sherwood Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**0**	**7**	13
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	12
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**4**	**14**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	16
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	10
Count Total	0	0	0	0	0	0	0	0	0	0	6	1	0	0	16	0	23	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**10**	**0**	**14**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	0			Sherwood Pl			Sherwood Dr			Sherwood Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	2	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	0	2	0	1	1	0	4	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

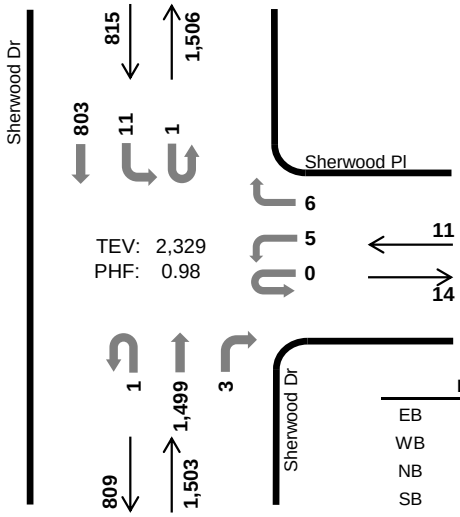
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

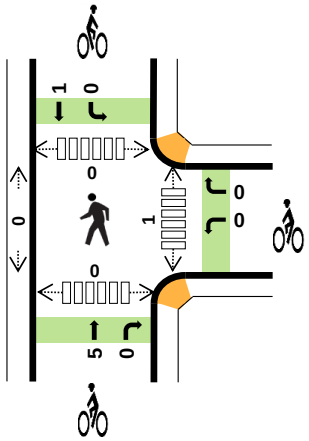
Sherwood Dr
Sherwood Pl

Date: 06/05/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

Peak Hour



	HV %:	PHF
EB	-	-
WB	0.0%	0.46
NB	0.1%	0.96
SB	0.5%	0.98
TOTAL	0.2%	0.98



Two-Hour Count Summaries

Interval Start		0				Sherwood Pl				Sherwood Dr				Sherwood Dr				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	1	0	7	0	0	270	2	0	1	213	0	494	0
4:15 PM		0	0	0	0	0	2	0	5	1	0	369	7	0	3	199	0	586	0
4:30 PM		0	0	0	0	0	4	0	4	0	0	303	2	0	2	191	0	506	0
4:45 PM		**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**360**	**0**	**1**	**2**	**204**	**0**	**573**	2,159
5:00 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**372**	**0**	**0**	**2**	**206**	**0**	**581**	2,246
5:15 PM		**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**392**	**1**	**0**	**0**	**198**	**0**	**593**	2,253
5:30 PM		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**375**	**2**	**0**	**7**	**195**	**0**	**582**	**2,329**
5:45 PM		0	0	0	0	0	2	0	4	0	0	319	9	0	16	174	0	524	2,280
Count Total		0	0	0	0	0	14	0	26	2	0	2,760	23	1	33	1,580	0	4,439	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**6**	**1**	**0**	**1,499**	**3**	**1**	**11**	**803**	**0**	**2,329**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**5**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**-**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	1	1	*2*	0	0	2	1	*3*	0	0	0	0	*0*
4:45 PM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
5:15 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**4**	**0**	***4***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***
5:45 PM	0	0	0	0	*0*	0	0	2	0	*2*	1	0	0	0	*1*
Count Total	0	0	4	7	*11*	0	0	9	2	*11*	2	0	0	0	*2*
Peak Hr	**0**	**0**	**1**	**4**	***5***	**0**	**0**	**5**	**1**	***6***	**1**	**0**	**0**	**0**	***1***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	0				Sherwood Pl				Sherwood Dr				Sherwood Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	8
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	7
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	7
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0	11	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**5**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	0			Sherwood Pl			Sherwood Dr			Sherwood Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	4
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	8
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**6**
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	7
Count Total	0	0	0	0	0	0	0	9	0	0	2	0	11	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**0**	**6**	**0**

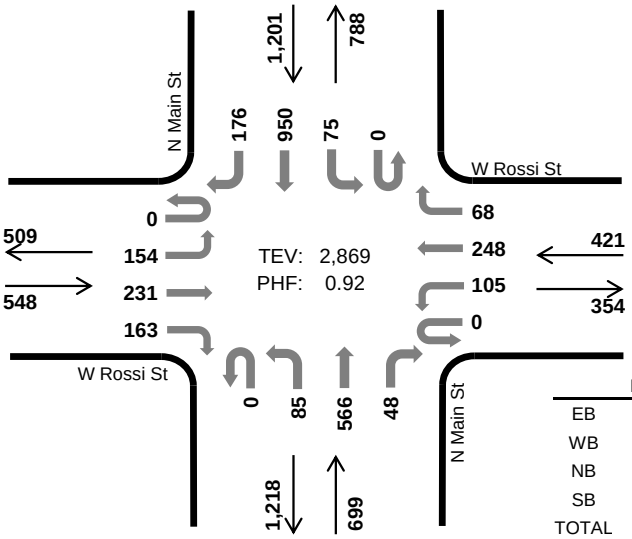
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

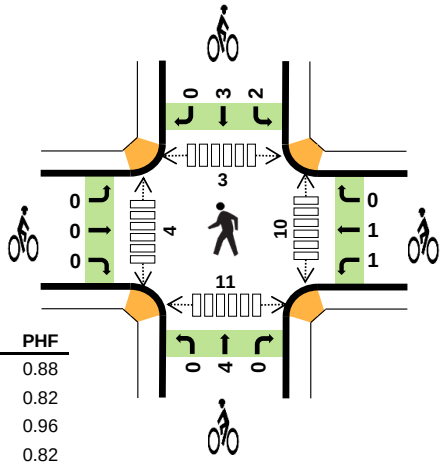
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

N Main St
W Rossi St

Peak Hour

Date: 06/02/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM





	HV %:	PHF
EB	0.5%	0.88
WB	1.0%	0.82
NB	1.6%	0.96
SB	0.4%	0.82
TOTAL	0.8%	0.92

Two-Hour Count Summaries

Interval Start	W Rossi St Eastbound				W Rossi St Westbound				N Main St Northbound				N Main St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	16	48	19	0	16	73	11	0	13	69	10	0	13	134	50	472	0
7:15 AM	0	23	50	24	0	31	52	9	0	9	70	10	0	6	179	44	507	0
7:30 AM	0	26	46	29	0	32	56	8	0	14	102	9	0	15	231	37	605	0
7:45 AM	**0**	**41**	**73**	**42**	**0**	**29**	**56**	**15**	**0**	**15**	**135**	**12**	**0**	**14**	**305**	**45**	**782**	2,366
8:00 AM	**0**	**36**	**59**	**45**	**0**	**34**	**77**	**18**	**0**	**25**	**142**	**13**	**0**	**18**	**228**	**54**	**749**	2,643
8:15 AM	**0**	**40**	**47**	**36**	**0**	**24**	**56**	**14**	**0**	**21**	**146**	**8**	**0**	**23**	**217**	**38**	**670**	2,806
8:30 AM	**0**	**37**	**52**	**40**	**0**	**18**	**59**	**21**	**0**	**24**	**143**	**15**	**0**	**20**	**200**	**39**	**668**	**2,869**
8:45 AM	0	26	55	22	0	27	53	26	0	25	158	17	0	25	162	33	629	2,716
Count Total	0	245	430	257	0	211	482	122	0	146	965	94	0	134	1,656	340	5,082	0
Peak Hour All	**0**	**154**	**231**	**163**	**0**	**105**	**248**	**68**	**0**	**85**	**566**	**48**	**0**	**75**	**950**	**176**	**2,869**	**0**
Peak Hour HV	**0**	**0**	**1**	**2**	**0**	**4**	**0**	**0**	**0**	**1**	**9**	**1**	**0**	**1**	**4**	**0**	**23**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**1%**	**-**	**4%**	**0%**	**0%**	**-**	**1%**	**2%**	**2%**	**-**	**1%**	**0%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	3	2	4	*11*	0	0	2	1	*3*	1	0	1	4	*6*
7:15 AM	1	2	1	2	*6*	0	0	1	0	*1*	1	1	1	3	*6*
7:30 AM	3	4	4	2	*13*	1	0	2	3	*6*	4	1	0	5	*10*
7:45 AM	**0**	**0**	**3**	**1**	***4***	**0**	**0**	**2**	**3**	***5***	**2**	**0**	**1**	**4**	*7*
8:00 AM	**3**	**0**	**2**	**1**	***6***	**0**	**1**	**0**	**1**	***2***	**3**	**0**	**0**	**4**	*7*
8:15 AM	**0**	**2**	**3**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**3**	**3**	**0**	**2**	*8*
8:30 AM	**0**	**2**	**3**	**2**	***7***	**0**	**1**	**2**	**1**	***4***	**2**	**1**	**2**	**1**	***6***
8:45 AM	3	4	4	0	*11*	0	2	0	2	*4*	8	0	0	1	*9*
Count Total	12	17	22	13	*64*	1	4	9	11	*25*	24	6	5	24	*59*
Peak Hour	**3**	**4**	**11**	**5**	***23***	**0**	**2**	**4**	**5**	***11***	**10**	**4**	**3**	**11**	***28***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	W Rossi St				W Rossi St				N Main St				N Main St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	0	3	0	0	0	1	1	0	1	3	0	11	0
7:15 AM	0	0	1	0	0	0	0	2	0	0	1	0	0	0	2	0	6	0
7:30 AM	0	1	0	2	0	1	2	1	0	0	4	0	0	0	1	1	13	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**4**	34
8:00 AM	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**6**	29
8:15 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**6**	29
8:30 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**7**	**23**
8:45 AM	0	1	2	0	0	1	3	0	0	1	3	0	0	0	0	0	11	30
Count Total	0	2	6	4	0	6	8	3	0	2	18	2	0	2	10	1	64	0
Peak Hour	**0**	**0**	**1**	**2**	**0**	**4**	**0**	**0**	**0**	**1**	**9**	**1**	**0**	**1**	**4**	**0**	**23**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	W Rossi St			W Rossi St			N Main St			N Main St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	0	0	1	0	0	0	1	1	0	1	2	0	6	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**1**	**0**	**5**	15
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	14
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	13
8:30 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**4**	**11**
8:45 AM	0	0	0	0	1	1	0	0	0	0	2	0	4	10
Count Total	0	0	1	1	2	1	1	8	0	3	8	0	25	0
Peak Hour	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**4**	**0**	**2**	**3**	**0**	**11**	**0**

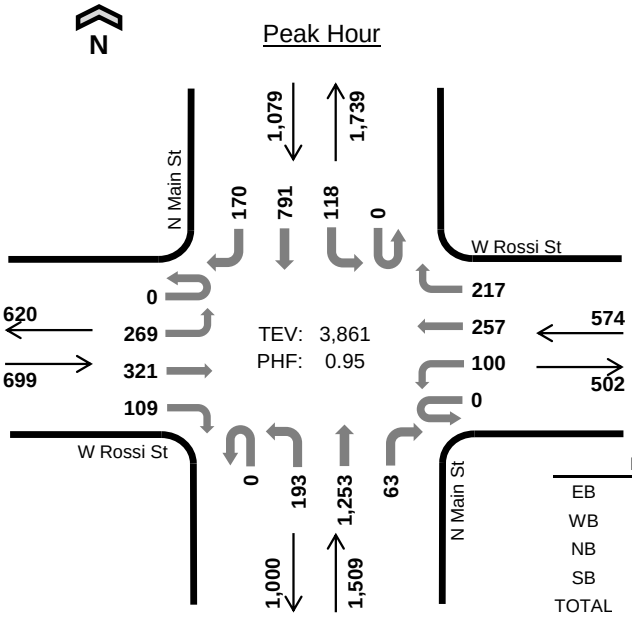
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

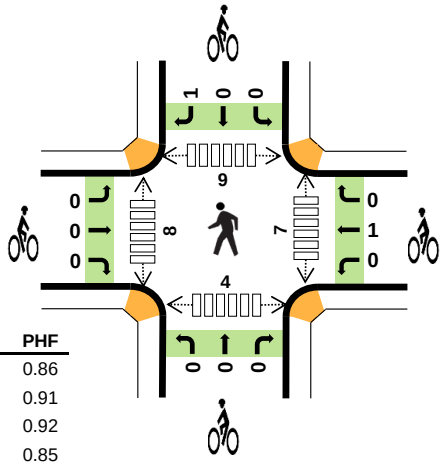
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

N Main St
W Rossi St

Date: 06/02/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

Peak Hour





	HV %:	PHF
EB	0.4%	0.86
WB	0.3%	0.91
NB	0.1%	0.92
SB	0.9%	0.85
TOTAL	0.4%	0.95

Two-Hour Count Summaries

Interval Start	W Rossi St Eastbound				W Rossi St Westbound				N Main St Northbound				N Main St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	75	93	31	0	34	76	46	0	33	305	18	0	34	175	23	943	0
4:15 PM	0	51	58	24	0	22	48	38	0	38	357	17	0	46	224	42	965	0
4:30 PM	0	72	89	27	0	23	64	39	0	40	262	24	0	35	182	38	895	0
4:45 PM	**0**	**70**	**76**	**22**	**0**	**23**	**64**	**57**	**0**	**74**	**326**	**12**	**0**	**30**	**225**	**37**	**1,016**	3,819
5:00 PM	**0**	**79**	**97**	**27**	**0**	**31**	**74**	**52**	**0**	**41**	**285**	**17**	**0**	**27**	**161**	**48**	**939**	3,815
5:15 PM	**0**	**54**	**68**	**29**	**0**	**19**	**62**	**57**	**0**	**39**	**338**	**14**	**0**	**34**	**237**	**46**	**997**	3,847
5:30 PM	**0**	**66**	**80**	**31**	**0**	**27**	**57**	**51**	**0**	**39**	**304**	**20**	**0**	**27**	**168**	**39**	**909**	**3,861**
5:45 PM	0	70	68	22	0	20	50	42	0	50	304	12	0	32	201	33	904	3,749
Count Total	0	537	629	213	0	199	495	382	0	354	2,481	134	0	265	1,573	306	7,568	0
Peak Hour All	**0**	**269**	**321**	**109**	**0**	**100**	**257**	**217**	**0**	**193**	**1,253**	**63**	**0**	**118**	**791**	**170**	**3,861**	**0**
Peak Hour HV	**0**	**1**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**2**	**6**	**2**	**17**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**1%**	**-**	**1%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**2%**	**1%**	**1%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	0	2	2	*7*	0	2	0	2	*4*	5	1	2	4	*12*
4:15 PM	0	1	3	2	*6*	0	0	0	0	*0*	3	2	2	4	*11*
4:30 PM	0	2	1	2	*5*	0	1	0	2	*3*	1	3	2	0	*6*
4:45 PM	**0**	**1**	**0**	**1**	***2***	**0**	**1**	**0**	**0**	***1***	**2**	**0**	**3**	**0**	*5*
5:00 PM	**2**	**0**	**1**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**3**	**2**	**2**	**2**	*9*
5:15 PM	**1**	**1**	**1**	**4**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**2**	**2**	*7*
5:30 PM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**1**	***1***	**2**	**3**	**2**	**0**	***7***
5:45 PM	0	0	5	0	*5*	0	0	0	1	*1*	2	0	0	1	*3*
Count Total	6	5	13	16	*40*	0	4	0	6	*10*	18	14	15	13	*60*
Peak Hour	**3**	**2**	**2**	**10**	***17***	**0**	**1**	**0**	**1**	***2***	**7**	**8**	**9**	**4**	***28***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	W Rossi St Eastbound				W Rossi St Westbound				N Main St Northbound				N Main St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	1	0	0	0	0	0	0	1	1	0	0	0	2	0	7	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	2	0	6	0
4:30 PM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	2	0	5	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	20
5:00 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**1**	**6**	19
5:15 PM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**3**	**0**	**7**	20
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**17**
5:45 PM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	5	20
Count Total	0	3	2	1	0	4	0	1	0	2	11	0	0	2	12	2	40	0
Peak Hour	**0**	**1**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**2**	**6**	**2**	**17**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	W Rossi St Eastbound			W Rossi St Westbound			N Main St Northbound			N Main St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	4	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3	0
4:45 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	8
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	4
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Count Total	0	0	0	0	4	0	0	0	0	0	5	1	10	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**

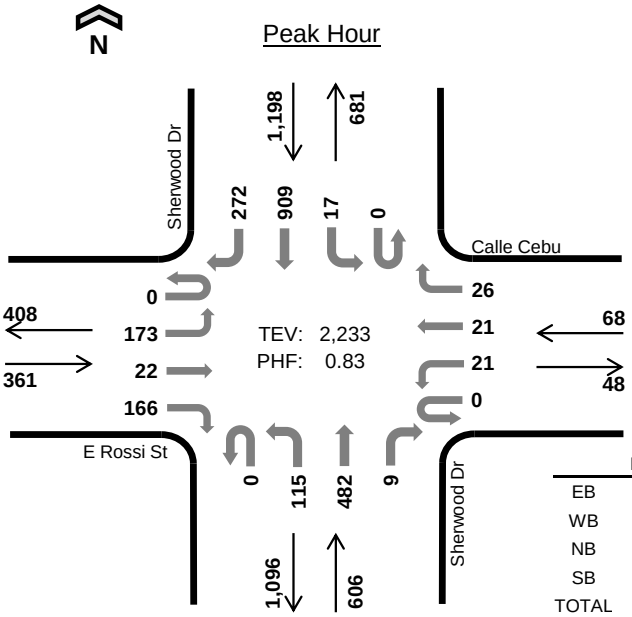
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

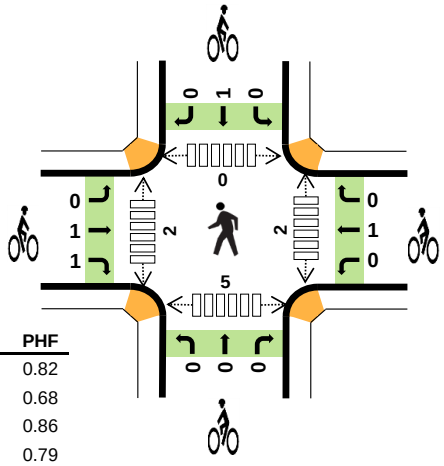
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Sherwood Dr
E Rossi St

Peak Hour

Date: 06/02/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	0.8%	0.82
WB	5.9%	0.68
NB	0.8%	0.86
SB	0.7%	0.79
TOTAL	0.9%	0.83

Two-Hour Count Summaries

Interval Start		E Rossi St Eastbound				Calle Cebu Westbound				Sherwood Dr Northbound				Sherwood Dr Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	31	1	31	0	2	0	3	0	10	63	0	0	0	114	67	322	0
7:15 AM		0	46	1	22	0	4	2	1	0	10	93	1	0	2	164	78	424	0
7:30 AM		**0**	**30**	**2**	**37**	**0**	**7**	**11**	**7**	**0**	**17**	**108**	**1**	**0**	**3**	**211**	**69**	**503**	0
7:45 AM		**0**	**56**	**0**	**54**	**0**	**6**	**4**	**14**	**0**	**39**	**119**	**3**	**0**	**2**	**311**	**64**	**672**	1,921
8:00 AM		**0**	**51**	**9**	**35**	**0**	**4**	**2**	**2**	**0**	**32**	**144**	**1**	**0**	**6**	**198**	**80**	**564**	2,163
8:15 AM		**0**	**36**	**11**	**40**	**0**	**4**	**4**	**3**	**0**	**27**	**111**	**4**	**0**	**6**	**189**	**59**	**494**	**2,233**
8:30 AM		0	34	7	46	0	5	5	5	0	26	101	6	0	8	148	73	464	2,194
8:45 AM		0	48	9	42	0	4	3	8	0	40	117	1	0	4	177	46	499	2,021
Count Total		0	332	40	307	0	36	31	43	0	201	856	17	0	31	1,512	536	3,942	0
Peak Hour	**All**	**0**	**173**	**22**	**166**	**0**	**21**	**21**	**26**	**0**	**115**	**482**	**9**	**0**	**17**	**909**	**272**	**2,233**	**0**
	HV	**0**	**2**	**0**	**1**	**0**	**3**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**5**	**2**	**20**	**0**
	HV%	**-**	**1%**	**0%**	**1%**	**-**	**14%**	**5%**	**0%**	**-**	**0%**	**1%**	**0%**	**-**	**6%**	**1%**	**1%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	3	0	2	0	*5*	0	0	0	0	*0*	1	0	1	1	*3*
7:15 AM	1	0	5	0	*6*	0	1	0	0	*1*	1	0	0	0	*1*
7:30 AM	**0**	**2**	**3**	**3**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**1**	*2*
7:45 AM	**1**	**2**	**0**	**2**	***5***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**2**	*3*
8:00 AM	**1**	**0**	**1**	**1**	***3***	**2**	**1**	**0**	**0**	***3***	**1**	**1**	**0**	**1**	*3*
8:15 AM	**1**	**0**	**1**	**2**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
8:30 AM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	1	*1*
8:45 AM	2	0	9	2	*13*	0	1	0	0	*1*	1	0	1	0	*2*
Count Total	9	4	22	12	*47*	2	3	0	1	*6*	5	2	2	7	*16*
Peak Hour	**3**	**4**	**5**	**8**	***20***	**2**	**1**	**0**	**1**	***4***	**2**	**2**	**0**	**5**	***9***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Rossi St				Calle Cebu				Sherwood Dr				Sherwood Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	3	0	0	0	0	0	1	1	0	0	0	0	0	5	0
7:15 AM	0	0	0	1	0	0	0	0	0	2	2	1	0	0	0	0	6	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**1**	**1**	**8**	0
7:45 AM	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	24
8:00 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	22
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**4**	**20**
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	3	15
8:45 AM	0	1	0	1	0	0	0	0	0	3	6	0	0	0	2	0	13	23
Count Total	0	3	0	6	0	3	1	0	0	7	14	1	0	1	8	3	47	0
Peak Hour	**0**	**2**	**0**	**1**	**0**	**3**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**5**	**2**	**20**	**0**

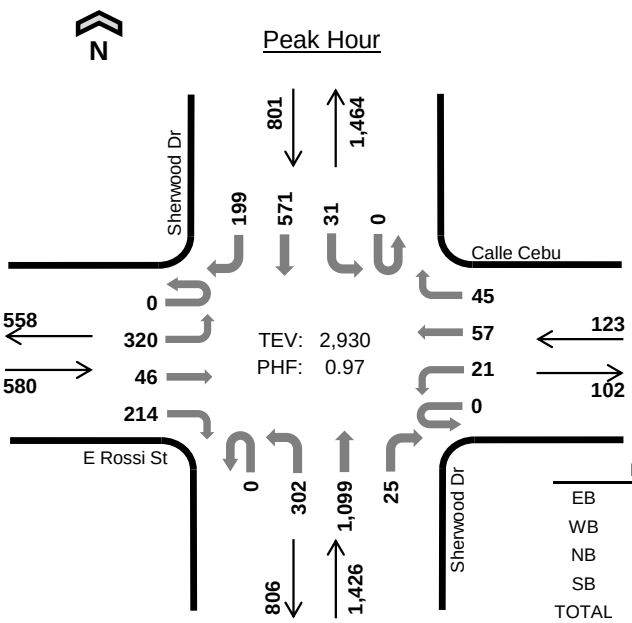
Two-Hour Count Summaries - Bikes

Interval Start	E Rossi St			Calle Cebu			Sherwood Dr			Sherwood Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	2
8:00 AM	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	5
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	4
Count Total	0	1	1	0	3	0	0	0	0	0	1	0	6	0
Peak Hour	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**0**

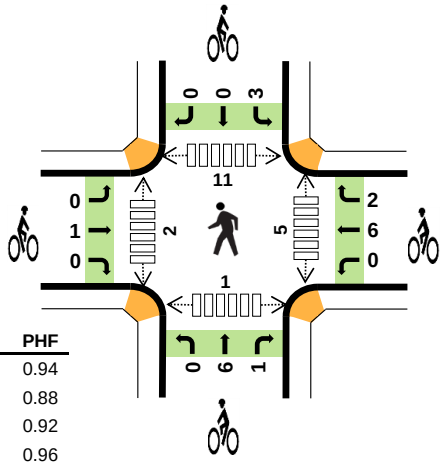
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Sherwood Dr
E Rossi St



Date: 06/05/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.3%	0.94
WB	0.0%	0.88
NB	0.1%	0.92
SB	0.1%	0.96
TOTAL	0.2%	0.97

Two-Hour Count Summaries

Interval Start	E Rossi St Eastbound				Calle Cebu Westbound				Sherwood Dr Northbound				Sherwood Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	64	11	63	0	4	9	9	0	64	226	6	0	5	149	57	667	0
4:15 PM	0	64	9	60	0	12	13	10	0	71	288	2	0	7	149	42	727	0
4:30 PM	0	61	9	69	0	9	9	6	0	84	250	3	0	9	130	65	704	0
4:45 PM	**0**	**82**	**10**	**53**	**0**	**7**	**9**	**8**	**0**	**68**	**251**	**5**	**0**	**8**	**148**	**45**	**694**	2,792
5:00 PM	**0**	**70**	**13**	**58**	**0**	**1**	**14**	**14**	**0**	**83**	**270**	**7**	**0**	**6**	**147**	**54**	**737**	2,862
5:15 PM	**0**	**89**	**14**	**52**	**0**	**6**	**14**	**15**	**0**	**62**	**287**	**5**	**0**	**10**	**145**	**54**	**753**	2,888
5:30 PM	**0**	**79**	**9**	**51**	**0**	**7**	**20**	**8**	**0**	**89**	**291**	**8**	**0**	**7**	**131**	**46**	**746**	**2,930**
5:45 PM	0	77	15	59	0	5	8	15	0	52	235	2	0	6	118	50	642	2,878
Count Total	0	586	90	465	0	51	96	85	0	573	2,098	38	0	58	1,117	413	5,670	0
Peak Hour All	**0**	**320**	**46**	**214**	**0**	**21**	**57**	**45**	**0**	**302**	**1,099**	**25**	**0**	**31**	**571**	**199**	**2,930**	**0**
Peak Hour HV	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**0**
Peak Hour HV%	**-**	**0%**	**2%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**1%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	0	2	0	*5*	2	2	0	0	*4*	0	0	1	1	*2*
4:15 PM	1	0	3	2	*6*	1	2	2	0	*5*	2	1	1	6	*10*
4:30 PM	1	0	3	2	*6*	1	3	1	1	*6*	1	0	1	2	*4*
4:45 PM	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**1**	**0**	***2***	**1**	**0**	**0**	**0**	*1*
5:00 PM	**1**	**0**	**1**	**1**	***3***	**1**	**2**	**2**	**0**	***5***	**1**	**1**	**3**	**0**	*5*
5:15 PM	**0**	**0**	**0**	**0**	***0***	**0**	**3**	**2**	**3**	***8***	**2**	**1**	**5**	**1**	*9*
5:30 PM	**0**	**0**	**1**	**0**	***1***	**0**	**2**	**2**	**0**	***4***	**1**	**0**	**3**	**0**	***4***
5:45 PM	1	0	0	0	*1*	0	3	0	1	*4*	2	0	1	0	*3*
Count Total	8	0	10	5	*23*	5	18	10	5	*38*	10	3	15	10	*38*
Peak Hour	**2**	**0**	**2**	**1**	***5***	**1**	**8**	**7**	**3**	***19***	**5**	**2**	**11**	**1**	***19***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Rossi St				Calle Cebu				Sherwood Dr				Sherwood Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	1	1	0	0	0	0	0	2	0	0	0	0	0	0	5	0
4:15 PM	0	0	0	1	0	0	0	0	0	2	1	0	0	0	2	0	6	0
4:30 PM	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	2	6	0
4:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	18
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	16
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	10
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5
Count Total	0	1	2	5	0	0	0	0	0	7	3	0	0	0	3	2	23	0
Peak Hour	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Rossi St			Calle Cebu			Sherwood Dr			Sherwood Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	4	0
4:15 PM	1	0	0	0	2	0	0	2	0	0	0	0	5	0
4:30 PM	0	1	0	1	1	1	1	0	0	0	0	1	6	0
4:45 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	17
5:00 PM	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**5**	18
5:15 PM	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**2**	**0**	**3**	**0**	**0**	**8**	21
5:30 PM	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**4**	**19**
5:45 PM	0	0	0	0	2	1	0	0	0	0	1	0	4	21
Count Total	1	3	1	1	13	4	1	8	1	3	1	1	38	0
Peak Hour	**0**	**1**	**0**	**0**	**6**	**2**	**0**	**6**	**1**	**3**	**0**	**0**	**19**	**0**

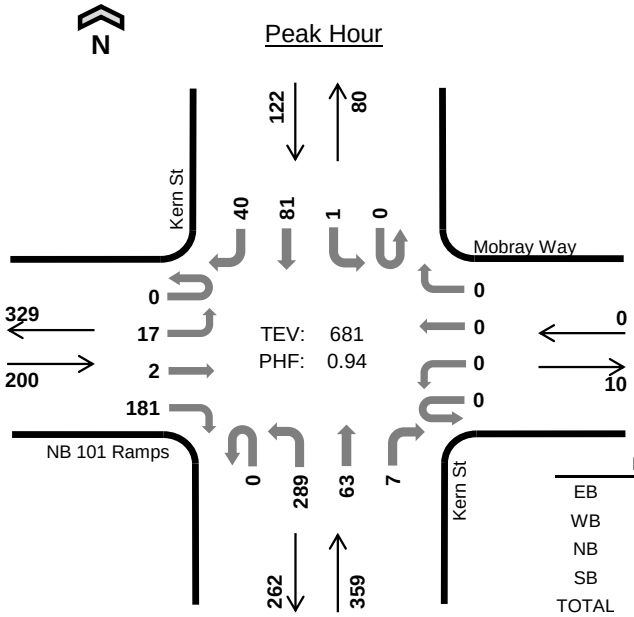
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

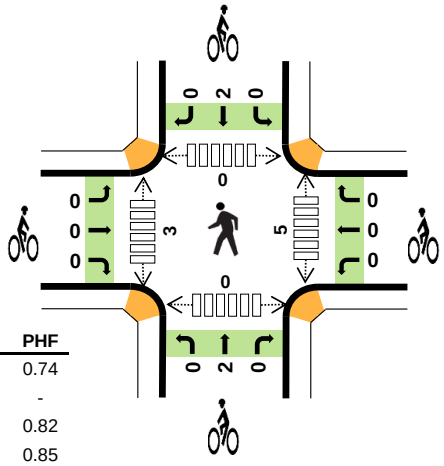
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Kern St
NB 101 Ramps

Date: 06/02/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour





	HV %:	PHF
EB	6.5%	0.74
WB	-	-
NB	0.6%	0.82
SB	1.6%	0.85
TOTAL	2.5%	0.94

Two-Hour Count Summaries

Interval Start		NB 101 Ramps Eastbound				Mobray Way Westbound				Kern St Northbound				Kern St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	3	0	34	0	0	0	0	1	46	6	1	0	0	17	12	120	0
7:15 AM		0	4	0	26	0	0	0	0	0	60	15	0	0	0	15	5	125	0
7:30 AM		**0**	**5**	**0**	**41**	**0**	**0**	**0**	**0**	**0**	**64**	**19**	**2**	**0**	**0**	**29**	**7**	**167**	0
7:45 AM		**0**	**5**	**0**	**63**	**0**	**0**	**0**	**0**	**0**	**69**	**10**	**1**	**0**	**0**	**19**	**12**	**179**	591
8:00 AM		**0**	**3**	**1**	**43**	**0**	**0**	**0**	**0**	**0**	**90**	**17**	**3**	**0**	**0**	**15**	**9**	**181**	652
8:15 AM		**0**	**4**	**1**	**34**	**0**	**0**	**0**	**0**	**0**	**66**	**17**	**1**	**0**	**1**	**18**	**12**	**154**	**681**
8:30 AM		0	6	0	32	0	0	0	0	0	52	21	0	0	0	20	9	140	654
8:45 AM		0	1	0	40	0	0	0	0	0	76	19	3	0	1	19	7	166	641
Count Total		0	31	2	313	0	0	0	0	1	523	124	11	0	2	152	73	1,232	0
Peak Hour	**All**	**0**	**17**	**2**	**181**	**0**	**0**	**0**	**0**	**0**	**289**	**63**	**7**	**0**	**1**	**81**	**40**	**681**	**0**
	HV	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**17**	**0**
	HV%	**-**	**0%**	**0%**	**7%**	**-**	**-**	**-**	**-**	**-**	**0%**	**3%**	**0%**	**-**	**0%**	**1%**	**3%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	2	0	2	1	*5*	0	0	1	2	*3*	0	0	0	0	*0*
7:15 AM	2	0	2	0	*4*	0	0	1	0	*1*	2	0	0	2	*4*
7:30 AM	**3**	**0**	**1**	**0**	***4***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**0**	*1*
7:45 AM	**3**	**0**	**1**	**2**	***6***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**0**	*2*
8:00 AM	**3**	**0**	**0**	**0**	***3***	**0**	**0**	**2**	**1**	***3***	**2**	**0**	**0**	**0**	*2*
8:15 AM	**4**	**0**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**0**	**0**	***3***
8:30 AM	6	0	1	0	*7*	0	0	0	0	*0*	1	1	0	0	*2*
8:45 AM	9	0	3	0	*12*	0	0	0	0	*0*	1	2	0	0	*3*
Count Total	32	0	10	3	*45*	0	0	4	4	*8*	9	6	0	2	*17*
Peak Hour	**13**	**0**	**2**	**2**	***17***	**0**	**0**	**2**	**2**	***4***	**5**	**3**	**0**	**0**	***8***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	NB 101 Ramps				Mobray Way				Kern St				Kern St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	1	5	0
7:15 AM	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4	0
7:30 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	0
7:45 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**6**	19
8:00 AM	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	17
8:15 AM	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**17**
8:30 AM	0	0	0	6	0	0	0	0	0	1	0	0	0	0	0	0	7	20
8:45 AM	0	0	0	9	0	0	0	0	0	2	1	0	0	0	0	0	12	26
Count Total	0	0	0	32	0	0	0	0	0	7	3	0	0	0	1	2	45	0
Peak Hour	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**17**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	NB 101 Ramps			Mobray Way			Kern St			Kern St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	5
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**3**	5
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	0	0	0	0	0	4	0	0	4	0	8	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**4**	**0**

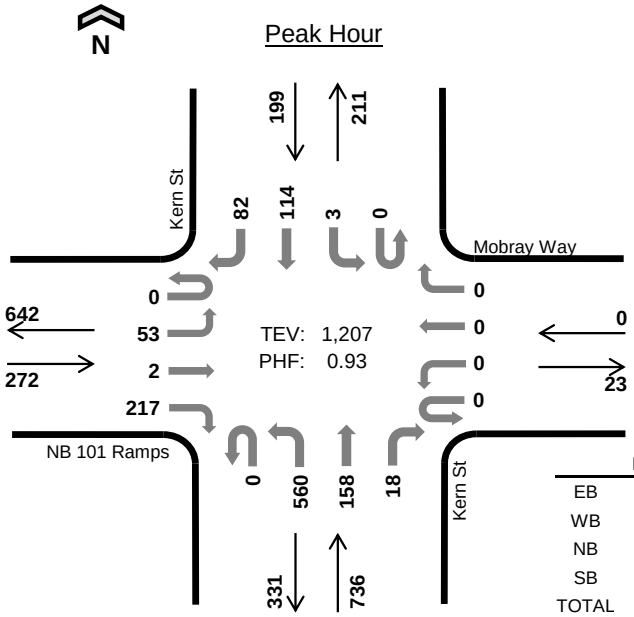
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

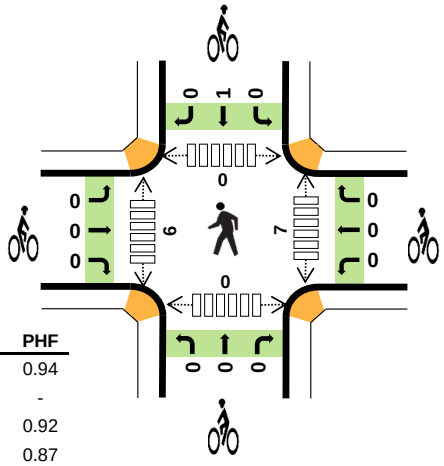
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Kern St
NB 101 Ramps

Date: 06/05/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM

Peak Hour





	HV %:	PHF
EB	5.5%	0.94
WB	-	-
NB	0.3%	0.92
SB	1.0%	0.87
TOTAL	1.6%	0.93

Two-Hour Count Summaries

Interval Start		NB 101 Ramps Eastbound				Mobray Way Westbound				Kern St Northbound				Kern St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	6	0	46	0	0	0	0	0	121	36	6	0	1	18	17	251	0
4:15 PM		**0**	**9**	**0**	**63**	**0**	**0**	**0**	**0**	**0**	**137**	**47**	**4**	**0**	**1**	**27**	**21**	**309**	0
4:30 PM		**0**	**17**	**1**	**47**	**0**	**0**	**0**	**0**	**0**	**145**	**35**	**5**	**0**	**0**	**31**	**19**	**300**	0
4:45 PM		**0**	**13**	**0**	**57**	**0**	**0**	**0**	**0**	**0**	**126**	**30**	**6**	**0**	**0**	**27**	**16**	**275**	1,135
5:00 PM		**0**	**14**	**1**	**50**	**0**	**0**	**0**	**0**	**0**	**152**	**46**	**3**	**0**	**2**	**29**	**26**	**323**	**1,207**
5:15 PM		0	6	0	49	0	0	0	0	0	147	42	8	0	0	26	21	299	1,197
5:30 PM		0	8	1	62	0	0	0	0	0	130	35	4	0	1	27	18	286	1,183
5:45 PM		0	9	0	54	0	0	0	0	0	132	47	4	0	0	20	22	288	1,196
Count Total		0	82	3	428	0	0	0	0	0	1,090	318	40	0	5	205	160	2,331	0
Peak Hour	**All**	**0**	**53**	**2**	**217**	**0**	**0**	**0**	**0**	**0**	**560**	**158**	**18**	**0**	**3**	**114**	**82**	**1,207**	**0**
	HV	**0**	**1**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**	**19**	**0**
	HV%	**-**	**2%**	**0%**	**6%**	**-**	**-**	**-**	**-**	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**1%**	**1%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	3	0	4	0	*7*	0	0	0	0	*0*	1	1	1	0	*3*
4:15 PM	**6**	**0**	**1**	**0**	***7***	**0**	**0**	**0**	**1**	***1***	**4**	**3**	**0**	**0**	*7*
4:30 PM	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**3**	**1**	**0**	**0**	*4*
4:45 PM	**4**	**0**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**4**	**0**	**0**	**2**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	***2***
5:15 PM	7	0	0	0	*7*	0	0	0	0	*0*	3	3	0	0	*6*
5:30 PM	4	0	0	0	*4*	0	0	0	0	*0*	2	0	0	0	*2*
5:45 PM	5	0	2	0	*7*	0	0	0	0	*0*	2	0	1	0	*3*
Count Total	34	0	8	2	*44*	0	0	0	1	*1*	15	10	2	0	*27*
Peak Hour	**15**	**0**	**2**	**2**	***19***	**0**	**0**	**0**	**1**	***1***	**7**	**6**	**0**	**0**	***13***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	NB 101 Ramps				Mobray Way				Kern St				Kern St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	3	0	0	0	0	0	3	1	0	0	0	0	0	7	0
4:15 PM	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	0
4:30 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	0
4:45 PM	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	20
5:00 PM	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**6**	**19**
5:15 PM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	19
5:30 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	21
5:45 PM	0	0	0	5	0	0	0	0	0	2	0	0	0	0	0	0	7	24
Count Total	0	1	0	33	0	0	0	0	0	6	2	0	0	0	1	1	44	0
Peak Hour	**0**	**1**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**	**19**	**0**

Two-Hour Count Summaries - Bikes

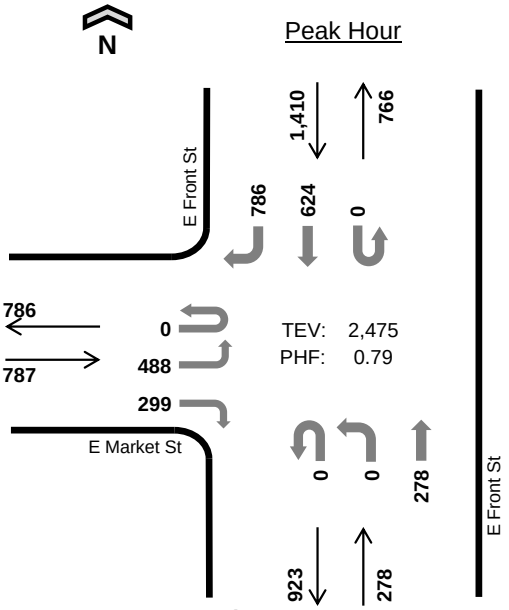
Interval Start	NB 101 Ramps			Mobray Way			Kern St			Kern St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

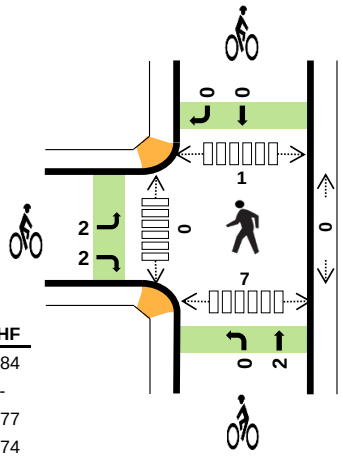
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

E Front St
E Market St

Peak Hour



Date: 06/02/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	3.4%	0.84
WB	-	-
NB	0.7%	0.77
SB	2.1%	0.74
TOTAL	2.4%	0.79

Two-Hour Count Summaries

Interval Start		E Market St Eastbound				0 Westbound				E Front St Northbound				E Front St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	81	0	40	0	0	0	0	0	0	32	0	0	0	71	123	347	0
7:15 AM		0	90	0	47	0	0	0	0	0	0	51	0	0	0	114	118	420	0
7:30 AM		**0**	**108**	**0**	**63**	**0**	**0**	**0**	**0**	**0**	**0**	**51**	**0**	**0**	**0**	**132**	**215**	**569**	0
7:45 AM		**0**	**139**	**0**	**96**	**0**	**0**	**0**	**0**	**0**	**0**	**69**	**0**	**0**	**0**	**215**	**262**	**781**	2,117
8:00 AM		**0**	**127**	**0**	**69**	**0**	**0**	**0**	**0**	**0**	**0**	**68**	**0**	**0**	**0**	**153**	**151**	**568**	2,338
8:15 AM		**0**	**114**	**0**	**71**	**0**	**0**	**0**	**0**	**0**	**0**	**90**	**0**	**0**	**0**	**124**	**158**	**557**	**2,475**
8:30 AM		0	93	0	57	0	0	0	0	0	0	70	0	0	0	113	131	464	2,370
8:45 AM		0	96	0	50	0	0	0	0	0	0	76	0	0	0	106	138	466	2,055
Count Total		0	848	0	493	0	0	0	0	0	0	507	0	0	0	1,028	1,296	4,172	0
Peak Hour	**All**	**0**	**488**	**0**	**299**	**0**	**0**	**0**	**0**	**0**	**0**	**278**	**0**	**0**	**0**	**624**	**786**	**2,475**	**0**
	HV	**0**	**24**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**25**	**59**	**0**
	HV%	**-**	**5%**	**-**	**1%**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**-**	**-**	**-**	**1%**	**3%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	10	0	3	5	*18*	0	0	0	0	*0*	0	0	0	5	*5*
7:15 AM	7	0	1	3	*11*	1	0	0	0	*1*	0	0	0	4	*4*
7:30 AM	**11**	**0**	**2**	**8**	***21***	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**1**	*1*
7:45 AM	**3**	**0**	**0**	**9**	***12***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**1**	**3**	*4*
8:00 AM	**5**	**0**	**0**	**6**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
8:15 AM	**8**	**0**	**0**	**7**	***15***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**2**	***2***
8:30 AM	13	0	3	9	*25*	2	0	0	0	*2*	0	1	0	3	*4*
8:45 AM	10	0	5	8	*23*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	67	0	14	55	*136*	7	0	2	0	*9*	0	1	1	20	*22*
Peak Hr	**27**	**0**	**2**	**30**	***59***	**4**	**0**	**2**	**0**	***6***	**0**	**0**	**1**	**7**	***8***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Market St				0				E Front St				E Front St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	6	0	4	0	0	0	0	0	0	3	0	0	0	0	5	18	0
7:15 AM	0	4	0	3	0	0	0	0	0	0	1	0	0	0	0	3	11	0
7:30 AM	**0**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**6**	**21**	0
7:45 AM	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	**12**	62
8:00 AM	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**11**	55
8:15 AM	**0**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**15**	**59**
8:30 AM	0	7	0	6	0	0	0	0	0	0	3	0	0	0	1	8	25	63
8:45 AM	0	4	0	6	0	0	0	0	0	0	5	0	0	0	1	7	23	74
Count Total	0	45	0	22	0	0	0	0	0	0	14	0	0	0	7	48	136	0
Peak Hour	**0**	**24**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**25**	**59**	**0**

Two-Hour Count Summaries - Bikes

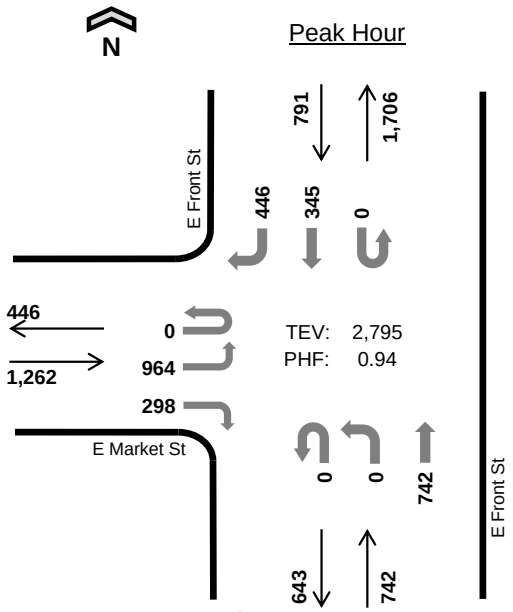
Interval Start	E Market St			0			E Front St			E Front St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	0
7:45 AM	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	5
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	5
8:15 AM	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**
8:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	2	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	3	0	4	0	0	0	0	2	0	0	0	0	9	0
Peak Hour	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**6**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

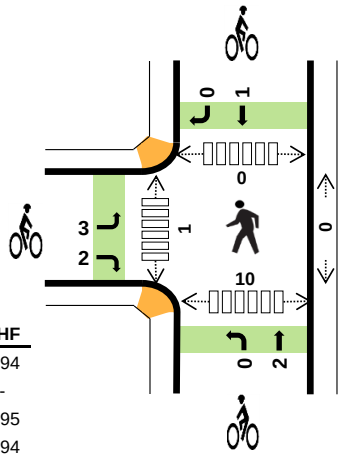
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

E Front St
E Market St

Date: 06/05/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	2.9%	0.94
WB	-	-
NB	0.4%	0.95
SB	1.8%	0.94
TOTAL	1.9%	0.94



Two-Hour Count Summaries

Interval Start		E Market St Eastbound				0 Westbound				E Front St Northbound				E Front St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	255	0	71	0	0	0	0	0	0	151	0	0	0	100	111	688	0
4:15 PM		0	238	0	71	0	0	0	0	0	0	154	0	0	0	119	136	718	0
4:30 PM		0	235	0	81	0	0	0	0	0	0	168	0	0	0	90	101	675	0
4:45 PM		**0**	**209**	**0**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**189**	**0**	**0**	**0**	**92**	**119**	**665**	2,746
5:00 PM		**0**	**258**	**0**	**70**	**0**	**0**	**0**	**0**	**0**	**0**	**180**	**0**	**0**	**0**	**87**	**108**	**703**	2,761
5:15 PM		**0**	**255**	**0**	**82**	**0**	**0**	**0**	**0**	**0**	**0**	**195**	**0**	**0**	**0**	**84**	**124**	**740**	2,783
5:30 PM		**0**	**242**	**0**	**90**	**0**	**0**	**0**	**0**	**0**	**0**	**178**	**0**	**0**	**0**	**82**	**95**	**687**	**2,795**
5:45 PM		0	173	0	61	0	0	0	0	0	0	106	0	0	0	78	116	534	2,664
Count Total		0	1,865	0	582	0	0	0	0	0	0	1,321	0	0	0	732	910	5,410	0
Peak Hour	**All**	**0**	**964**	**0**	**298**	**0**	**0**	**0**	**0**	**0**	**0**	**742**	**0**	**0**	**0**	**345**	**446**	**2,795**	**0**
	HV	**0**	**17**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**11**	**53**	**0**
	HV%	**-**	**2%**	**-**	**6%**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**-**	**-**	**1%**	**2%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	11	0	3	3	*17*	0	0	0	0	*0*	0	0	0	2	*2*
4:15 PM	9	0	1	9	*19*	1	0	0	0	*1*	0	3	0	3	*6*
4:30 PM	15	0	2	1	*18*	4	0	0	0	*4*	0	2	0	7	*9*
4:45 PM	**11**	**0**	**0**	**4**	***15***	**3**	**0**	**0**	**1**	***4***	**0**	**0**	**0**	**2**	*2*
5:00 PM	**11**	**0**	**1**	**1**	***13***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**1**	*1*
5:15 PM	**7**	**0**	**1**	**5**	***13***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**0**	**5**	*6*
5:30 PM	**7**	**0**	**1**	**4**	***12***	**1**	**0**	**1**	**0**	***2***	**0**	**0**	**0**	**2**	***2***
5:45 PM	9	0	0	7	*16*	0	0	0	1	*1*	0	2	0	0	*2*
Count Total	80	0	9	34	*123*	10	0	2	2	*14*	0	8	0	22	*30*
Peak Hr	**36**	**0**	**3**	**14**	***53***	**5**	**0**	**2**	**1**	***8***	**0**	**1**	**0**	**10**	***11***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Market St				0				E Front St				E Front St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	5	0	6	0	0	0	0	0	0	3	0	0	0	0	3	17	0
4:15 PM	0	8	0	1	0	0	0	0	0	0	1	0	0	0	2	7	19	0
4:30 PM	0	10	0	5	0	0	0	0	0	0	2	0	0	0	0	1	18	0
4:45 PM	**0**	**9**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**15**	69
5:00 PM	**0**	**4**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**13**	65
5:15 PM	**0**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**13**	59
5:30 PM	**0**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**3**	**12**	**53**
5:45 PM	0	5	0	4	0	0	0	0	0	0	0	0	0	0	0	7	16	54
Count Total	0	45	0	35	0	0	0	0	0	0	9	0	0	0	5	29	123	0
Peak Hour	**0**	**17**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**11**	**53**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Market St			0			E Front St			E Front St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	4	0
4:45 PM	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	9
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	10
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	10
5:30 PM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**8**
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Count Total	6	0	4	0	0	0	0	2	0	0	2	0	14	0
Peak Hour	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**8**	**0**

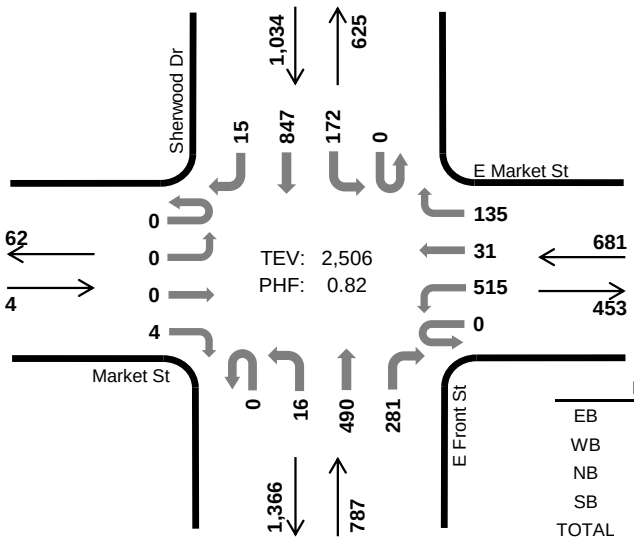
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

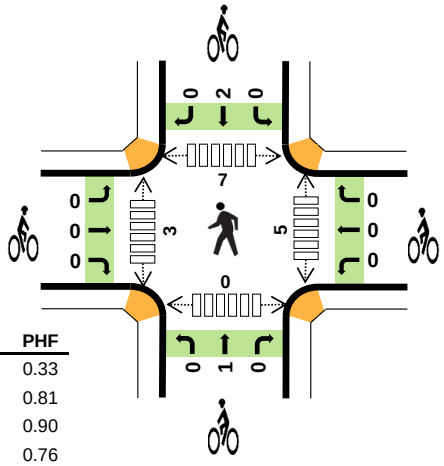
E Front St
Market St

Date: 06/02/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour



	HV %:	PHF
EB	0.0%	0.33
WB	3.8%	0.81
NB	2.2%	0.90
SB	1.1%	0.76
TOTAL	2.2%	0.82



Two-Hour Count Summaries

Interval Start		Market St Eastbound				E Market St Westbound				E Front St Northbound				Sherwood Dr Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	4	0	73	6	16	0	4	59	42	0	34	111	3	352	0
7:15 AM		0	0	0	0	0	62	6	23	0	1	87	52	0	26	151	2	410	0
7:30 AM		**0**	**0**	**0**	**0**	**0**	**131**	**3**	**32**	**0**	**3**	**96**	**53**	**0**	**35**	**195**	**0**	**548**	0
7:45 AM		**0**	**0**	**0**	**1**	**0**	**159**	**4**	**47**	**0**	**4**	**134**	**80**	**0**	**55**	**281**	**3**	**768**	2,078
8:00 AM		**0**	**0**	**0**	**0**	**0**	**124**	**12**	**34**	**0**	**5**	**134**	**72**	**0**	**37**	**200**	**6**	**624**	2,350
8:15 AM		**0**	**0**	**0**	**3**	**0**	**101**	**12**	**22**	**0**	**4**	**126**	**76**	**0**	**45**	**171**	**6**	**566**	**2,506**
8:30 AM		0	0	0	2	0	90	3	39	0	5	109	57	0	34	150	5	494	2,452
8:45 AM		0	0	0	0	0	82	6	39	0	6	106	66	0	49	160	3	517	2,201
Count Total		0	0	0	10	0	822	52	252	0	32	851	498	0	315	1,419	28	4,279	0
Peak Hour	**All**	**0**	**0**	**0**	**4**	**0**	**515**	**31**	**135**	**0**	**16**	**490**	**281**	**0**	**172**	**847**	**15**	**2,506**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**23**	**1**	**2**	**0**	**0**	**3**	**14**	**0**	**5**	**6**	**0**	**54**	**0**
	HV%	**-**	**-**	**-**	**0%**	**-**	**4%**	**3%**	**1%**	**-**	**0%**	**1%**	**5%**	**-**	**3%**	**1%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	5	5	3	*13*	0	0	0	0	*0*	2	0	3	0	*5*
7:15 AM	0	7	5	1	*13*	0	0	0	0	*0*	1	0	0	0	*1*
7:30 AM	**0**	**7**	**9**	**4**	***20***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**2**	**0**	*5*
7:45 AM	**0**	**5**	**1**	**4**	***10***	**0**	**0**	**0**	**2**	***2***	**3**	**0**	**1**	**0**	*4*
8:00 AM	**0**	**7**	**3**	**2**	***12***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**1**	**0**	*1*
8:15 AM	**0**	**7**	**4**	**1**	***12***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**3**	**0**	***5***
8:30 AM	0	10	8	1	*19*	0	0	0	1	*1*	3	2	3	0	*8*
8:45 AM	0	9	10	3	*22*	0	0	0	1	*1*	1	1	2	0	*4*
Count Total	0	57	45	19	*121*	0	0	1	4	*5*	12	6	15	0	*33*
Peak Hour	**0**	**26**	**17**	**11**	***54***	**0**	**0**	**1**	**2**	***3***	**5**	**3**	**7**	**0**	***15***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Market St				E Market St				E Front St				Sherwood Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	4	0	1	0	1	1	3	0	3	0	0	13	0
7:15 AM	0	0	0	0	0	4	0	3	0	0	2	3	0	1	0	0	13	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**3**	**6**	**0**	**1**	**3**	**0**	**20**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**	**0**	**10**	56
8:00 AM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**12**	55
8:15 AM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**12**	**54**
8:30 AM	0	0	0	0	0	9	0	1	0	0	1	7	0	1	0	0	19	53
8:45 AM	0	0	0	0	0	7	0	2	0	0	7	3	0	2	1	0	22	65
Count Total	0	0	0	0	0	47	1	9	0	1	14	30	0	12	7	0	121	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**23**	**1**	**2**	**0**	**0**	**3**	**14**	**0**	**5**	**6**	**0**	**54**	**0**

Two-Hour Count Summaries - Bikes

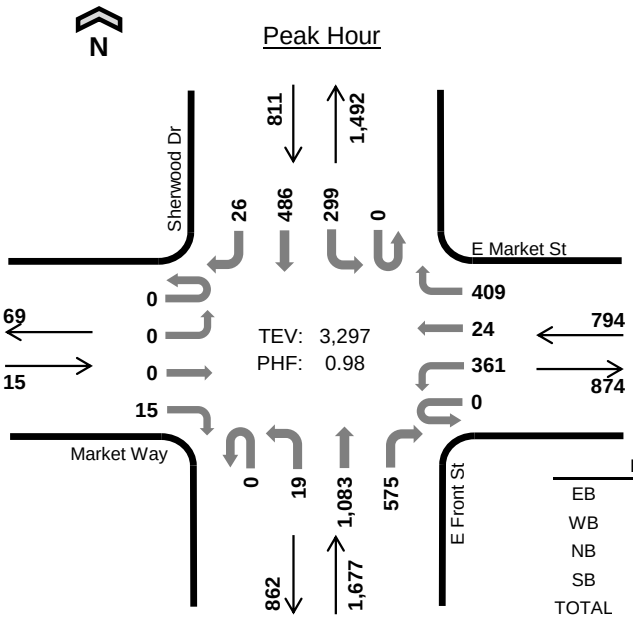
Interval Start	Market St			E Market St			E Front St			Sherwood Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	3
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Count Total	0	0	0	0	0	0	0	1	0	0	2	2	5	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

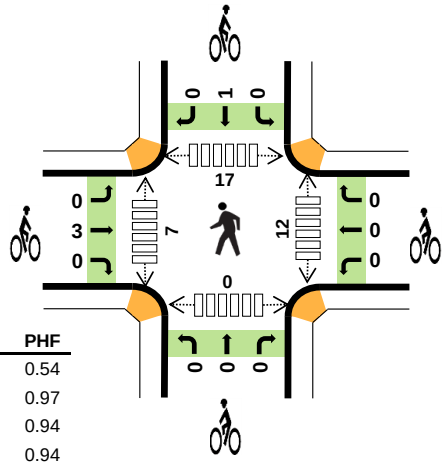
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

E Front St
Market Way

Date: 06/05/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	6.7%	0.54
WB	2.0%	0.97
NB	1.1%	0.94
SB	0.2%	0.94
TOTAL	1.2%	0.98



Two-Hour Count Summaries

Interval Start	Market Way Eastbound				E Market St Westbound				E Front St Northbound				Sherwood Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	3	0	76	10	57	0	7	243	136	0	72	135	3	742	0
4:15 PM	0	0	0	7	0	105	4	85	0	5	235	154	0	84	149	7	835	0
4:30 PM	0	0	0	2	0	79	7	87	0	3	254	149	0	78	123	6	788	0
4:45 PM	**0**	**0**	**0**	**7**	**0**	**97**	**5**	**101**	**0**	**6**	**237**	**129**	**0**	**73**	**133**	**9**	**797**	3,162
5:00 PM	**0**	**0**	**0**	**1**	**0**	**92**	**8**	**94**	**0**	**6**	**297**	**129**	**0**	**83**	**114**	**7**	**831**	3,251
5:15 PM	**0**	**0**	**0**	**2**	**0**	**96**	**4**	**93**	**0**	**1**	**294**	**151**	**0**	**69**	**127**	**5**	**842**	3,258
5:30 PM	**0**	**0**	**0**	**5**	**0**	**76**	**7**	**121**	**0**	**6**	**255**	**166**	**0**	**74**	**112**	**5**	**827**	**3,297**
5:45 PM	0	0	0	3	0	95	8	72	0	2	221	98	0	62	113	3	677	3,177
Count Total	0	0	0	30	0	716	53	710	0	36	2,036	1,112	0	595	1,006	45	6,339	0
Peak Hour All	**0**	**0**	**0**	**15**	**0**	**361**	**24**	**409**	**0**	**19**	**1,083**	**575**	**0**	**299**	**486**	**26**	**3,297**	**0**
Peak Hour HV	**0**	**0**	**0**	**1**	**0**	**13**	**2**	**1**	**0**	**0**	**3**	**16**	**0**	**0**	**2**	**0**	**38**	**0**
Peak Hour HV%	**-**	**-**	**-**	**7%**	**-**	**4%**	**8%**	**0%**	**-**	**0%**	**0%**	**3%**	**-**	**0%**	**0%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	5	6	0	*11*	0	0	0	2	*2*	0	1	1	0	*2*
4:15 PM	0	7	8	2	*17*	3	0	0	1	*4*	1	3	1	0	*5*
4:30 PM	0	3	14	1	*18*	0	0	0	1	*1*	3	0	4	0	*7*
4:45 PM	**0**	**3**	**5**	**1**	***9***	**1**	**0**	**0**	**1**	***2***	**1**	**3**	**5**	**0**	*9*
5:00 PM	**0**	**4**	**5**	**1**	***10***	**0**	**0**	**0**	**0**	***0***	**2**	**4**	**4**	**0**	*10*
5:15 PM	**0**	**5**	**5**	**0**	***10***	**2**	**0**	**0**	**0**	***2***	**3**	**0**	**8**	**0**	*11*
5:30 PM	**1**	**4**	**4**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**6**	**0**	**0**	**0**	***6***
5:45 PM	0	7	4	1	*12*	0	0	0	1	*1*	1	3	6	0	*10*
Count Total	1	38	51	6	*96*	6	0	0	6	*12*	17	14	29	0	*60*
Peak Hour	**1**	**16**	**19**	**2**	***38***	**3**	**0**	**0**	**1**	***4***	**12**	**7**	**17**	**0**	***36***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Market Way				E Market St				E Front St				Sherwood Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	4	0	1	0	0	2	4	0	0	0	0	11	0
4:15 PM	0	0	0	0	0	6	0	1	0	0	1	7	0	2	0	0	17	0
4:30 PM	0	0	0	0	0	1	0	2	0	1	1	12	0	1	0	0	18	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**0**	**9**	55
5:00 PM	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**0**	**10**	54
5:15 PM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**10**	47
5:30 PM	**0**	**0**	**0**	**1**	**0**	**3**	**1**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**9**	**38**
5:45 PM	0	0	0	0	0	6	0	1	0	0	0	4	0	1	0	0	12	41
Count Total	0	0	0	1	0	30	2	6	0	1	7	43	0	4	2	0	96	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**13**	**2**	**1**	**0**	**0**	**3**	**16**	**0**	**0**	**2**	**0**	**38**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Market Way			E Market St			E Front St			Sherwood Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	2	0
4:15 PM	0	3	0	0	0	0	0	0	0	0	1	0	4	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	9
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	7
5:15 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	5
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Count Total	0	6	0	0	0	0	0	0	0	2	4	0	12	0
Peak Hour	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**0**

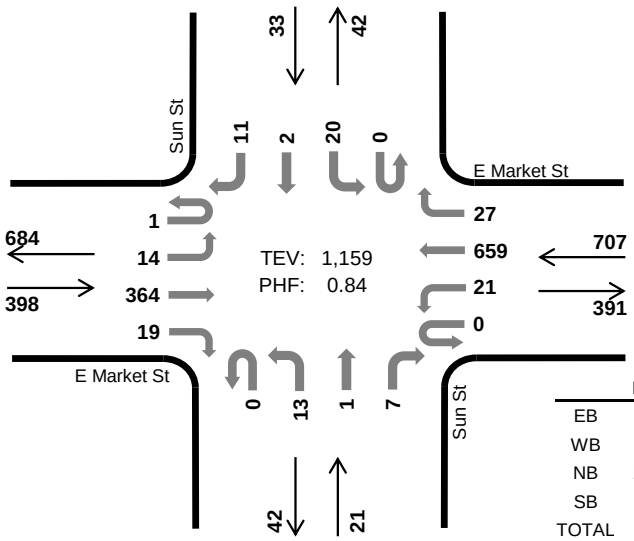
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

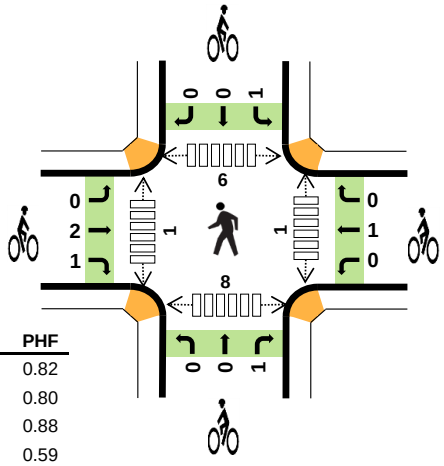
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Sun St
E Market St

Date: 06/02/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour





	HV %:	PHF
EB	5.5%	0.82
WB	3.1%	0.80
NB	14.3%	0.88
SB	0.0%	0.59
TOTAL	4.1%	0.84

Two-Hour Count Summaries

Interval Start		E Market St Eastbound				E Market St Westbound				Sun St Northbound				Sun St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	65	5	0	1	105	2	0	4	0	1	0	6	0	3	193	0
7:15 AM		0	0	66	2	0	1	84	10	0	4	0	2	0	2	0	0	171	0
7:30 AM		**1**	**1**	**70**	**4**	**0**	**4**	**168**	**5**	**0**	**2**	**0**	**2**	**0**	**3**	**0**	**1**	**261**	0
7:45 AM		**0**	**1**	**101**	**5**	**0**	**7**	**208**	**7**	**0**	**3**	**0**	**3**	**0**	**5**	**0**	**4**	**344**	969
8:00 AM		**0**	**6**	**81**	**6**	**0**	**6**	**151**	**6**	**0**	**4**	**0**	**2**	**0**	**4**	**1**	**1**	**268**	1,044
8:15 AM		**0**	**6**	**112**	**4**	**0**	**4**	**132**	**9**	**0**	**4**	**1**	**0**	**0**	**8**	**1**	**5**	**286**	**1,159**
8:30 AM		0	1	76	8	0	6	127	6	0	3	0	5	0	3	1	3	239	1,137
8:45 AM		0	2	91	6	0	7	110	5	0	4	2	6	0	4	0	3	240	1,033
Count Total		1	18	662	40	0	36	1,085	50	0	28	3	21	0	35	3	20	2,002	0
Peak Hour	**All**	**1**	**14**	**364**	**19**	**0**	**21**	**659**	**27**	**0**	**13**	**1**	**7**	**0**	**20**	**2**	**11**	**1,159**	**0**
	HV	**0**	**0**	**20**	**2**	**0**	**0**	**20**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**47**	**0**
	HV%	**0%**	**0%**	**5%**	**11%**	**-**	**0%**	**3%**	**7%**	**-**	**15%**	**0%**	**14%**	**-**	**0%**	**0%**	**0%**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	2	4	0	*9*	0	1	0	0	*1*	0	0	5	0	*5*
7:15 AM	6	5	1	0	*12*	0	1	1	1	*3*	0	0	1	1	*2*
7:30 AM	**5**	**5**	**0**	**0**	***10***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**3**	*5*
7:45 AM	**5**	**4**	**0**	**0**	***9***	**1**	**1**	**1**	**0**	***3***	**0**	**0**	**1**	**1**	*2*
8:00 AM	**6**	**6**	**2**	**0**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**1**	*4*
8:15 AM	**6**	**7**	**1**	**0**	***14***	**2**	**0**	**0**	**1**	***3***	**0**	**0**	**2**	**3**	***5***
8:30 AM	6	7	1	0	*14*	1	1	0	0	*2*	0	0	4	2	*6*
8:45 AM	5	8	2	0	*15*	5	2	1	0	*8*	0	0	3	0	*3*
Count Total	42	44	11	0	*97*	9	6	3	2	*20*	1	1	19	11	*32*
Peak Hour	**22**	**22**	**3**	**0**	***47***	**3**	**1**	**1**	**1**	***6***	**1**	**1**	**6**	**8**	***16***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Market St Eastbound				E Market St Westbound				Sun St Northbound				Sun St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	2	0	0	3	0	1	0	0	0	0	9	0
7:15 AM	0	0	6	0	0	0	4	1	0	1	0	0	0	0	0	0	12	0
7:30 AM	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	0
7:45 AM	**0**	**0**	**4**	**1**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	40
8:00 AM	**0**	**0**	**5**	**1**	**0**	**0**	**6**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**14**	45
8:15 AM	**0**	**0**	**6**	**0**	**0**	**0**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**47**
8:30 AM	0	0	5	1	0	0	7	0	0	1	0	0	0	0	0	0	14	51
8:45 AM	0	0	5	0	0	0	8	0	0	1	0	1	0	0	0	0	15	57
Count Total	0	0	39	3	0	0	41	3	0	8	0	3	0	0	0	0	97	0
Peak Hour	**0**	**0**	**20**	**2**	**0**	**0**	**20**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**47**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Market St Eastbound			E Market St Westbound			Sun St Northbound			Sun St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	1	0	1	0	0	0	0	1	3	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	7
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	6
8:15 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**6**
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	8
8:45 AM	0	5	0	0	2	0	0	1	0	0	0	0	8	13
Count Total	0	8	1	0	5	1	1	1	1	1	0	1	20	0
Peak Hour	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**6**	**0**

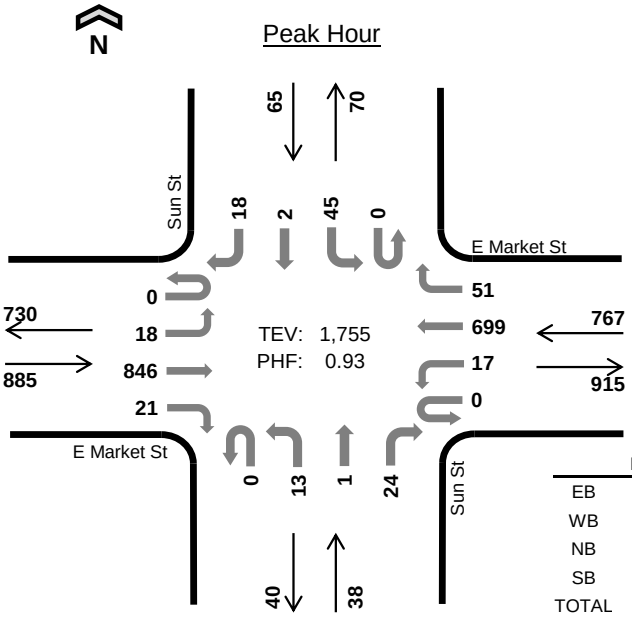
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

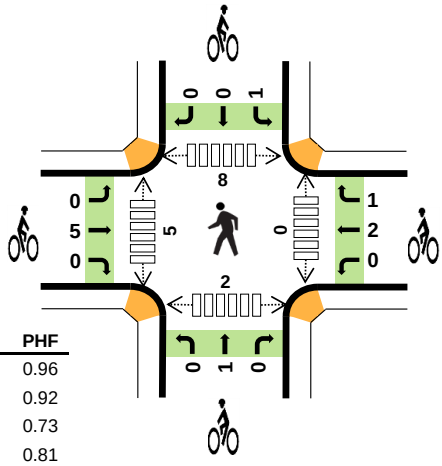
Sun St
E Market St

Date: 06/02/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM

Peak Hour



	HV %:	PHF
EB	2.6%	0.96
WB	2.1%	0.92
NB	0.0%	0.73
SB	0.0%	0.81
TOTAL	2.2%	0.93



Two-Hour Count Summaries

Interval Start		E Market St Eastbound				E Market St Westbound				Sun St Northbound				Sun St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	5	189	9	0	7	143	13	0	3	0	5	0	9	1	2	386	0
4:15 PM		**0**	**3**	**197**	**8**	**0**	**3**	**173**	**15**	**0**	**6**	**1**	**6**	**0**	**10**	**0**	**4**	**426**	0
4:30 PM		**0**	**3**	**214**	**6**	**0**	**4**	**175**	**13**	**0**	**1**	**0**	**4**	**0**	**10**	**2**	**1**	**433**	0
4:45 PM		**0**	**4**	**215**	**4**	**0**	**8**	**156**	**11**	**0**	**2**	**0**	**6**	**0**	**16**	**0**	**4**	**426**	1,671
5:00 PM		**0**	**8**	**220**	**3**	**0**	**2**	**195**	**12**	**0**	**4**	**0**	**8**	**0**	**9**	**0**	**9**	**470**	**1,755**
5:15 PM		0	5	180	1	0	3	177	13	0	0	0	1	0	19	0	2	401	1,730
5:30 PM		0	1	210	2	0	3	161	15	0	0	0	3	0	8	2	3	408	1,705
5:45 PM		0	0	238	1	0	1	169	16	0	1	1	2	0	9	0	4	442	1,721
Count Total		0	29	1,663	34	0	31	1,349	108	0	17	2	35	0	90	5	29	3,392	0
Peak Hour	**All**	**0**	**18**	**846**	**21**	**0**	**17**	**699**	**51**	**0**	**13**	**1**	**24**	**0**	**45**	**2**	**18**	**1,755**	**0**
	HV	**0**	**1**	**22**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**0**
	HV%	**-**	**6%**	**3%**	**0%**	**-**	**0%**	**2%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	8	0	0	*10*	1	3	0	0	*4*	0	0	4	2	*6*
4:15 PM	**6**	**2**	**0**	**0**	***8***	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**3**	**0**	*3*
4:30 PM	**6**	**9**	**0**	**0**	***15***	**2**	**1**	**1**	**0**	***4***	**0**	**4**	**1**	**0**	*5*
4:45 PM	**5**	**2**	**0**	**0**	***7***	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**2**	**1**	*4*
5:00 PM	**6**	**3**	**0**	**0**	***9***	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**2**	**1**	***3***
5:15 PM	9	2	0	0	*11*	1	1	0	3	*5*	0	2	2	0	*4*
5:30 PM	3	3	0	0	*6*	1	0	0	1	*2*	0	1	2	1	*4*
5:45 PM	5	3	0	0	*8*	2	1	0	0	*3*	0	1	2	0	*3*
Count Total	42	32	0	0	*74*	10	8	1	5	*24*	0	9	18	5	*32*
Peak Hour	**23**	**16**	**0**	**0**	***39***	**5**	**3**	**1**	**1**	***10***	**0**	**5**	**8**	**2**	***15***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Market St				E Market St				Sun St				Sun St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	8	0	0	0	0	0	0	0	0	0	10	0
4:15 PM	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	0
4:30 PM	**0**	**0**	**6**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	0
4:45 PM	**0**	**1**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	40
5:00 PM	**0**	**0**	**6**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**39**
5:15 PM	0	0	9	0	0	0	2	0	0	0	0	0	0	0	0	0	11	42
5:30 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	33
5:45 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	8	34
Count Total	0	1	41	0	0	0	32	0	0	0	0	0	0	0	0	0	74	0
Peak Hour	**0**	**1**	**22**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**0**

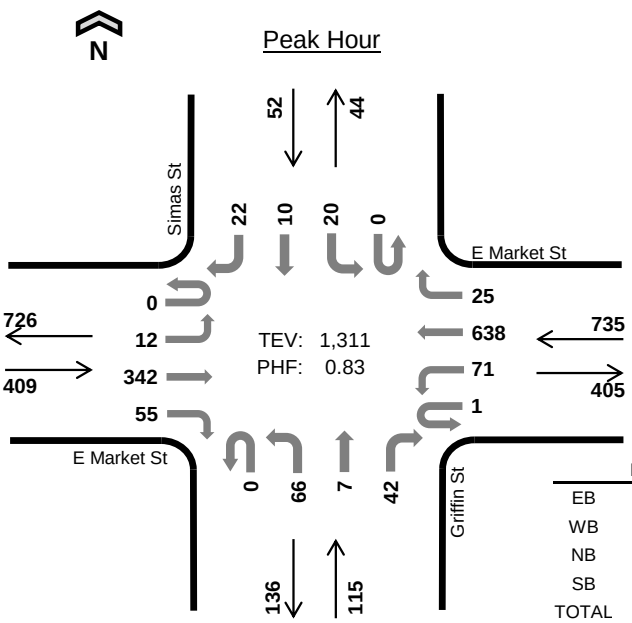
Two-Hour Count Summaries - Bikes

Interval Start	E Market St			E Market St			Sun St			Sun St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	2	1	0	0	0	0	0	0	4	0
4:15 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	0
4:30 PM	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	11
5:00 PM	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10**
5:15 PM	0	1	0	0	1	0	0	0	0	1	0	2	5	13
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	1	2	11
5:45 PM	0	1	1	0	1	0	0	0	0	0	0	0	3	13
Count Total	0	9	1	0	6	2	0	1	0	2	0	3	24	0
Peak Hour	**0**	**5**	**0**	**0**	**2**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**10**	**0**

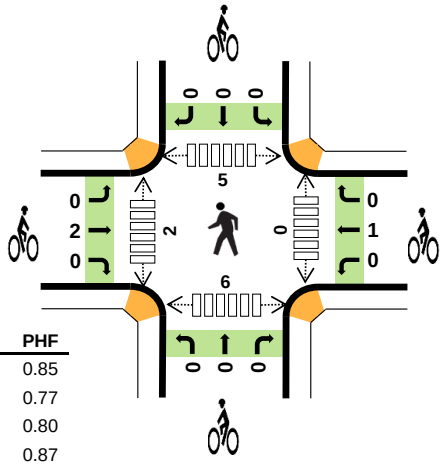
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Griffin St
E Market St



Date: 06/02/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	5.6%	0.85
WB	4.1%	0.77
NB	7.0%	0.80
SB	3.8%	0.87
TOTAL	4.8%	0.83

Two-Hour Count Summaries

Interval Start		E Market St Eastbound				E Market St Westbound				Griffin St Northbound				Simas St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	3	57	9	0	4	98	3	0	9	0	8	0	5	1	3	200	0
7:15 AM		0	4	60	11	0	12	86	7	0	12	0	5	0	5	2	3	207	0
7:30 AM		**0**	**1**	**75**	**6**	**1**	**12**	**161**	**5**	**0**	**21**	**1**	**9**	**0**	**5**	**3**	**6**	**306**	0
7:45 AM		**0**	**2**	**90**	**23**	**0**	**23**	**208**	**9**	**0**	**13**	**0**	**11**	**0**	**6**	**3**	**6**	**394**	1,107
8:00 AM		**0**	**3**	**77**	**11**	**0**	**27**	**139**	**2**	**0**	**13**	**3**	**8**	**0**	**4**	**2**	**5**	**294**	1,201
8:15 AM		**0**	**6**	**100**	**15**	**0**	**9**	**130**	**9**	**0**	**19**	**3**	**14**	**0**	**5**	**2**	**5**	**317**	**1,311**
8:30 AM		0	1	66	9	0	18	116	6	0	20	0	11	0	10	5	9	271	1,276
8:45 AM		0	10	73	17	0	23	106	6	0	14	1	20	0	9	4	11	294	1,176
Count Total		0	30	598	101	1	128	1,044	47	0	121	8	86	0	49	22	48	2,283	0
Peak Hour	**All**	**0**	**12**	**342**	**55**	**1**	**71**	**638**	**25**	**0**	**66**	**7**	**42**	**0**	**20**	**10**	**22**	**1,311**	**0**
	HV	**0**	**1**	**20**	**2**	**0**	**6**	**24**	**0**	**0**	**3**	**0**	**5**	**0**	**1**	**0**	**1**	**63**	**0**
	HV%	**-**	**8%**	**6%**	**4%**	**0%**	**8%**	**4%**	**0%**	**-**	**5%**	**0%**	**12%**	**-**	**5%**	**0%**	**5%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	10	4	1	0	*15*	0	1	0	0	*1*	0	0	7	1	*8*
7:15 AM	5	4	2	1	*12*	0	2	0	0	*2*	0	0	1	0	*1*
7:30 AM	**6**	**3**	**4**	**1**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**1**	*3*
7:45 AM	**4**	**6**	**3**	**0**	***13***	**0**	**1**	**0**	**0**	***1***	**0**	**1**	**2**	**1**	*4*
8:00 AM	**7**	**11**	**0**	**1**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	*2*
8:15 AM	**6**	**10**	**1**	**0**	***17***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**1**	**3**	***4***
8:30 AM	6	9	2	0	*17*	0	1	0	0	*1*	0	0	4	2	*6*
8:45 AM	6	11	4	2	*23*	4	2	0	0	*6*	0	1	2	1	*4*
Count Total	50	58	17	5	*130*	6	7	0	0	*13*	0	3	19	10	*32*
Peak Hour	**23**	**30**	**8**	**2**	***63***	**2**	**1**	**0**	**0**	***3***	**0**	**2**	**5**	**6**	***13***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Market St Eastbound				E Market St Westbound				Griffin St Northbound				Simas St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	10	0	0	1	2	1	0	0	0	1	0	0	0	0	15	0
7:15 AM	0	0	5	0	0	0	4	0	0	1	0	1	0	0	1	0	12	0
7:30 AM	**0**	**0**	**6**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**14**	0
7:45 AM	**0**	**0**	**4**	**0**	**0**	**1**	**5**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**13**	54
8:00 AM	**0**	**1**	**5**	**1**	**0**	**3**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**19**	58
8:15 AM	**0**	**0**	**5**	**1**	**0**	**2**	**8**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**17**	**63**
8:30 AM	0	0	5	1	0	2	6	1	0	1	0	1	0	0	0	0	17	66
8:45 AM	0	1	5	0	0	2	9	0	0	1	0	3	0	1	0	1	23	76
Count Total	0	2	45	3	0	11	45	2	0	6	0	11	0	2	1	2	130	0
Peak Hour	**0**	**1**	**20**	**2**	**0**	**6**	**24**	**0**	**0**	**3**	**0**	**5**	**0**	**1**	**0**	**1**	**63**	**0**

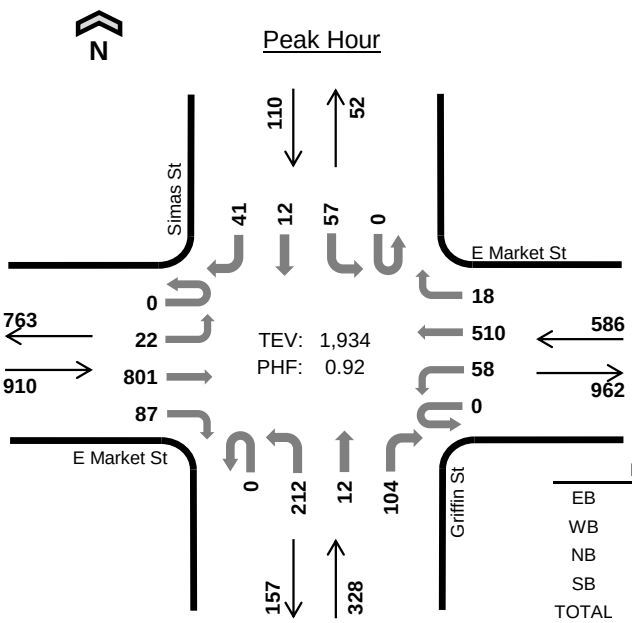
Two-Hour Count Summaries - Bikes

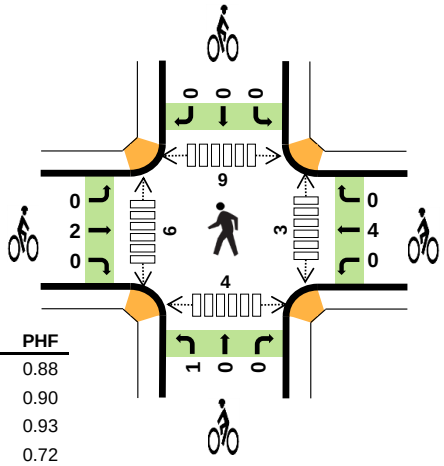
Interval Start	E Market St Eastbound			E Market St Westbound			Griffin St Northbound			Simas St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	2	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:15 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	4
8:45 AM	0	3	1	0	2	0	0	0	0	0	0	0	6	9
Count Total	0	5	1	1	5	1	0	0	0	0	0	0	13	0
Peak Hour	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Griffin St
E Market St





Date: 06/05/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

	HV %:	PHF
EB	2.1%	0.88
WB	3.4%	0.90
NB	0.0%	0.93
SB	1.8%	0.72
TOTAL	2.1%	0.92

Two-Hour Count Summaries

Interval Start		E Market St Eastbound				E Market St Westbound				Griffin St Northbound				Simas St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	5	169	32	0	20	113	5	0	50	3	23	0	12	3	7	442	0
4:15 PM		0	6	183	25	0	21	139	8	0	52	0	29	0	12	7	8	490	0
4:30 PM		0	5	221	16	0	14	123	6	0	44	1	29	0	13	5	5	482	0
4:45 PM		**0**	**4**	**186**	**19**	**0**	**11**	**118**	**3**	**0**	**54**	**0**	**33**	**0**	**12**	**3**	**10**	**453**	1,867
5:00 PM		**0**	**3**	**188**	**25**	**0**	**16**	**119**	**5**	**0**	**46**	**6**	**36**	**0**	**21**	**2**	**7**	**474**	1,899
5:15 PM		**0**	**6**	**200**	**20**	**0**	**12**	**146**	**5**	**0**	**55**	**1**	**22**	**0**	**6**	**1**	**10**	**484**	1,893
5:30 PM		**0**	**9**	**227**	**23**	**0**	**19**	**127**	**5**	**0**	**57**	**5**	**13**	**0**	**18**	**6**	**14**	**523**	**1,934**
5:45 PM		0	4	159	17	0	22	138	5	1	33	2	16	0	16	1	3	417	1,898
Count Total		0	42	1,533	177	0	135	1,023	42	1	391	18	201	0	110	28	64	3,765	0
Peak Hour	**All**	**0**	**22**	**801**	**87**	**0**	**58**	**510**	**18**	**0**	**212**	**12**	**104**	**0**	**57**	**12**	**41**	**1,934**	**0**
	HV	**0**	**1**	**18**	**0**	**0**	**1**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**41**	**0**
	HV%	**-**	**5%**	**2%**	**0%**	**-**	**2%**	**4%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**4%**	**0%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	6	3	0	1	*10*	0	0	0	0	*0*	0	1	1	1	*3*
4:15 PM	8	8	0	0	*16*	1	1	0	0	*2*	0	3	4	1	*8*
4:30 PM	11	2	1	1	*15*	1	1	0	1	*3*	0	1	1	2	*4*
4:45 PM	**8**	**4**	**0**	**1**	***13***	**1**	**2**	**0**	**0**	***3***	**0**	**1**	**0**	**0**	*1*
5:00 PM	**6**	**6**	**0**	**1**	***13***	**0**	**0**	**1**	**0**	***1***	**1**	**3**	**4**	**0**	*8*
5:15 PM	**2**	**6**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**2**	*4*
5:30 PM	**3**	**4**	**0**	**0**	***7***	**1**	**2**	**0**	**0**	***3***	**2**	**0**	**5**	**2**	***9***
5:45 PM	6	8	0	0	*14*	0	0	0	0	*0*	0	3	2	0	*5*
Count Total	50	41	1	4	*96*	4	6	1	1	*12*	3	14	17	8	*42*
Peak Hour	**19**	**20**	**0**	**2**	***41***	**2**	**4**	**1**	**0**	***7***	**3**	**6**	**9**	**4**	***22***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Market St				E Market St				Griffin St				Simas St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	1	0	0	3	0	0	0	0	0	0	0	0	1	10	0
4:15 PM	0	0	7	1	0	1	7	0	0	0	0	0	0	0	0	0	16	0
4:30 PM	0	0	11	0	0	1	1	0	0	0	0	1	0	0	0	1	15	0
4:45 PM	**0**	**1**	**7**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**13**	54
5:00 PM	**0**	**0**	**6**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**13**	57
5:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	49
5:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**41**
5:45 PM	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	14	42
Count Total	0	1	47	2	0	3	38	0	0	0	0	1	0	2	0	2	96	0
Peak Hour	**0**	**1**	**18**	**0**	**0**	**1**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**41**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Market St			E Market St			Griffin St			Simas St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0
4:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	3	0
4:45 PM	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	8
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	9
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	7
5:30 PM	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**7**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	4	0	0	6	0	1	0	0	0	1	0	12	0
Peak Hour	**0**	**2**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**0**

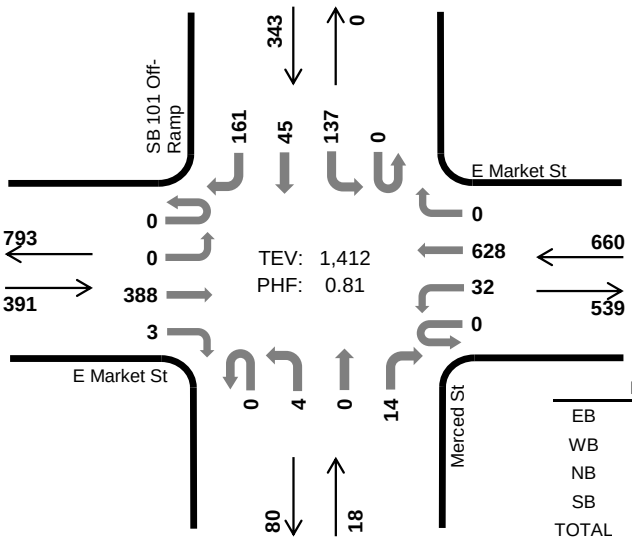
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

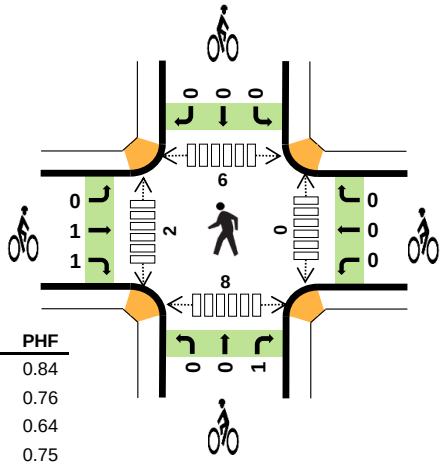
Merced St
E Market St

Date: 06/02/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour



	HV %:	PHF
EB	6.4%	0.84
WB	3.9%	0.76
NB	0.0%	0.64
SB	1.2%	0.75
TOTAL	3.9%	0.81



Two-Hour Count Summaries

Interval Start		E Market St Eastbound				E Market St Westbound				Merced St Northbound				SB 101 Off-Ramp Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	70	1	0	2	95	0	0	0	0	2	0	23	9	19	221	0
7:15 AM		0	0	60	0	0	4	87	0	0	1	0	2	0	20	5	22	201	0
7:30 AM		**0**	**0**	**90**	**0**	**0**	**5**	**156**	**0**	**0**	**2**	**0**	**3**	**0**	**18**	**12**	**27**	**313**	0
7:45 AM		**0**	**0**	**99**	**0**	**0**	**15**	**203**	**0**	**0**	**2**	**0**	**2**	**0**	**40**	**14**	**60**	**435**	1,170
8:00 AM		**0**	**0**	**84**	**2**	**0**	**4**	**152**	**0**	**0**	**0**	**0**	**2**	**0**	**44**	**11**	**45**	**344**	1,293
8:15 AM		**0**	**0**	**115**	**1**	**0**	**8**	**117**	**0**	**0**	**0**	**0**	**7**	**0**	**35**	**8**	**29**	**320**	**1,412**
8:30 AM		0	0	88	2	0	5	126	0	0	0	0	6	0	37	3	27	294	1,393
8:45 AM		0	0	111	0	0	4	121	0	0	2	0	2	0	31	6	24	301	1,259
Count Total		0	0	717	6	0	47	1,057	0	0	7	0	26	0	248	68	253	2,429	0
Peak Hour	**All**	**0**	**0**	**388**	**3**	**0**	**32**	**628**	**0**	**0**	**4**	**0**	**14**	**0**	**137**	**45**	**161**	**1,412**	**0**
	HV	**0**	**0**	**25**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**55**	**0**
	HV%	**-**	**-**	**6%**	**0%**	**-**	**0%**	**4%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**1%**	**0%**	**2%**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	8	2	0	3	*13*	0	4	0	0	*4*	0	0	1	0	*1*
7:15 AM	6	4	0	1	*11*	0	1	0	0	*1*	0	0	2	1	*3*
7:30 AM	**9**	**4**	**0**	**0**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**3**	**1**	*5*
7:45 AM	**6**	**6**	**0**	**0**	***12***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**1**	**4**	*6*
8:00 AM	**3**	**8**	**0**	**3**	***14***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**2**	**1**	*3*
8:15 AM	**7**	**8**	**0**	**1**	***16***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**2**	***2***
8:30 AM	5	6	0	2	*13*	0	0	0	0	*0*	0	0	3	1	*4*
8:45 AM	8	10	0	3	*21*	3	2	0	0	*5*	0	0	6	2	*8*
Count Total	52	48	0	13	*113*	5	7	1	0	*13*	0	2	18	12	*32*
Peak Hour	**25**	**26**	**0**	**4**	***55***	**2**	**0**	**1**	**0**	***3***	**0**	**2**	**6**	**8**	***16***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Market St Eastbound				E Market St Westbound				Merced St Northbound				SB 101 Off-Ramp Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	8	0	0	0	2	0	0	0	0	0	0	1	0	2	13	0
7:15 AM	0	0	6	0	0	0	4	0	0	0	0	0	0	1	0	0	11	0
7:30 AM	**0**	**0**	**9**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	0
7:45 AM	**0**	**0**	**6**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	49
8:00 AM	**0**	**0**	**3**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**14**	50
8:15 AM	**0**	**0**	**7**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**16**	**55**
8:30 AM	0	0	5	0	0	0	6	0	0	0	0	0	0	1	0	1	13	55
8:45 AM	0	0	8	0	0	0	10	0	0	0	0	0	0	2	1	0	21	64
Count Total	0	0	52	0	0	0	48	0	0	0	0	0	0	6	1	6	113	0
Peak Hour	**0**	**0**	**25**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**55**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Market St Eastbound			E Market St Westbound			Merced St Northbound			SB 101 Off-Ramp Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	4	0	0	0	0	0	0	0	4	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	6
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	3
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	3	0	0	2	0	0	0	0	0	0	0	5	7
Count Total	0	4	1	0	7	0	0	0	1	0	0	0	13	0
Peak Hour	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**

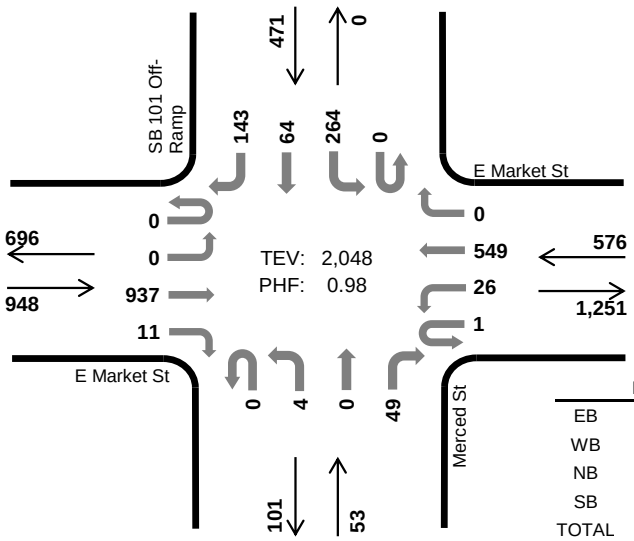
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

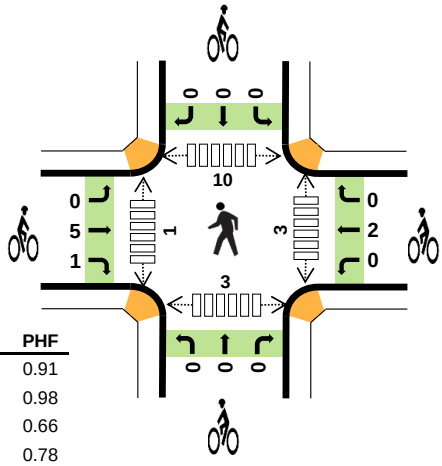
Merced St
E Market St

Date: 06/05/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour



	HV %:	PHF
EB	1.7%	0.91
WB	4.0%	0.98
NB	0.0%	0.66
SB	0.4%	0.78
TOTAL	2.0%	0.98



Two-Hour Count Summaries

Interval Start	E Market St Eastbound				E Market St Westbound				Merced St Northbound				SB 101 Off-Ramp Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	224	5	0	11	117	0	0	2	0	13	0	62	6	44	484	0
4:15 PM	0	0	216	2	0	5	156	0	0	2	0	8	0	58	6	27	480	0
4:30 PM	0	0	261	5	0	7	119	0	0	0	0	10	0	56	10	36	504	0
4:45 PM	0	0	228	1	0	6	121	0	0	0	0	13	0	60	6	27	462	1,930
5:00 PM	**0**	**0**	**242**	**0**	**0**	**7**	**131**	**0**	**0**	**2**	**0**	**8**	**0**	**68**	**11**	**29**	**498**	1,944
5:15 PM	**0**	**0**	**229**	**5**	**0**	**5**	**142**	**0**	**0**	**1**	**0**	**19**	**0**	**59**	**14**	**31**	**505**	1,969
5:30 PM	**0**	**0**	**256**	**5**	**0**	**7**	**137**	**0**	**0**	**0**	**0**	**12**	**0**	**64**	**8**	**36**	**525**	1,990
5:45 PM	**0**	**0**	**210**	**1**	**1**	**7**	**139**	**0**	**0**	**1**	**0**	**10**	**0**	**73**	**31**	**47**	**520**	**2,048**
Count Total	0	0	1,866	24	1	55	1,062	0	0	8	0	93	0	500	92	277	3,978	0
Peak Hour All	**0**	**0**	**937**	**11**	**1**	**26**	**549**	**0**	**0**	**4**	**0**	**49**	**0**	**264**	**64**	**143**	**2,048**	**0**
Peak Hour HV	**0**	**0**	**16**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**41**	**0**
Peak Hour HV%	**-**	**-**	**2%**	**0%**	**0%**	**0%**	**4%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**0%**	**1%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	4	0	1	*10*	0	0	0	0	*0*	0	0	3	1	*4*
4:15 PM	5	8	0	2	*15*	1	3	0	0	*4*	0	0	3	0	*3*
4:30 PM	9	2	0	3	*14*	0	3	0	0	*3*	0	0	1	1	*2*
4:45 PM	7	3	0	1	*11*	4	1	0	0	*5*	0	0	1	2	*3*
5:00 PM	**6**	**4**	**0**	**1**	***11***	**1**	**1**	**0**	**0**	***2***	**0**	**1**	**6**	**2**	*9*
5:15 PM	**2**	**6**	**0**	**1**	***9***	**1**	**0**	**0**	**0**	***1***	**3**	**0**	**2**	**1**	*6*
5:30 PM	**2**	**4**	**0**	**0**	***6***	**4**	**1**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	*0*
5:45 PM	**6**	**9**	**0**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	***2***
Count Total	42	40	0	9	*91*	11	9	0	0	*20*	3	1	18	7	*29*
Peak Hour	**16**	**23**	**0**	**2**	***41***	**6**	**2**	**0**	**0**	***8***	**3**	**1**	**10**	**3**	***17***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Market St Eastbound				E Market St Westbound				Merced St Northbound				SB 101 Off-Ramp Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	0	0	0	4	0	0	0	0	0	0	1	0	0	10	0
4:15 PM	0	0	5	0	0	0	8	0	0	0	0	0	0	1	0	1	15	0
4:30 PM	0	0	9	0	0	0	2	0	0	0	0	0	0	1	0	2	14	0
4:45 PM	0	0	7	0	0	0	3	0	0	0	0	0	0	0	0	1	11	50
5:00 PM	**0**	**0**	**6**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	51
5:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	45
5:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	37
5:45 PM	**0**	**0**	**6**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**41**
Count Total	0	0	42	0	0	0	40	0	0	0	0	0	0	3	0	6	91	0
Peak Hour	**0**	**0**	**16**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**41**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Market St Eastbound			E Market St Westbound			Merced St Northbound			SB 101 Off-Ramp Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	1	2	0	0	0	0	0	0	0	4	0
4:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	0
4:45 PM	0	4	0	0	1	0	0	0	0	0	0	0	5	12
5:00 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	14
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	11
5:30 PM	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	13
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
Count Total	0	10	1	1	8	0	0	0	0	0	0	0	20	0
Peak Hour	**0**	**5**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

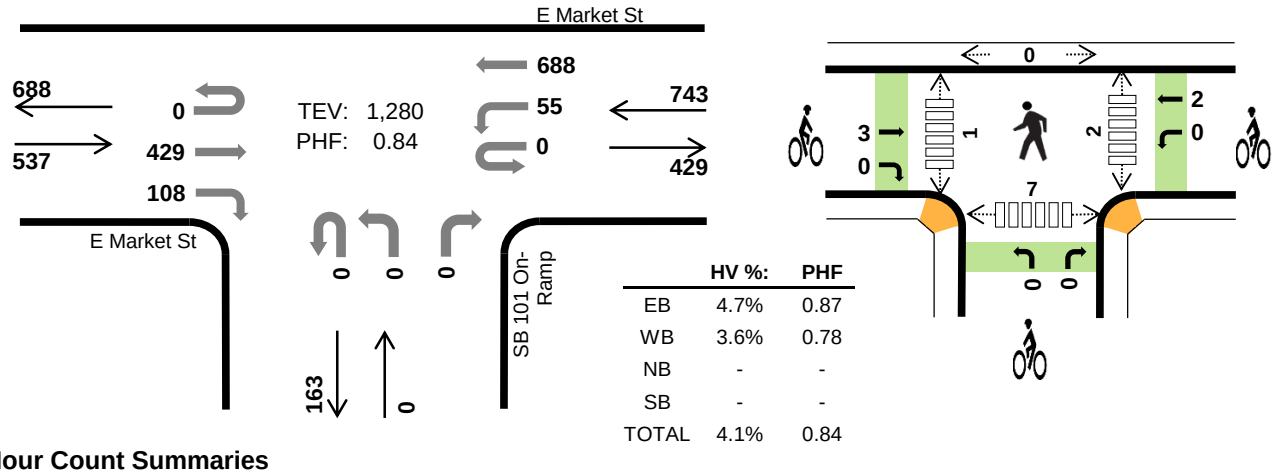
Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

SB 101 On-Ramp
E Market St

N

Peak Hour

Date: 06/02/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	4.7%	0.87
WB	3.6%	0.78
NB	-	-
SB	-	-
TOTAL	4.1%	0.84

Two-Hour Count Summaries

Interval Start		E Market St Eastbound				E Market St Westbound				SB 101 On-Ramp Northbound				0 Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	81	14	0	20	101	0	0	0	0	0	0	0	0	0	216	0
7:15 AM		0	0	56	29	0	13	92	0	0	0	0	0	0	0	0	0	190	0
7:30 AM		**0**	**0**	**85**	**25**	**0**	**15**	**170**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**295**	0
7:45 AM		**0**	**0**	**111**	**32**	**0**	**17**	**220**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**380**	1,081
8:00 AM		**0**	**0**	**114**	**16**	**0**	**6**	**165**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**301**	1,166
8:15 AM		**0**	**0**	**119**	**35**	**0**	**17**	**133**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**304**	**1,280**
8:30 AM		0	0	100	25	0	7	130	0	0	0	0	0	0	0	0	0	262	1,247
8:45 AM		0	0	115	37	0	11	130	0	0	0	0	0	0	0	0	0	293	1,160
Count Total		0	0	781	213	0	106	1,141	0	0	0	0	0	0	0	0	0	2,241	0
Peak Hour	**All**	**0**	**0**	**429**	**108**	**0**	**55**	**688**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,280**	**0**
	HV	**0**	**0**	**12**	**13**	**0**	**1**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**0**
	HV%	**-**	**-**	**3%**	**12%**	**-**	**2%**	**4%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	8	2	0	0	*10*	0	4	0	0	*4*	0	0	0	0	*0*
7:15 AM	9	4	0	0	*13*	0	1	0	0	*1*	0	0	0	1	*1*
7:30 AM	**10**	**4**	**0**	**0**	***14***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**3**	*4*
7:45 AM	**6**	**6**	**0**	**0**	***12***	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**1**	*1*
8:00 AM	**4**	**8**	**0**	**0**	***12***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**1**	*1*
8:15 AM	**5**	**9**	**0**	**0**	***14***	**1**	**0**	**0**	**0**	***1***	**1**	**1**	**0**	**2**	***4***
8:30 AM	6	6	0	0	*12*	0	1	0	0	*1*	0	0	0	1	*1*
8:45 AM	13	11	0	0	*24*	2	3	0	0	*5*	0	0	0	2	*2*
Count Total	61	50	0	0	*111*	5	11	0	0	*16*	2	1	0	11	*14*
Peak Hr	**25**	**27**	**0**	**0**	***52***	**3**	**2**	**0**	**0**	***5***	**2**	**1**	**0**	**7**	***10***

Deon Fouche: 415 - 757 - 7714

deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Market St				E Market St				SB 101 On-Ramp				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	5	3	0	0	2	0	0	0	0	0	0	0	0	0	10	0
7:15 AM	0	0	3	6	0	0	4	0	0	0	0	0	0	0	0	0	13	0
7:30 AM	**0**	**0**	**8**	**2**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	0
7:45 AM	**0**	**0**	**2**	**4**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	49
8:00 AM	**0**	**0**	**2**	**2**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	51
8:15 AM	**0**	**0**	**0**	**5**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**52**
8:30 AM	0	0	2	4	0	0	6	0	0	0	0	0	0	0	0	0	12	50
8:45 AM	0	0	6	7	0	1	10	0	0	0	0	0	0	0	0	0	24	62
Count Total	0	0	28	33	0	2	48	0	0	0	0	0	0	0	0	0	111	0
Peak Hour	**0**	**0**	**12**	**13**	**0**	**1**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Market St			E Market St			SB 101 On-Ramp			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	4	0	0	0	0	0	0	0	4	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	8
8:00 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	5
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	6
8:45 AM	0	2	0	0	3	0	0	0	0	0	0	0	5	8
Count Total	0	5	0	0	11	0	0	0	0	0	0	0	16	0
Peak Hour	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

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deon.fouche@idaxdata.com

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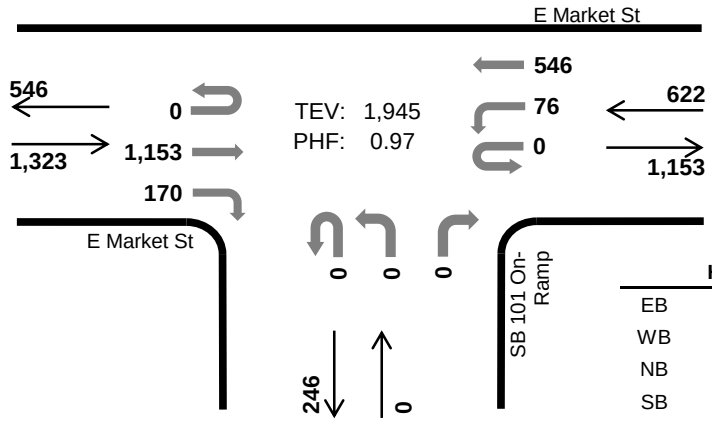
deon.fouche@idaxdata.com

SB 101 On-Ramp
E Market St

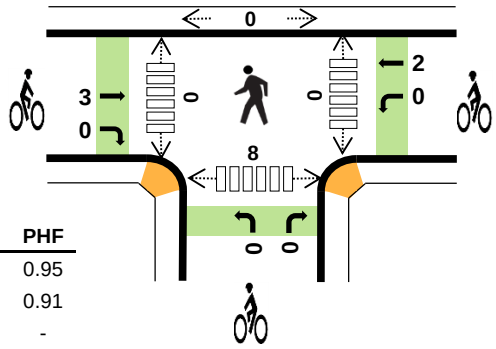
N

Peak Hour

Date: 06/05/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.4%	0.95
WB	4.7%	0.91
NB	-	-
SB	-	-
TOTAL	2.4%	0.97



Two-Hour Count Summaries

Interval Start	E Market St Eastbound				E Market St Westbound				SB 101 On-Ramp Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	259	52	0	18	119	0	0	0	0	0	0	0	0	0	448	0
4:15 PM	0	0	257	41	0	24	153	0	0	0	0	0	0	0	0	0	475	0
4:30 PM	0	0	302	47	0	19	117	0	0	0	0	0	0	0	0	0	485	0
4:45 PM	0	0	269	42	0	20	123	0	0	0	0	0	0	0	0	0	454	1,862
5:00 PM	**0**	**0**	**289**	**55**	**0**	**17**	**127**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**488**	1,902
5:15 PM	**0**	**0**	**271**	**50**	**0**	**23**	**148**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**492**	1,919
5:30 PM	**0**	**0**	**311**	**38**	**0**	**21**	**133**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**503**	1,937
5:45 PM	**0**	**0**	**282**	**27**	**0**	**15**	**138**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**462**	**1,945**
Count Total	0	0	2,240	352	0	157	1,058	0	0	0	0	0	0	0	0	0	3,807	0
Peak Hour All	**0**	**0**	**1,153**	**170**	**0**	**76**	**546**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,945**	**0**
Peak Hour HV	**0**	**0**	**6**	**12**	**0**	**2**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**0**
Peak Hour HV%	**-**	**-**	**1%**	**7%**	**-**	**3%**	**5%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	8	3	0	0	*11*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	9	9	0	0	*18*	1	2	0	0	*3*	0	0	0	0	*0*
4:30 PM	12	1	0	0	*13*	1	3	0	0	*4*	0	0	0	0	*0*
4:45 PM	6	3	0	0	*9*	0	2	0	0	*2*	0	0	0	2	*2*
5:00 PM	**7**	**5**	**0**	**0**	***12***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**5**	*5*
5:15 PM	**2**	**8**	**0**	**0**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	*2*
5:30 PM	**1**	**7**	**0**	**0**	***8***	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**1**	*1*
5:45 PM	**8**	**9**	**0**	**0**	***17***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
Count Total	53	45	0	0	*98*	5	9	0	0	*14*	0	0	0	10	*10*
Peak Hr	**18**	**29**	**0**	**0**	***47***	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**8**	***8***

Deon Fouche: 415 - 757 - 7714

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Market St				E Market St				SB 101 On-Ramp				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	3	0	0	3	0	0	0	0	0	0	0	0	0	11	0
4:15 PM	0	0	2	7	0	2	7	0	0	0	0	0	0	0	0	0	18	0
4:30 PM	0	0	2	10	0	0	1	0	0	0	0	0	0	0	0	0	13	0
4:45 PM	0	0	0	6	0	0	3	0	0	0	0	0	0	0	0	0	9	51
5:00 PM	**0**	**0**	**2**	**5**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	52
5:15 PM	**0**	**0**	**0**	**2**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	44
5:30 PM	**0**	**0**	**0**	**1**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	39
5:45 PM	**0**	**0**	**4**	**4**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**47**
Count Total	0	0	15	38	0	4	41	0	0	0	0	0	0	0	0	0	98	0
Peak Hour	**0**	**0**	**6**	**12**	**0**	**2**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Market St			E Market St			SB 101 On-Ramp			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0
4:30 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	0
4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	9
5:00 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	11
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	8
5:30 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	6
5:45 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
Count Total	0	5	0	0	9	0	0	0	0	0	0	0	14	0
Peak Hour	**0**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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deon.fouche@idaxdata.com

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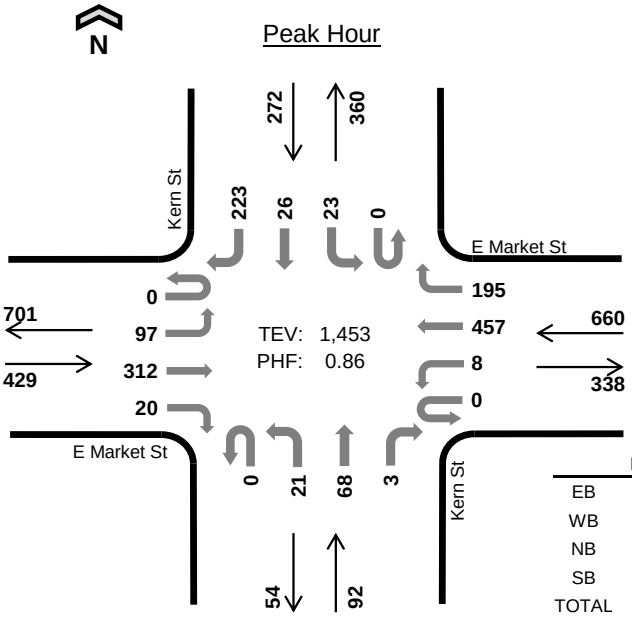
deon.fouche@idaxdata.com

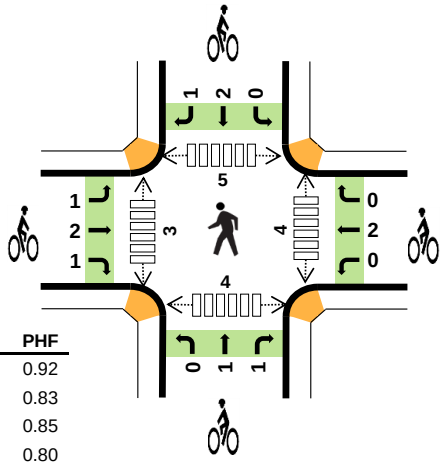
Kern St
E Market St

Date: 06/02/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour



	HV %:	PHF
EB	3.0%	0.92
WB	1.4%	0.83
NB	0.0%	0.85
SB	5.5%	0.80
TOTAL	2.5%	0.86



Two-Hour Count Summaries

Interval Start	E Market St Eastbound				E Market St Westbound				Kern St Northbound				Kern St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	19	62	4	0	1	58	31	0	3	9	0	0	6	2	46	241	0
7:15 AM	0	18	34	5	0	2	73	50	0	10	6	0	0	5	1	39	243	0
7:30 AM	**0**	**22**	**58**	**3**	**0**	**0**	**120**	**38**	**0**	**6**	**15**	**0**	**0**	**6**	**8**	**53**	**329**	0
7:45 AM	**0**	**20**	**92**	**5**	**0**	**1**	**147**	**51**	**0**	**6**	**15**	**2**	**0**	**9**	**8**	**68**	**424**	1,237
8:00 AM	**0**	**26**	**80**	**7**	**0**	**4**	**117**	**66**	**0**	**3**	**18**	**0**	**0**	**3**	**3**	**56**	**383**	1,379
8:15 AM	**0**	**29**	**82**	**5**	**0**	**3**	**73**	**40**	**0**	**6**	**20**	**1**	**0**	**5**	**7**	**46**	**317**	**1,453**
8:30 AM	0	31	75	5	0	3	92	34	0	7	18	2	0	8	7	46	328	1,452
8:45 AM	0	35	71	4	0	1	75	40	0	3	30	2	0	8	6	47	322	1,350
Count Total	0	200	554	38	0	15	755	350	0	44	131	7	0	50	42	401	2,587	0
Peak Hour All	**0**	**97**	**312**	**20**	**0**	**8**	**457**	**195**	**0**	**21**	**68**	**3**	**0**	**23**	**26**	**223**	**1,453**	**0**
Peak Hour HV	**0**	**1**	**12**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**37**	**0**
Peak Hour HV%	**-**	**1%**	**4%**	**0%**	**-**	**0%**	**2%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**7%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	7	0	0	1	*8*	0	0	0	1	*1*	0	0	0	0	*0*
7:15 AM	2	4	0	2	*8*	0	1	0	0	*1*	0	0	2	1	*3*
7:30 AM	**8**	**0**	**0**	**2**	***10***	**0**	**0**	**1**	**1**	***2***	**2**	**0**	**3**	**2**	*7*
7:45 AM	**1**	**0**	**0**	**6**	***7***	**2**	**1**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**2**	**5**	**0**	**2**	***9***	**0**	**1**	**0**	**1**	***2***	**1**	**0**	**1**	**2**	*4*
8:15 AM	**2**	**4**	**0**	**5**	***11***	**2**	**0**	**0**	**1**	***3***	**1**	**3**	**1**	**0**	***5***
8:30 AM	2	1	0	7	*10*	0	1	0	1	*2*	1	1	4	1	*7*
8:45 AM	5	1	0	10	*16*	1	1	1	0	*3*	0	0	2	0	*2*
Count Total	29	15	0	35	*79*	5	5	3	5	*18*	5	4	13	6	*28*
Peak Hour	**13**	**9**	**0**	**15**	***37***	**4**	**2**	**2**	**3**	***11***	**4**	**3**	**5**	**4**	***16***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Market St Eastbound				E Market St Westbound				Kern St Northbound				Kern St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0
7:15 AM	0	0	2	0	0	0	3	1	0	0	0	0	0	0	0	2	8	0
7:30 AM	**0**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	0
7:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**7**	33
8:00 AM	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	34
8:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**11**	**37**
8:30 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	7	10	37
8:45 AM	0	3	2	0	0	0	0	1	0	0	0	0	0	0	0	10	16	46
Count Total	0	8	21	0	0	0	13	2	0	0	0	0	0	0	0	35	79	0
Peak Hour	**0**	**1**	**12**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**37**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Market St Eastbound			E Market St Westbound			Kern St Northbound			Kern St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	0
7:45 AM	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	8
8:00 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	9
8:15 AM	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**11**
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	1	2	11
8:45 AM	0	1	0	0	1	0	1	0	0	0	0	0	3	10
Count Total	1	3	1	0	4	1	1	1	1	0	2	3	18	0
Peak Hour	**1**	**2**	**1**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**2**	**1**	**11**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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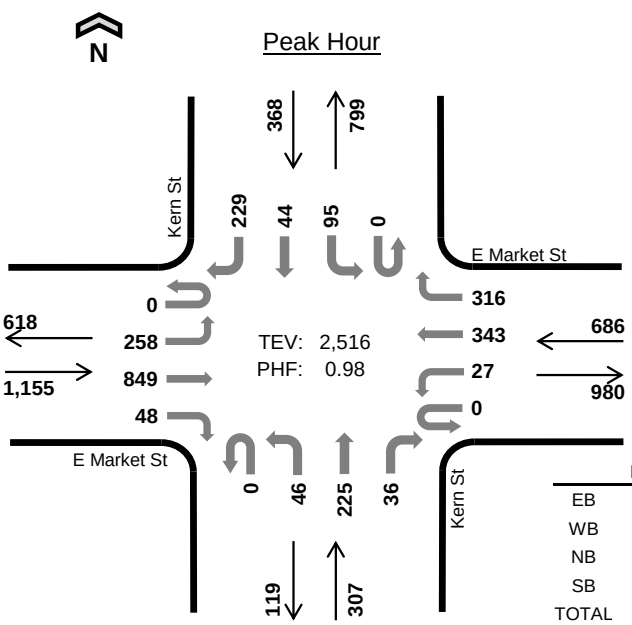
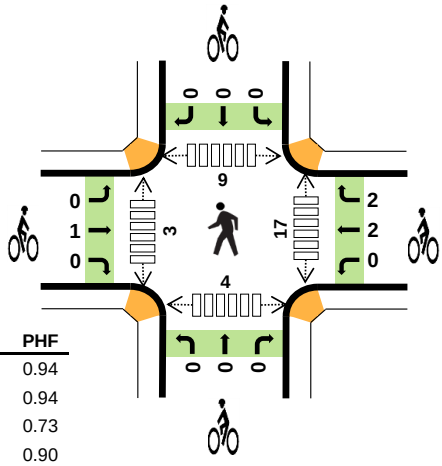
Kern St
E Market St



	HV %:	PHF
EB	0.3%	0.94
WB	0.6%	0.94
NB	0.0%	0.73
SB	6.8%	0.90
TOTAL	1.3%	0.98



Date: 06/05/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Two-Hour Count Summaries

Interval Start		E Market St Eastbound				E Market St Westbound				Kern St Northbound				Kern St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	60	178	12	0	10	92	69	0	13	48	8	0	19	5	39	553	0
4:15 PM		0	65	184	12	0	3	101	79	0	6	43	11	0	18	11	56	589	0
4:30 PM		0	71	214	9	0	8	78	47	0	12	71	6	0	20	16	47	599	0
4:45 PM		0	64	185	8	0	3	81	59	0	13	48	11	0	16	8	42	538	2,279
5:00 PM		**0**	**76**	**221**	**10**	**0**	**8**	**72**	**87**	**0**	**12**	**51**	**9**	**0**	**17**	**9**	**64**	**636**	2,362
5:15 PM		**0**	**51**	**199**	**13**	**0**	**11**	**96**	**67**	**0**	**17**	**81**	**7**	**0**	**30**	**11**	**55**	**638**	2,411
5:30 PM		**0**	**63**	**222**	**14**	**0**	**4**	**91**	**87**	**0**	**4**	**47**	**11**	**0**	**28**	**13**	**61**	**645**	2,457
5:45 PM		**0**	**68**	**207**	**11**	**0**	**4**	**84**	**75**	**0**	**13**	**46**	**9**	**0**	**20**	**11**	**49**	**597**	**2,516**
Count Total		0	518	1,610	89	0	51	695	570	0	90	435	72	0	168	84	413	4,795	0
Peak Hour	**All**	**0**	**258**	**849**	**48**	**0**	**27**	**343**	**316**	**0**	**46**	**225**	**36**	**0**	**95**	**44**	**229**	**2,516**	**0**
	HV	**0**	**2**	**1**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**24**	**32**	**0**
	HV%	**-**	**1%**	**0%**	**0%**	**-**	**4%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**2%**	**10%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	1	0	4	*7*	0	1	1	0	*2*	0	2	2	0	*4*
4:15 PM	2	1	0	4	*7*	1	2	0	0	*3*	3	0	0	0	*3*
4:30 PM	2	0	1	1	*4*	1	2	1	0	*4*	5	1	2	1	*9*
4:45 PM	0	0	1	3	*4*	0	0	0	0	*0*	3	0	3	2	*8*
5:00 PM	**1**	**2**	**0**	**5**	***8***	**0**	**1**	**0**	**0**	***1***	**2**	**2**	**2**	**1**	*7*
5:15 PM	**0**	**0**	**0**	**6**	***6***	**0**	**1**	**0**	**0**	***1***	**8**	**1**	**1**	**3**	*13*
5:30 PM	**0**	**0**	**0**	**9**	***9***	**1**	**1**	**0**	**0**	***2***	**4**	**0**	**3**	**0**	*7*
5:45 PM	**2**	**2**	**0**	**5**	***9***	**0**	**1**	**0**	**0**	***1***	**3**	**0**	**3**	**0**	***6***
Count Total	9	6	2	37	*54*	3	9	2	0	*14*	28	6	16	7	*57*
Peak Hour	**3**	**4**	**0**	**25**	***32***	**1**	**4**	**0**	**0**	***5***	**17**	**3**	**9**	**4**	***33***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Market St Eastbound				E Market St Westbound				Kern St Northbound				Kern St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	4	7	0
4:15 PM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	4	7	0
4:30 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	4	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	4	22
5:00 PM	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**8**	23
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**6**	22
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**9**	27
5:45 PM	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**9**	**32**
Count Total	0	5	4	0	0	1	3	2	0	0	1	1	0	0	1	36	54	0
Peak Hour	**0**	**2**	**1**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**24**	**32**	**0**

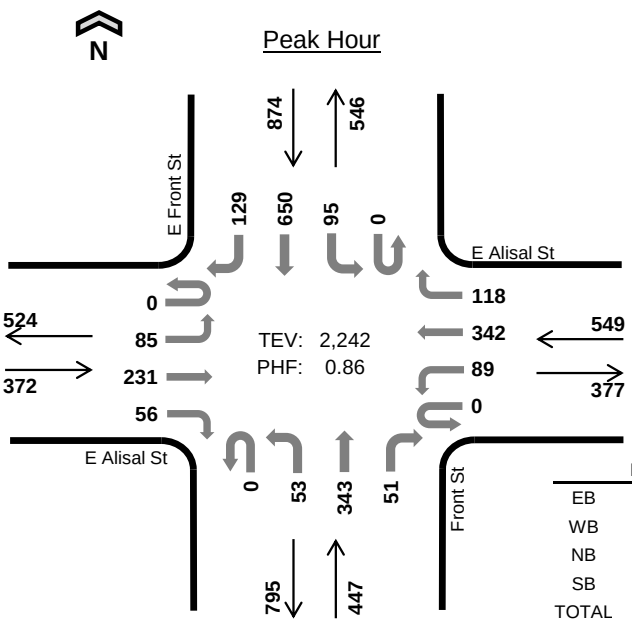
Two-Hour Count Summaries - Bikes

Interval Start	E Market St Eastbound			E Market St Westbound			Kern St Northbound			Kern St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	2	0
4:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0
4:30 PM	0	1	0	0	2	0	1	0	0	0	0	0	4	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	8
5:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	6
5:30 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	4
5:45 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
Count Total	0	3	0	0	6	3	1	1	0	0	0	0	14	0
Peak Hour	**0**	**1**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**

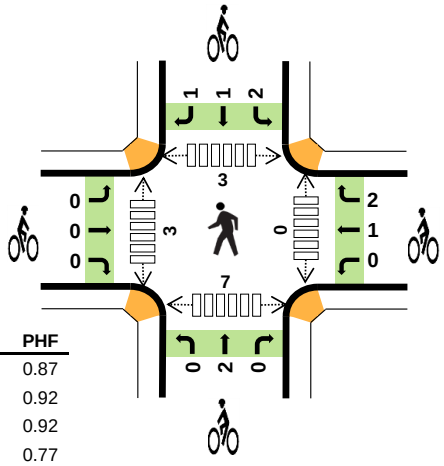
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Front St
E Alisal St



Date: 06/02/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	2.2%	0.87
WB	2.9%	0.92
NB	4.5%	0.92
SB	1.9%	0.77
TOTAL	2.7%	0.86

Two-Hour Count Summaries

Interval Start		E Alisal St Eastbound				E Alisal St Westbound				Front St Northbound				E Front St Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	8	31	10	0	7	32	20	0	5	49	1	0	10	81	11	265	0
7:15 AM		0	9	33	8	0	4	31	19	0	9	67	5	0	14	127	7	333	0
7:30 AM		0	19	42	14	0	20	58	13	0	12	72	9	0	23	141	27	450	0
7:45 AM		**0**	**19**	**60**	**14**	**0**	**28**	**101**	**21**	**0**	**13**	**96**	**13**	**0**	**32**	**212**	**40**	**649**	1,697
8:00 AM		**0**	**26**	**63**	**18**	**0**	**26**	**93**	**30**	**0**	**14**	**89**	**12**	**0**	**23**	**165**	**51**	**610**	2,042
8:15 AM		**0**	**19**	**54**	**11**	**0**	**23**	**66**	**32**	**0**	**12**	**91**	**12**	**0**	**17**	**157**	**19**	**513**	2,222
8:30 AM		**0**	**21**	**54**	**13**	**0**	**12**	**82**	**35**	**0**	**14**	**67**	**14**	**0**	**23**	**116**	**19**	**470**	**2,242**
8:45 AM		0	16	51	12	0	16	60	24	0	7	93	15	0	14	128	17	453	2,046
Count Total		0	137	388	100	0	136	523	194	0	86	624	81	0	156	1,127	191	3,743	0
Peak Hour	**All**	**0**	**85**	**231**	**56**	**0**	**89**	**342**	**118**	**0**	**53**	**343**	**51**	**0**	**95**	**650**	**129**	**2,242**	**0**
	HV	**0**	**0**	**4**	**4**	**0**	**2**	**10**	**4**	**0**	**2**	**17**	**1**	**0**	**4**	**13**	**0**	**61**	**0**
	HV%	**-**	**0%**	**2%**	**7%**	**-**	**2%**	**3%**	**3%**	**-**	**4%**	**5%**	**2%**	**-**	**4%**	**2%**	**0%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	3	3	2	7	*15*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	0	7	5	*13*	1	1	0	1	*3*	0	2	0	0	*2*
7:30 AM	3	2	5	6	*16*	1	2	0	0	*3*	1	0	0	1	*2*
7:45 AM	**3**	**1**	**5**	**2**	***11***	**0**	**1**	**1**	**2**	***4***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**3**	**4**	**4**	**5**	***16***	**0**	**1**	**1**	**1**	***3***	**0**	**2**	**0**	**0**	*2*
8:15 AM	**2**	**4**	**7**	**3**	***16***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**2**	*2*
8:30 AM	**0**	**7**	**4**	**7**	***18***	**0**	**0**	**0**	**1**	***1***	**0**	**1**	**3**	**5**	***9***
8:45 AM	5	0	7	9	*21*	1	0	0	1	*2*	0	1	0	1	*2*
Count Total	20	21	41	44	*126*	3	6	2	6	*17*	1	6	3	9	*19*
Peak Hour	**8**	**16**	**20**	**17**	***61***	**0**	**3**	**2**	**4**	***9***	**0**	**3**	**3**	**7**	***13***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Alisal St				E Alisal St				Front St				E Front St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	2	0	0	0	3	0	0	2	0	0	2	5	0	15	0
7:15 AM	0	0	1	0	0	0	0	0	0	2	5	0	0	2	3	0	13	0
7:30 AM	0	1	2	0	0	0	1	1	0	0	4	1	0	1	5	0	16	0
7:45 AM	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**2**	**0**	**11**	55
8:00 AM	**0**	**0**	**0**	**3**	**0**	**2**	**2**	**0**	**0**	**1**	**3**	**0**	**0**	**2**	**3**	**0**	**16**	56
8:15 AM	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**7**	**0**	**0**	**2**	**1**	**0**	**16**	59
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**0**	**1**	**3**	**0**	**0**	**0**	**7**	**0**	**18**	**61**
8:45 AM	0	3	1	1	0	0	0	0	0	0	7	0	0	0	8	1	21	71
Count Total	0	5	8	7	0	2	11	8	0	4	35	2	0	9	34	1	126	0
Peak Hour	**0**	**0**	**4**	**4**	**0**	**2**	**10**	**4**	**0**	**2**	**17**	**1**	**0**	**4**	**13**	**0**	**61**	**0**

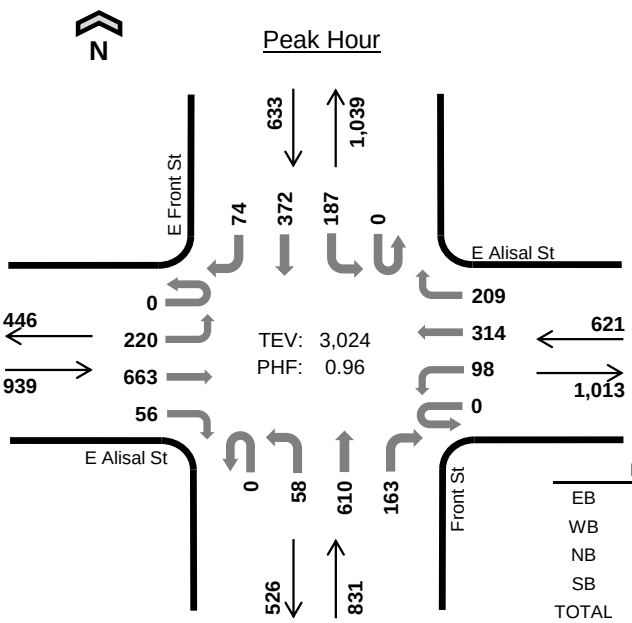
Two-Hour Count Summaries - Bikes

Interval Start	E Alisal St			E Alisal St			Front St			E Front St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	3	0
7:30 AM	0	1	0	0	0	2	0	0	0	0	0	0	3	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**1**	**0**	**4**	10
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**3**	13
8:15 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	11
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**9**
8:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	2	7
Count Total	0	3	0	0	2	4	0	2	0	2	3	1	17	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**2**	**0**	**2**	**1**	**1**	**9**	**0**

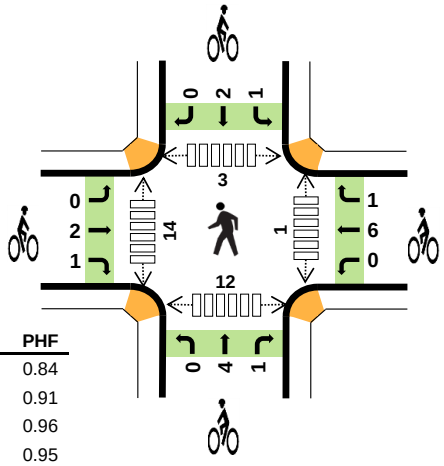
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Front St
E Alisal St



Date: 06/05/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.9%	0.84
WB	0.6%	0.91
NB	2.6%	0.96
SB	4.9%	0.95
TOTAL	2.1%	0.96

Two-Hour Count Summaries

Interval Start	E Alisal St Eastbound				E Alisal St Westbound				Front St Northbound				E Front St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	32	143	6	1	32	75	49	0	17	151	33	0	47	101	19	706	0
4:15 PM	0	43	146	13	0	18	68	61	0	16	143	34	0	47	97	27	713	0
4:30 PM	**0**	**52**	**150**	**14**	**0**	**33**	**86**	**51**	**0**	**22**	**148**	**47**	**0**	**54**	**81**	**25**	**763**	0
4:45 PM	**0**	**40**	**141**	**16**	**0**	**23**	**80**	**61**	**0**	**15**	**164**	**33**	**0**	**38**	**101**	**20**	**732**	2,914
5:00 PM	**0**	**65**	**173**	**10**	**0**	**22**	**72**	**46**	**0**	**10**	**150**	**45**	**0**	**45**	**89**	**13**	**740**	2,948
5:15 PM	**0**	**63**	**199**	**16**	**0**	**20**	**76**	**51**	**0**	**11**	**148**	**38**	**0**	**50**	**101**	**16**	**789**	**3,024**
5:30 PM	0	46	134	11	0	11	61	39	0	15	151	39	0	62	100	16	685	2,946
5:45 PM	0	29	105	9	0	12	59	35	0	7	108	20	0	38	75	18	515	2,729
Count Total	0	370	1,191	95	1	171	577	393	0	113	1,163	289	0	381	745	154	5,643	0
Peak Hour All	**0**	**220**	**663**	**56**	**0**	**98**	**314**	**209**	**0**	**58**	**610**	**163**	**0**	**187**	**372**	**74**	**3,024**	**0**
Peak Hour HV	**0**	**0**	**5**	**3**	**0**	**0**	**4**	**0**	**0**	**0**	**22**	**0**	**0**	**3**	**27**	**1**	**65**	**0**
Peak Hour HV%	**-**	**0%**	**1%**	**5%**	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**4%**	**0%**	**-**	**2%**	**7%**	**1%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	1	2	6	8	*17*	2	0	0	1	*3*	0	1	1	0	*2*
4:15 PM	1	1	4	2	*8*	0	0	1	1	*2*	0	2	1	2	*5*
4:30 PM	**1**	**1**	**6**	**11**	***19***	**2**	**1**	**0**	**0**	***3***	**0**	**11**	**0**	**4**	*15*
4:45 PM	**3**	**0**	**3**	**4**	***10***	**0**	**1**	**1**	**1**	***3***	**0**	**1**	**0**	**1**	*2*
5:00 PM	**0**	**3**	**5**	**10**	***18***	**0**	**4**	**4**	**0**	***8***	**1**	**1**	**2**	**1**	*5*
5:15 PM	**4**	**0**	**8**	**6**	***18***	**1**	**1**	**0**	**2**	***4***	**0**	**1**	**1**	**6**	***8***
5:30 PM	1	1	5	8	*15*	1	1	1	0	*3*	0	9	0	5	*14*
5:45 PM	1	1	4	5	*11*	0	0	0	0	*0*	0	5	1	4	*10*
Count Total	12	9	41	54	*116*	6	8	7	5	*26*	1	31	6	23	*61*
Peak Hour	**8**	**4**	**22**	**31**	***65***	**3**	**7**	**5**	**3**	***18***	**1**	**14**	**3**	**12**	***30***

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	E Alisal St				E Alisal St				Front St				E Front St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	1	1	0	1	5	0	0	1	7	0	17	0
4:15 PM	0	0	1	0	0	0	0	1	0	1	3	0	0	0	2	0	8	0
4:30 PM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**2**	**9**	**0**	**19**	0
4:45 PM	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**10**	54
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**8**	**1**	**18**	55
5:15 PM	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**6**	**0**	**18**	**65**
5:30 PM	0	0	1	0	0	0	1	0	0	0	5	0	0	0	8	0	15	61
5:45 PM	0	0	1	0	0	1	0	0	0	1	2	1	0	0	5	0	11	62
Count Total	0	0	9	3	0	1	6	2	0	3	37	1	0	4	49	1	116	0
Peak Hour	**0**	**0**	**5**	**3**	**0**	**0**	**4**	**0**	**0**	**0**	**22**	**0**	**0**	**3**	**27**	**1**	**65**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	E Alisal St			E Alisal St			Front St			E Front St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	2	0	0	0	0	0	0	0	1	0	0	3	0
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	0
4:30 PM	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	0
4:45 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	11
5:00 PM	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**3**	**1**	**0**	**0**	**0**	**8**	16
5:15 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**4**	**18**
5:30 PM	0	1	0	0	0	1	0	0	1	0	0	0	3	18
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Count Total	0	5	1	0	6	2	0	5	2	3	2	0	26	0
Peak Hour	**0**	**2**	**1**	**0**	**6**	**1**	**0**	**4**	**1**	**1**	**2**	**0**	**18**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Deon Fouche: 415 - 757 - 7714 deon.fouche@idaxdata.com

E. Intersection Level of Service Calculations – Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	309	66	761	457	211	41	505	422	218	831	44
Future Volume (veh/h)	126	309	66	761	457	211	41	505	422	218	831	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1835	1835	1835	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	156	381	0	940	564	0	51	623	0	269	1026	54
Adj No. of Lanes	1	2	1	2	2	1	1	2	2	2	2	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	543	243	975	720	322	79	941	1542	322	1076	57
Arrive On Green	0.23	0.15	0.00	0.29	0.21	0.00	0.04	0.27	0.00	0.09	0.31	0.31
Sat Flow, veh/h	1774	3539	1583	3390	3486	1560	1774	3539	2787	3442	3420	180
Grp Volume(v), veh/h	156	381	0	940	564	0	51	623	0	269	531	549
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1695	1743	1560	1774	1770	1393	1721	1770	1831
Q Serve(g_s), s	9.8	13.6	0.0	36.3	20.3	0.0	3.8	20.8	0.0	10.2	39.0	39.0
Cycle Q Clear(g_c), s	9.8	13.6	0.0	36.3	20.3	0.0	3.8	20.8	0.0	10.2	39.0	39.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	416	543	243	975	720	322	79	941	1542	322	557	576
V/C Ratio(X)	0.37	0.70	0.00	0.96	0.78	0.00	0.64	0.66	0.00	0.84	0.95	0.95
Avail Cap(c_a), veh/h	416	826	370	975	1250	559	96	941	1542	371	561	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	53.3	0.0	46.6	49.9	0.0	62.4	43.4	0.0	59.2	44.6	44.6
Incr Delay (d2), s/veh	0.6	1.7	0.0	20.5	1.9	0.0	10.2	1.7	0.0	13.8	26.7	26.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	6.7	0.0	19.8	10.0	0.0	2.1	10.4	0.0	5.5	23.1	23.9
LnGrp Delay(d),s/veh	43.2	55.0	0.0	67.2	51.8	0.0	72.5	45.2	0.0	73.0	71.2	70.7
LnGrp LOS	D	D		E	D		E	D		E	E	E
Approach Vol, veh/h		537			1504			674			1349	
Approach Delay, s/veh		51.6			61.4			47.2			71.4	
Approach LOS		D			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.2	42.1	45.0	26.5	12.7	48.6	37.2	34.2
Change Period (Y+Rc), s	6.8	6.8	6.8	6.1	6.8	6.8	6.1	6.8
Max Green Setting (Gmax), s	14.3	35.0	38.2	31.0	7.2	42.1	21.6	47.6
Max Q Clear Time (g_c+I1), s	12.2	22.8	38.3	15.6	5.8	41.0	11.8	22.3
Green Ext Time (p_c), s	0.2	8.3	0.0	1.9	0.0	0.8	2.1	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	61.1
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	2	98	9	8	19	29	761	4	6	1295	422
Future Volume (veh/h)	291	2	98	9	8	19	29	761	4	6	1295	422
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	331	2	111	10	9	22	33	865	5	7	1472	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	1	506	46	50	58	76	1670	10	22	1531	685
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.04	0.46	0.46	0.01	0.43	0.00
Sat Flow, veh/h	498	3	1577	0	155	180	1774	3608	21	1774	3539	1583
Grp Volume(v), veh/h	333	0	111	41	0	0	33	424	446	7	1472	0
Grp Sat Flow(s),veh/h/ln	501	0	1577	335	0	0	1774	1770	1859	1774	1770	1583
Q Serve(g_s), s	0.0	0.0	5.0	0.0	0.0	0.0	1.8	16.4	16.4	0.4	39.0	0.0
Cycle Q Clear(g_c), s	31.0	0.0	5.0	31.0	0.0	0.0	1.8	16.4	16.4	0.4	39.0	0.0
Prop In Lane	0.99		1.00	0.24		0.54	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	235	0	506	154	0	0	76	819	860	22	1531	685
V/C Ratio(X)	1.42	0.00	0.22	0.27	0.00	0.00	0.44	0.52	0.52	0.32	0.96	0.00
Avail Cap(c_a), veh/h	235	0	506	154	0	0	129	819	860	129	1550	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.7	0.0	24.0	26.0	0.0	0.0	45.1	18.3	18.3	47.3	26.6	0.0
Incr Delay (d2), s/veh	211.0	0.0	0.2	0.9	0.0	0.0	3.9	0.6	0.5	8.0	14.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.0	0.0	2.2	0.8	0.0	0.0	0.9	8.0	8.4	0.2	22.1	0.0
LnGrp Delay(d),s/veh	248.7	0.0	24.2	26.9	0.0	0.0	49.1	18.9	18.9	55.3	41.3	0.0
LnGrp LOS	F		C	C			D	B	B	E	D	
Approach Vol, veh/h		444			41			903			1479	
Approach Delay, s/veh		192.6			26.9			20.0			41.3	
Approach LOS		F			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	51.5		37.1	10.9	48.6		37.1
Change Period (Y+Rc), s	6.8	6.8		6.1	6.8	6.8		6.1
Max Green Setting (Gmax), s	7.0	42.3		31.0	7.0	42.3		31.0
Max Q Clear Time (g_c+I1), s	2.4	18.4		33.0	3.8	41.0		33.0
Green Ext Time (p_c), s	0.0	18.2		0.0	0.0	0.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	57.8
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	21	152	666	85	23	182	534	402	49	785	12
Future Volume (veh/h)	15	21	152	666	85	23	182	534	402	49	785	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	17	24	0	766	98	4	209	614	146	56	902	14
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	91	77	835	452	382	235	1666	738	84	1988	31
Arrive On Green	0.05	0.05	0.00	0.24	0.24	0.24	0.13	0.47	0.47	0.05	0.39	0.39
Sat Flow, veh/h	1774	1863	1583	3442	1863	1575	1774	3539	1568	1774	5158	80
Grp Volume(v), veh/h	17	24	0	766	98	4	209	614	146	56	593	323
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1575	1774	1770	1568	1774	1695	1848
Q Serve(g_s), s	1.2	1.6	0.0	27.8	5.4	0.2	14.8	14.2	7.0	4.0	16.7	16.7
Cycle Q Clear(g_c), s	1.2	1.6	0.0	27.8	5.4	0.2	14.8	14.2	7.0	4.0	16.7	16.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	87	91	77	835	452	382	235	1666	738	84	1306	712
V/C Ratio(X)	0.20	0.26	0.00	0.92	0.22	0.01	0.89	0.37	0.20	0.67	0.45	0.45
Avail Cap(c_a), veh/h	305	320	272	890	482	407	276	1666	738	133	1306	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	58.7	0.0	47.2	38.8	36.8	54.6	21.7	19.8	60.0	29.3	29.3
Incr Delay (d2), s/veh	1.1	1.5	0.0	13.7	0.2	0.0	25.1	0.6	0.6	8.8	1.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.9	0.0	14.8	2.8	0.1	8.9	7.1	3.1	2.2	8.0	8.9
LnGrp Delay(d),s/veh	59.6	60.2	0.0	61.0	39.0	36.8	79.6	22.3	20.4	68.8	30.4	31.4
LnGrp LOS	E	E		E	D	D	E	C	C	E	C	C
Approach Vol, veh/h		41			868			969			972	
Approach Delay, s/veh		59.9			58.4			34.4			33.0	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.1	66.4		12.4	23.1	55.4		37.1
Change Period (Y+Rc), s	6.1	6.1		6.1	6.1	6.1		6.1
Max Green Setting (Gmax), s	9.6	38.9		22.0	19.9	28.6		33.1
Max Q Clear Time (g_c+I1), s	6.0	16.2		3.6	16.8	18.7		29.8
Green Ext Time (p_c), s	0.0	11.9		0.1	0.2	6.8		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	41.6
HCM 2010 LOS	D

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	108	686	100	181	1221
Future Vol, veh/h	34	108	686	100	181	1221
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	350	195	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	126	798	116	210	1420

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1934	404	0	0	803	0
Stage 1	803	-	-	-	-	-
Stage 2	1131	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	58	596	-	-	817	-
Stage 1	401	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	43	593	-	-	817	-
Mov Cap-2 Maneuver	139	-	-	-	-	-
Stage 1	399	-	-	-	-	-
Stage 2	201	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.5	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	139	593	817	-
HCM Lane V/C Ratio	-	-	0.284	0.212	0.258	-
HCM Control Delay (s)	-	-	40.9	12.7	10.9	-
HCM Lane LOS	-	-	E	B	B	-
HCM 95th %tile Q(veh)	-	-	1.1	0.8	1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	271	163	105	305	78	85	566	58	85	950	176
Future Volume (veh/h)	154	271	163	105	305	78	85	566	58	85	950	176
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1844	1881	1881	1881
Adj Flow Rate, veh/h	167	295	38	114	332	0	92	615	17	92	1033	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	473	400	154	452	385	166	1205	533	169	1229	550
Arrive On Green	0.09	0.25	0.25	0.09	0.25	0.00	0.09	0.34	0.34	0.09	0.34	0.00
Sat Flow, veh/h	3476	1881	1592	1747	1835	1560	1756	3504	1552	1792	3575	1599
Grp Volume(v), veh/h	167	295	38	114	332	0	92	615	17	92	1033	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1592	1747	1835	1560	1756	1752	1552	1792	1787	1599
Q Serve(g_s), s	3.9	11.7	1.5	5.4	14.0	0.0	4.2	11.8	0.6	4.1	22.5	0.0
Cycle Q Clear(g_c), s	3.9	11.7	1.5	5.4	14.0	0.0	4.2	11.8	0.6	4.1	22.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	473	400	154	452	385	166	1205	533	169	1229	550
V/C Ratio(X)	0.52	0.62	0.10	0.74	0.73	0.00	0.55	0.51	0.03	0.54	0.84	0.00
Avail Cap(c_a), veh/h	367	648	548	166	627	533	188	1205	533	221	1286	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.4	28.0	24.2	37.4	29.2	0.0	36.4	22.0	18.3	36.4	25.5	0.0
Incr Delay (d2), s/veh	0.9	1.6	0.1	13.9	3.2	0.0	2.1	0.4	0.0	2.0	5.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	6.3	0.7	3.2	7.5	0.0	2.1	5.7	0.3	2.1	11.9	0.0
LnGrp Delay(d),s/veh	37.3	29.6	24.3	51.4	32.4	0.0	38.6	22.4	18.4	38.4	30.5	0.0
LnGrp LOS	D	C	C	D	C		D	C	B	D	C	
Approach Vol, veh/h		500			446			724			1125	
Approach Delay, s/veh		31.8			37.3			24.3			31.1	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	34.4	11.6	26.1	12.2	34.4	12.0	25.7
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 10	28.9	* 8	29.0	* 9	30.3	* 8.9	* 29
Max Q Clear Time (g_c+I1), s	6.1	13.8	7.4	13.7	6.2	24.5	5.9	16.0
Green Ext Time (p_c), s	0.0	9.8	0.0	4.2	0.0	4.5	0.1	3.8

Intersection Summary			
HCM 2010 Ctrl Delay		30.5	
HCM 2010 LOS		C	

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	22	166	21	21	26	115	527	9	27	866	362
Future Volume (veh/h)	233	22	166	21	21	26	115	527	9	27	866	362
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	300	0	0	25	25	0	139	635	11	33	1043	0
Adj No. of Lanes	2	0	1	0	1	1	1	2	0	1	2	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	6	6	6
Cap, veh/h	467	0	209	36	36	63	174	1749	30	44	1428	639
Arrive On Green	0.13	0.00	0.00	0.04	0.04	0.00	0.10	0.49	0.49	0.03	0.42	0.00
Sat Flow, veh/h	3548	0	1583	909	909	1583	1774	3560	62	1707	3406	1524
Grp Volume(v), veh/h	300	0	0	50	0	0	139	316	330	33	1043	0
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1817	0	1583	1774	1770	1852	1707	1703	1524
Q Serve(g_s), s	6.4	0.0	0.0	2.2	0.0	0.0	6.1	8.8	8.8	1.5	20.4	0.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	2.2	0.0	0.0	6.1	8.8	8.8	1.5	20.4	0.0
Prop In Lane	1.00		1.00	0.50		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	467	0	209	72	0	63	174	870	910	44	1428	639
V/C Ratio(X)	0.64	0.00	0.00	0.69	0.00	0.00	0.80	0.36	0.36	0.74	0.73	0.00
Avail Cap(c_a), veh/h	1201	0	536	615	0	536	238	983	1028	148	1729	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.8	0.0	0.0	37.8	0.0	0.0	35.2	12.6	12.6	38.6	19.4	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	11.0	0.0	0.0	12.6	0.3	0.2	21.4	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	1.3	0.0	0.0	3.6	4.4	4.6	1.0	9.8	0.0
LnGrp Delay(d),s/veh	34.3	0.0	0.0	48.9	0.0	0.0	47.8	12.8	12.8	60.0	20.7	0.0
LnGrp LOS	C			D			D	B	B	E	C	
Approach Vol, veh/h		300			50			785			1076	
Approach Delay, s/veh		34.3			48.9			19.0			21.9	
Approach LOS		C			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.9	46.0		16.1	14.6	40.3		8.8
Change Period (Y+Rc), s	6.8	6.8		5.6	6.8	6.8		5.6
Max Green Setting (Gmax), s	6.9	44.3		27.0	10.7	40.5		27.0
Max Q Clear Time (g_c+I1), s	3.5	10.8		8.4	8.1	22.4		4.2
Green Ext Time (p_c), s	0.0	15.6		1.0	0.1	11.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	2	181	0	0	0	289	63	7	1	81	40
Future Vol, veh/h	17	2	181	0	0	0	289	63	7	1	81	40
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	7	7	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	7	7	7	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	2	193	0	0	0	307	67	7	1	86	43

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	801	811	112				134	0	0	81	0	0
Stage 1	115	115	-				-	-	-	-	-	-
Stage 2	686	696	-				-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.47	5.57	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-				-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	347	308	928				1451	-	-	1517	-	-
Stage 1	898	791	-				-	-	-	-	-	-
Stage 2	491	436	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	271	0	924				1451	-	-	1517	-	-
Mov Cap-2 Maneuver	271	0	-				-	-	-	-	-	-
Stage 1	893	0	-				-	-	-	-	-	-
Stage 2	385	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	6.6	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1451	-	-	271	924	1517	-	-
HCM Lane V/C Ratio	0.212	-	-	0.075	0.208	0.001	-	-
HCM Control Delay (s)	8.1	-	-	19.4	9.9	7.4	0	-
HCM Lane LOS	A	-	-	C	A	A	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	0.8	0	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	488	250	624	786	0	278
Future Volume (vph)	488	250	624	786	0	278
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			-3%	-3%	
Total Lost time (s)	5.6	4.0	5.6	5.6		5.6
Lane Util. Factor	0.91	1.00	0.97	0.95		0.88
Frpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	1.00		0.85
Flt Protected	1.00	1.00	0.95	1.00		1.00
Satd. Flow (prot)	5111	1591	3485	3592		2828
Flt Permitted	1.00	1.00	0.95	1.00		1.00
Satd. Flow (perm)	5111	1591	3485	3592		2828
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	618	316	790	995	0	352
RTOR Reduction (vph)	0	0	0	0	0	158
Lane Group Flow (vph)	618	316	790	995	0	194
Confl. Peds. (#/hr)						9
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Turn Type	NA	Free	Prot	NA		Over
Protected Phases	6		8	2 8		8
Permitted Phases		Free				8
Actuated Green, G (s)	12.3	39.0	15.5	39.0		15.5
Effective Green, g (s)	12.3	39.0	15.5	39.0		15.5
Actuated g/C Ratio	0.32	1.00	0.40	1.00		0.40
Clearance Time (s)	5.6		5.6			5.6
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	1611	1591	1385	3592		1123
v/s Ratio Prot	0.12		c0.23	c0.28		0.07
v/s Ratio Perm		0.20				
v/c Ratio	0.38	0.20	0.57	0.28		0.17
Uniform Delay, d1	10.4	0.0	9.2	0.0		7.6
Progression Factor	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	0.2	0.3	0.6	0.0		0.1
Delay (s)	10.6	0.3	9.7	0.0		7.7
Level of Service	B	A	A	A		A
Approach Delay (s)	7.1			4.3	7.7	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	5.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	39.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	544	31	161	16	490	260	172	866	15
Future Volume (veh/h)	0	0	4	544	31	161	16	490	260	172	866	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1827	1827	1827	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	690	0	42	20	598	0	210	1056	18
Adj No. of Lanes	0	1	1	2	0	1	1	2	2	1	2	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	0	3	55	916	0	406	59	1204	948	259	1613	27
Arrive On Green	0.00	0.00	0.00	0.26	0.00	0.26	0.03	0.34	0.00	0.15	0.45	0.45
Sat Flow, veh/h	0	1863	1583	3480	0	1541	1774	3539	2787	1774	3561	61
Grp Volume(v), veh/h	0	0	0	690	0	42	20	598	0	210	525	549
Grp Sat Flow(s),veh/h/ln	0	1863	1583	1740	0	1541	1774	1770	1393	1774	1770	1852
Q Serve(g_s), s	0.0	0.0	0.0	11.1	0.0	1.3	0.7	8.2	0.0	7.0	14.1	14.1
Cycle Q Clear(g_c), s	0.0	0.0	0.0	11.1	0.0	1.3	0.7	8.2	0.0	7.0	14.1	14.1
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	0	3	55	916	0	406	59	1204	948	259	802	839
V/C Ratio(X)	0.00	0.00	0.00	0.75	0.00	0.10	0.34	0.50	0.00	0.81	0.65	0.65
Avail Cap(c_a), veh/h	0	61	104	1482	0	656	232	1553	1223	346	890	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	20.7	0.0	17.0	28.9	16.0	0.0	25.3	13.0	13.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	0.1	3.4	0.3	0.0	10.3	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	5.4	0.0	0.5	0.4	4.0	0.0	4.2	7.2	7.5
LnGrp Delay(d),s/veh	0.0	0.0	0.0	21.9	0.0	17.1	32.3	16.3	0.0	35.6	14.5	14.4
LnGrp LOS				C		B	C	B		D	B	B
Approach Vol, veh/h		0			732			618			1284	
Approach Delay, s/veh		0.0			21.7			16.8			17.9	
Approach LOS					C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.0	25.9		0.0	7.1	32.8		21.2
Change Period (Y+Rc), s	5.1	5.1		3.0	5.1	5.1		5.1
Max Green Setting (Gmax), s	11.9	26.8		2.0	8.0	30.7		26.0
Max Q Clear Time (g_c+I1), s	9.0	10.2		0.0	2.7	16.1		13.1
Green Ext Time (p_c), s	0.2	10.2		0.0	0.0	9.3		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	388	19	21	722	27	13	1	7	20	2	11
Future Vol, veh/h	15	388	19	21	722	27	13	1	7	20	2	11
Conflicting Peds, #/hr	7	0	11	11	0	7	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	6	6	6	3	3	3	14	14	14	2	2	2
Mvmt Flow	18	462	23	25	860	32	15	1	8	24	2	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	899	0	0	496	0	0	1003	1469	253	1200	1464	455
Stage 1	-	-	-	-	-	-	520	520	-	933	933	-
Stage 2	-	-	-	-	-	-	483	949	-	267	531	-
Critical Hdwy	4.22	-	-	4.16	-	-	7.78	6.78	7.18	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.78	5.78	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.78	5.78	-	6.54	5.54	-
Follow-up Hdwy	2.26	-	-	2.23	-	-	3.64	4.14	3.44	3.52	4.02	3.32
Pot Cap-1 Maneuver	727	-	-	1057	-	-	180	113	711	141	127	552
Stage 1	-	-	-	-	-	-	478	501	-	286	343	-
Stage 2	-	-	-	-	-	-	503	311	-	715	524	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	726	-	-	1057	-	-	160	102	704	129	115	547
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	102	-	129	115	-
Stage 1	-	-	-	-	-	-	457	479	-	274	325	-
Stage 2	-	-	-	-	-	-	464	294	-	681	501	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	24.7	32.2
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	208	726	-	-	1057	-	-	171
HCM Lane V/C Ratio	0.12	0.025	-	-	0.024	-	-	0.23
HCM Control Delay (s)	24.7	10.1	0.2	-	8.5	0.2	-	32.2
HCM Lane LOS	C	B	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	348	55	72	682	25	66	7	42	20	10	22
Future Volume (veh/h)	12	348	55	72	682	25	66	7	42	20	10	22
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1827	1827	1900	1900	1776	1776	1900	1827	1827
Adj Flow Rate, veh/h	14	419	66	87	822	30	80	8	0	24	12	27
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	6	6	6	4	4	4	7	7	7	4	4	4
Cap, veh/h	412	1423	223	565	1648	60	389	29	255	326	126	262
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.17	0.17	0.00	0.17	0.17	0.17
Sat Flow, veh/h	619	2948	461	886	3415	125	1088	171	1509	871	743	1548
Grp Volume(v), veh/h	14	241	244	87	418	434	88	0	0	36	0	27
Grp Sat Flow(s),veh/h/ln	619	1703	1707	886	1736	1804	1259	0	1509	1615	0	1548
Q Serve(g_s), s	0.5	2.9	2.9	2.2	5.5	5.5	1.7	0.0	0.0	0.0	0.0	0.5
Cycle Q Clear(g_c), s	6.0	2.9	2.9	5.1	5.5	5.5	2.3	0.0	0.0	0.6	0.0	0.5
Prop In Lane	1.00		0.27	1.00		0.07	0.91		1.00	0.67		1.00
Lane Grp Cap(c), veh/h	412	822	823	565	837	870	418	0	255	452	0	262
V/C Ratio(X)	0.03	0.29	0.30	0.15	0.50	0.50	0.21	0.00	0.00	0.08	0.00	0.10
Avail Cap(c_a), veh/h	524	1131	1133	739	1178	1224	1221	0	1168	1356	0	1199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	5.2	5.2	6.8	5.9	5.9	12.6	0.0	0.0	11.8	0.0	11.8
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.1	0.5	0.4	0.2	0.0	0.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.4	1.4	0.6	2.7	2.8	0.8	0.0	0.0	0.3	0.0	0.2
LnGrp Delay(d),s/veh	8.0	5.4	5.4	6.9	6.4	6.4	12.9	0.0	0.0	11.9	0.0	12.0
LnGrp LOS	A	A	A	A	A	A	B			B		B
Approach Vol, veh/h		499			939			88			63	
Approach Delay, s/veh		5.5			6.4			12.9			11.9	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.3		11.3		22.3		11.3
Change Period (Y+Rc), s		6.1		5.6		* 6.1		5.6
Max Green Setting (Gmax), s		22.3		26.0		* 23		26.0
Max Q Clear Time (g_c+I1), s		8.0		2.6		7.5		4.3
Green Ext Time (p_c), s		7.7		0.7		8.1		0.7

Intersection Summary

HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	19.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	407	3	32	614	0	4	0	14	137	45	161
Future Vol, veh/h	0	407	3	32	614	0	4	0	14	137	45	161
Conflicting Peds, #/hr	0	0	9	6	0	0	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	240	-	-	0	-	85	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	6	6	6	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	502	4	40	758	0	5	0	17	169	56	199

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	515	0	0	1001	-	262	1088	1352	381
Stage 1	-	-	-	-	-	-	513	-	-	837	837	-
Stage 2	-	-	-	-	-	-	488	-	-	251	515	-
Critical Hdwy	-	-	-	4.18	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.24	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	1033	-	0	197	0	737	170	149	617
Stage 1	0	-	-	-	-	0	512	0	-	327	380	-
Stage 2	0	-	-	-	-	0	530	0	-	731	533	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1033	-	-	89	-	731	~ 161	142	616
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	-	-	~ 161	142	-
Stage 1	-	-	-	-	-	-	512	-	-	327	365	-
Stage 2	-	-	-	-	-	-	292	-	-	714	528	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	18.4	78.9
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	89	731	-	-	1033	-	161	356
HCM Lane V/C Ratio	0.055	0.024	-	-	0.038	-	1.051	0.714
HCM Control Delay (s)	47.8	10	-	-	8.6	-	142.2	36.8
HCM Lane LOS	E	B	-	-	A	-	F	E
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	8.5	5.3

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	450	108	55	646	0	0
Future Vol, veh/h	450	108	55	646	0	0
Conflicting Peds, #/hr	0	10	10	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	5	5	2	2	4	4
Mvmt Flow	556	133	68	798	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	699	0	1167	354
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	535	-
Critical Hdwy	-	-	4.14	-	6.88	6.98
Critical Hdwy Stg 1	-	-	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-	5.88	-
Follow-up Hdwy	-	-	2.22	-	3.54	3.34
Pot Cap-1 Maneuver	-	-	893	-	184	637
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	546	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	893	-	168	631
Mov Cap-2 Maneuver	-	-	-	-	168	-
Stage 1	-	-	-	-	481	-
Stage 2	-	-	-	-	504	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	893	-
HCM Lane V/C Ratio	-	-	-	0.076	-
HCM Control Delay (s)	0	-	-	9.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	333	20	8	457	195	21	68	3	23	26	223
Future Volume (veh/h)	97	333	20	8	457	195	21	68	3	23	26	223
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1863	1863	1900	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	113	387	23	9	531	227	24	79	3	27	30	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	6	6	6
Cap, veh/h	213	1554	92	29	862	367	385	307	12	337	309	263
Arrive On Green	0.12	0.46	0.46	0.02	0.36	0.36	0.17	0.17	0.17	0.17	0.17	0.00
Sat Flow, veh/h	1757	3361	199	1774	2412	1027	1363	1782	68	1251	1792	1524
Grp Volume(v), veh/h	113	201	209	9	389	369	24	0	82	27	30	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1808	1774	1770	1670	1363	0	1850	1251	1792	1524
Q Serve(g_s), s	2.6	3.0	3.0	0.2	7.7	7.7	0.6	0.0	1.6	0.8	0.6	0.0
Cycle Q Clear(g_c), s	2.6	3.0	3.0	0.2	7.7	7.7	1.2	0.0	1.6	2.4	0.6	0.0
Prop In Lane	1.00		0.11	1.00		0.62	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	213	810	836	29	633	597	385	0	319	337	309	263
V/C Ratio(X)	0.53	0.25	0.25	0.31	0.61	0.62	0.06	0.00	0.26	0.08	0.10	0.00
Avail Cap(c_a), veh/h	327	875	903	292	846	798	1017	0	1176	917	1140	969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.5	6.9	6.9	20.6	11.2	11.2	15.3	0.0	15.2	16.3	14.8	0.0
Incr Delay (d2), s/veh	2.0	0.2	0.2	5.7	1.0	1.0	0.1	0.0	0.4	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.4	1.5	0.1	3.8	3.7	0.2	0.0	0.9	0.3	0.3	0.0
LnGrp Delay(d),s/veh	19.5	7.1	7.1	26.3	12.2	12.3	15.4	0.0	15.6	16.4	14.9	0.0
LnGrp LOS	B	A	A	C	B	B	B		B	B	B	
Approach Vol, veh/h		523			767			106			57	
Approach Delay, s/veh		9.8			12.4			15.6			15.6	
Approach LOS		A			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.8	24.7		11.9	10.3	20.3		11.9
Change Period (Y+Rc), s	5.1	5.1		4.6	5.1	5.1		4.6
Max Green Setting (Gmax), s	7.0	21.2		27.0	7.9	20.3		27.0
Max Q Clear Time (g_c+I1), s	2.2	5.0		4.4	4.6	9.7		3.6
Green Ext Time (p_c), s	0.0	6.8		0.7	0.1	5.3		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	11.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	321	86	89	422	118	53	343	51	95	650	129
Future Volume (veh/h)	85	321	86	89	422	118	53	343	51	95	650	129
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1808	1808	1862	1810	1810	1810	1863	1863	1863
Adj Flow Rate, veh/h	99	373	12	103	491	137	62	399	11	110	756	33
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	3	3	3	5	5	5	2	2	2
Cap, veh/h	133	915	406	131	689	191	110	1019	455	139	1100	489
Arrive On Green	0.08	0.26	0.26	0.08	0.26	0.26	0.06	0.30	0.30	0.08	0.31	0.31
Sat Flow, veh/h	1774	3539	1569	1722	2655	736	1723	3438	1535	1774	3539	1574
Grp Volume(v), veh/h	99	373	12	103	317	311	62	399	11	110	756	33
Grp Sat Flow(s),veh/h/ln	1774	1770	1569	1722	1717	1674	1723	1719	1535	1774	1770	1574
Q Serve(g_s), s	4.6	7.3	0.5	4.9	14.0	14.2	2.9	7.7	0.4	5.1	15.7	1.2
Cycle Q Clear(g_c), s	4.6	7.3	0.5	4.9	14.0	14.2	2.9	7.7	0.4	5.1	15.7	1.2
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	915	406	131	445	434	110	1019	455	139	1100	489
V/C Ratio(X)	0.74	0.41	0.03	0.79	0.71	0.72	0.56	0.39	0.02	0.79	0.69	0.07
Avail Cap(c_a), veh/h	148	1139	505	144	553	539	144	1410	629	152	1460	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	25.8	23.2	38.1	28.2	28.3	38.1	23.5	20.9	38.0	25.3	20.3
Incr Delay (d2), s/veh	16.4	0.3	0.0	23.0	3.2	3.5	4.5	0.2	0.0	22.5	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.6	0.2	3.2	7.1	7.0	1.5	3.7	0.2	3.4	7.8	0.5
LnGrp Delay(d),s/veh	54.4	26.1	23.3	61.1	31.4	31.7	42.6	23.7	20.9	60.5	26.2	20.4
LnGrp LOS	D	C	C	E	C	C	D	C	C	E	C	C
Approach Vol, veh/h		484			731			472			899	
Approach Delay, s/veh		31.8			35.7			26.2			30.2	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	31.0	12.5	27.8	11.4	32.2	12.4	27.9
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	7.2	34.4	7.0	27.0	7.0	34.6	7.0	27.0
Max Q Clear Time (g_c+I1), s	7.1	9.7	6.9	9.3	4.9	17.7	6.6	16.2
Green Ext Time (p_c), s	0.0	9.1	0.0	6.2	0.0	7.6	0.0	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	31.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	678	75	616	548	446	93	656	890	445	648	71
Future Volume (veh/h)	91	678	75	616	548	446	93	656	890	445	648	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1835	1835	1835	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	95	706	0	642	571	0	97	683	0	464	675	74
Adj No. of Lanes	1	2	1	2	2	1	1	2	2	2	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	365	819	366	628	735	329	121	833	1172	437	946	104
Arrive On Green	0.21	0.23	0.00	0.19	0.21	0.00	0.07	0.24	0.00	0.13	0.29	0.29
Sat Flow, veh/h	1774	3539	1583	3390	3486	1560	1774	3539	2787	3442	3215	352
Grp Volume(v), veh/h	95	706	0	642	571	0	97	683	0	464	371	378
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1695	1743	1560	1774	1770	1393	1721	1770	1798
Q Serve(g_s), s	5.4	22.9	0.0	22.2	18.5	0.0	6.5	21.9	0.0	15.2	22.4	22.5
Cycle Q Clear(g_c), s	5.4	22.9	0.0	22.2	18.5	0.0	6.5	21.9	0.0	15.2	22.4	22.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	365	819	366	628	735	329	121	833	1172	437	520	529
V/C Ratio(X)	0.26	0.86	0.00	1.02	0.78	0.00	0.80	0.82	0.00	1.06	0.71	0.71
Avail Cap(c_a), veh/h	365	916	410	628	1164	521	151	889	1216	437	520	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	44.2	0.0	48.8	44.6	0.0	55.0	43.4	0.0	52.3	37.8	37.8
Incr Delay (d2), s/veh	0.4	7.8	0.0	41.6	1.8	0.0	21.5	5.8	0.0	60.7	4.6	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	12.1	0.0	13.9	9.1	0.0	3.9	11.4	0.0	10.8	11.6	11.8
LnGrp Delay(d),s/veh	40.3	52.0	0.0	90.4	46.4	0.0	76.6	49.3	0.0	113.0	42.3	42.3
LnGrp LOS	D	D		F	D		E	D		F	D	D
Approach Vol, veh/h		801			1213			780			1213	
Approach Delay, s/veh		50.7			69.7			52.7			69.4	
Approach LOS		D			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	35.0	29.0	33.8	15.0	42.0	30.8	32.0
Change Period (Y+Rc), s	6.8	6.8	6.8	6.1	6.8	6.8	6.1	6.8
Max Green Setting (Gmax), s	15.2	30.1	22.2	31.0	10.2	35.1	13.2	40.0
Max Q Clear Time (g_c+I1), s	17.2	23.9	24.2	24.9	8.5	24.5	7.4	20.5
Green Ext Time (p_c), s	0.0	4.1	0.0	2.3	0.0	6.5	2.5	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	62.5
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	341	17	50	5	14	13	159	1335	11	19	855	428
Future Volume (veh/h)	341	17	50	5	14	13	159	1335	11	19	855	428
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	355	18	52	5	15	14	166	1391	11	20	891	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	7	564	48	125	88	201	1372	11	55	1057	473
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.11	0.38	0.38	0.03	0.30	0.00
Sat Flow, veh/h	362	18	1570	0	348	244	1774	3598	28	1774	3539	1583
Grp Volume(v), veh/h	373	0	52	34	0	0	166	684	718	20	891	0
Grp Sat Flow(s),veh/h/ln	381	0	1570	592	0	0	1774	1770	1857	1774	1770	1583
Q Serve(g_s), s	0.0	0.0	1.9	0.0	0.0	0.0	7.9	32.9	32.9	1.0	20.4	0.0
Cycle Q Clear(g_c), s	31.0	0.0	1.9	31.0	0.0	0.0	7.9	32.9	32.9	1.0	20.4	0.0
Prop In Lane	0.95		1.00	0.15		0.41	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	218	0	564	261	0	0	201	675	708	55	1057	473
V/C Ratio(X)	1.71	0.00	0.09	0.13	0.00	0.00	0.82	1.01	1.01	0.36	0.84	0.00
Avail Cap(c_a), veh/h	218	0	564	261	0	0	247	675	708	144	1120	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.4	0.0	18.3	20.5	0.0	0.0	37.4	26.7	26.7	41.0	28.3	0.0
Incr Delay (d2), s/veh	338.0	0.0	0.1	0.2	0.0	0.0	16.8	38.0	37.3	4.0	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.6	0.0	0.8	0.5	0.0	0.0	4.8	23.1	24.1	0.5	10.7	0.0
LnGrp Delay(d),s/veh	371.4	0.0	18.4	20.7	0.0	0.0	54.2	64.7	64.0	45.0	34.1	0.0
LnGrp LOS	F		B	C			D	F	F	D	C	
Approach Vol, veh/h		425			34			1568			911	
Approach Delay, s/veh		328.2			20.7			63.3			34.3	
Approach LOS		F			C			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.5	39.7		37.1	16.6	32.6		37.1
Change Period (Y+Rc), s	6.8	6.8		6.1	6.8	6.8		6.1
Max Green Setting (Gmax), s	7.0	32.3		31.0	12.0	27.3		31.0
Max Q Clear Time (g_c+I1), s	3.0	34.9		33.0	9.9	22.4		33.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	3.4		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		92.1
HCM 2010 LOS		F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	70	160	462	120	144	304	1108	647	105	1017	24
Future Volume (veh/h)	27	70	160	462	120	144	304	1108	647	105	1017	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	28	74	168	486	126	152	320	1166	681	111	1071	25
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	257	211	558	302	251	347	1534	676	135	1603	37
Arrive On Green	0.14	0.14	0.14	0.16	0.16	0.16	0.20	0.43	0.43	0.08	0.31	0.31
Sat Flow, veh/h	1774	1863	1528	3442	1863	1551	1774	3539	1560	1774	5110	119
Grp Volume(v), veh/h	28	74	168	486	126	152	320	1166	681	111	710	386
Grp Sat Flow(s),veh/h/ln	1774	1863	1528	1721	1863	1551	1774	1770	1560	1774	1695	1839
Q Serve(g_s), s	1.8	4.6	13.6	17.6	7.8	11.7	22.7	35.6	55.5	7.9	23.3	23.3
Cycle Q Clear(g_c), s	1.8	4.6	13.6	17.6	7.8	11.7	22.7	35.6	55.5	7.9	23.3	23.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	245	257	211	558	302	251	347	1534	676	135	1064	577
V/C Ratio(X)	0.11	0.29	0.80	0.87	0.42	0.60	0.92	0.76	1.01	0.82	0.67	0.67
Avail Cap(c_a), veh/h	305	320	263	592	320	267	398	1534	676	159	1064	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	49.5	53.5	52.3	48.2	49.8	50.5	30.6	36.3	58.3	38.1	38.1
Incr Delay (d2), s/veh	0.2	0.6	12.8	12.9	0.9	3.5	24.8	3.6	36.5	24.7	3.3	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.4	6.5	9.4	4.1	5.2	13.5	18.1	30.7	4.8	11.3	12.8
LnGrp Delay(d),s/veh	48.5	50.2	66.3	65.2	49.1	53.3	75.4	34.2	72.8	83.0	41.5	44.2
LnGrp LOS	D	D	E	E	D	D	E	C	F	F	D	D
Approach Vol, veh/h		270			764			2167			1207	
Approach Delay, s/veh		60.0			60.2			52.4			46.1	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.8	61.6		23.7	31.1	46.3		26.8
Change Period (Y+Rc), s	6.1	6.1		6.1	6.1	6.1		6.1
Max Green Setting (Gmax), s	11.5	48.1		22.0	28.7	30.9		22.0
Max Q Clear Time (g_c+I1), s	9.9	57.5		15.6	24.7	25.3		19.6
Green Ext Time (p_c), s	0.0	0.0		0.5	0.4	5.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	52.5
HCM 2010 LOS	D

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	28	1476	54	120	790
Future Vol, veh/h	16	28	1476	54	120	790
Conflicting Peds, #/hr	0	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	350	195	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	29	1506	55	122	806

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2160	759	0	0	1512	0
Stage 1	1512	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	41	349	-	-	438	-
Stage 1	169	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	29	347	-	-	438	-
Mov Cap-2 Maneuver	115	-	-	-	-	-
Stage 1	168	-	-	-	-	-
Stage 2	348	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.4	0	2.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	115	347	438	-
HCM Lane V/C Ratio	-	-	0.142	0.082	0.28	-
HCM Control Delay (s)	-	-	41.4	16.3	16.4	-
HCM Lane LOS	-	-	E	C	C	-
HCM 95th %tile Q(veh)	-	-	0.5	0.3	1.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	321	109	100	257	217	193	1253	63	118	791	170
Future Volume (veh/h)	269	321	109	100	257	217	193	1253	63	118	791	170
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1844	1881	1881	1881
Adj Flow Rate, veh/h	283	338	21	105	271	0	203	1319	25	124	833	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	353	448	375	135	393	334	236	1410	620	160	1278	572
Arrive On Green	0.10	0.24	0.24	0.08	0.21	0.00	0.13	0.40	0.40	0.09	0.36	0.00
Sat Flow, veh/h	3476	1881	1573	1747	1835	1560	1756	3504	1540	1792	3575	1599
Grp Volume(v), veh/h	283	338	21	105	271	0	203	1319	25	124	833	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1573	1747	1835	1560	1756	1752	1540	1792	1787	1599
Q Serve(g_s), s	7.7	16.2	1.0	5.7	13.2	0.0	11.0	35.0	1.0	6.6	19.0	0.0
Cycle Q Clear(g_c), s	7.7	16.2	1.0	5.7	13.2	0.0	11.0	35.0	1.0	6.6	19.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	353	448	375	135	393	334	236	1410	620	160	1278	572
V/C Ratio(X)	0.80	0.75	0.06	0.78	0.69	0.00	0.86	0.94	0.04	0.77	0.65	0.00
Avail Cap(c_a), veh/h	404	562	470	144	499	424	291	1453	639	166	1278	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.7	34.4	28.6	44.0	35.2	0.0	41.2	27.8	17.6	43.3	26.2	0.0
Incr Delay (d2), s/veh	9.3	4.9	0.1	20.8	3.2	0.0	17.9	11.4	0.0	18.7	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	9.1	0.4	3.6	7.1	0.0	6.5	19.1	0.4	4.1	9.6	0.0
LnGrp Delay(d),s/veh	52.0	39.2	28.6	64.8	38.4	0.0	59.1	39.2	17.7	62.0	27.3	0.0
LnGrp LOS	D	D	C	E	D		E	D	B	E	C	
Approach Vol, veh/h		642			376			1547			957	
Approach Delay, s/veh		44.5			45.8			41.4			31.8	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	44.5	11.7	28.0	17.3	40.1	14.1	25.7
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 9	40.3	* 8	29.0	* 16	33.2	* 11	* 26
Max Q Clear Time (g_c+I1), s	8.6	37.0	7.7	18.2	13.0	21.0	9.7	15.2
Green Ext Time (p_c), s	0.0	2.1	0.0	3.3	0.1	10.1	0.1	3.4

Intersection Summary			
HCM 2010 Ctrl Delay		39.9	
HCM 2010 LOS		D	

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	46	214	21	57	45	302	1165	25	31	576	199
Future Volume (veh/h)	320	46	214	21	57	45	302	1165	25	31	576	199
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.95	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	364	0	33	22	59	5	311	1201	26	32	594	0
Adj No. of Lanes	2	0	1	0	1	1	1	2	0	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	522	0	231	54	144	162	349	1507	33	44	899	402
Arrive On Green	0.15	0.00	0.15	0.11	0.11	0.11	0.20	0.43	0.43	0.03	0.25	0.00
Sat Flow, veh/h	3548	0	1567	499	1339	1508	1774	3541	77	1774	3539	1583
Grp Volume(v), veh/h	364	0	33	81	0	5	311	600	627	32	594	0
Grp Sat Flow(s),veh/h/ln	1774	0	1567	1838	0	1508	1774	1770	1848	1774	1770	1583
Q Serve(g_s), s	8.2	0.0	1.5	3.5	0.0	0.2	14.4	24.8	24.8	1.5	12.7	0.0
Cycle Q Clear(g_c), s	8.2	0.0	1.5	3.5	0.0	0.2	14.4	24.8	24.8	1.5	12.7	0.0
Prop In Lane	1.00		1.00	0.27		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	522	0	231	198	0	162	349	753	787	44	899	402
V/C Ratio(X)	0.70	0.00	0.14	0.41	0.00	0.03	0.89	0.80	0.80	0.72	0.66	0.00
Avail Cap(c_a), veh/h	1137	0	502	589	0	483	383	781	816	84	966	432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.1	0.0	31.3	35.1	0.0	33.6	33.0	21.0	21.0	40.8	28.2	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.3	1.4	0.0	0.1	20.9	5.6	5.4	19.6	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.7	1.8	0.0	0.1	9.0	13.2	13.7	1.0	6.4	0.0
LnGrp Delay(d),s/veh	35.8	0.0	31.6	36.4	0.0	33.7	53.9	26.6	26.4	60.3	29.7	0.0
LnGrp LOS	D		C	D		C	D	C	C	E	C	
Approach Vol, veh/h		397			86			1538			626	
Approach Delay, s/veh		35.5			36.3			32.1			31.3	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.9	42.7		18.0	23.4	28.2		14.7
Change Period (Y+Rc), s	6.8	6.8		5.6	6.8	6.8		5.6
Max Green Setting (Gmax), s	4.0	37.2		27.0	18.2	23.0		27.0
Max Q Clear Time (g_c+I1), s	3.5	26.8		10.2	16.4	14.7		5.5
Green Ext Time (p_c), s	0.0	7.7		1.3	0.2	6.4		0.4

Intersection Summary		
HCM 2010 Ctrl Delay		32.5
HCM 2010 LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	15											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	2	217	0	0	0	560	158	18	3	114	82
Future Vol, veh/h	53	2	217	0	0	0	560	158	18	3	114	82
Conflicting Peds, #/hr	0	0	0	0	0	0	7	0	7	7	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	2	233	0	0	0	602	170	19	3	123	88

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	1564	1581	174				218	0	0	196	0	0
Stage 1	180	180	-				-	-	-	-	-	-
Stage 2	1384	1401	-				-	-	-	-	-	-
Critical Hdwy	6.46	6.56	6.26				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.46	5.56	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.46	5.56	-				-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	120	107	859				1352	-	-	1377	-	-
Stage 1	841	743	-				-	-	-	-	-	-
Stage 2	228	203	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	66	0	853				1352	-	-	1377	-	-
Mov Cap-2 Maneuver	66	0	-				-	-	-	-	-	-
Stage 1	834	0	-				-	-	-	-	-	-
Stage 2	126	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	46.3	7.4	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1352	-	-	66	853	1377	-	-
HCM Lane V/C Ratio	0.445	-	-	0.896	0.274	0.002	-	-
HCM Control Delay (s)	9.8	-	-	186.3	10.8	7.6	0	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	2.4	-	-	4.3	1.1	0	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	964	298	377	487	0	742
Future Volume (vph)	964	298	377	487	0	742
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			-3%	-3%	
Total Lost time (s)	5.6	4.0	5.6	5.6		5.6
Lane Util. Factor	0.91	1.00	0.97	0.95		0.88
Frpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	1.00		0.85
Flt Protected	1.00	1.00	0.95	1.00		1.00
Satd. Flow (prot)	5111	1591	3485	3592		2828
Flt Permitted	1.00	1.00	0.95	1.00		1.00
Satd. Flow (perm)	5111	1591	3485	3592		2828
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1026	317	401	518	0	789
RTOR Reduction (vph)	0	0	0	0	0	33
Lane Group Flow (vph)	1026	317	401	518	0	756
Confl. Peds. (#/hr)						13
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Turn Type	NA	Free	Prot	NA		Over
Protected Phases	6		8	2 8		8
Permitted Phases		Free				8
Actuated Green, G (s)	16.9	46.4	18.3	46.4		18.3
Effective Green, g (s)	16.9	46.4	18.3	46.4		18.3
Actuated g/C Ratio	0.36	1.00	0.39	1.00		0.39
Clearance Time (s)	5.6		5.6			5.6
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	1861	1591	1374	3592		1115
v/s Ratio Prot	c0.20		0.12	0.14		c0.27
v/s Ratio Perm		0.20				
v/c Ratio	0.55	0.20	0.29	0.14		0.68
Uniform Delay, d1	11.7	0.0	9.6	0.0		11.6
Progression Factor	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	0.4	0.3	0.1	0.0		1.7
Delay (s)	12.1	0.3	9.7	0.0		13.3
Level of Service	B	A	A	A		B
Approach Delay (s)	9.3			4.3	13.3	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	46.4	Sum of lost time (s)	11.2
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	15	361	24	409	19	1083	604	299	486	26
Future Volume (veh/h)	0	0	15	361	24	409	19	1083	604	299	486	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1776	1776	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	385	0	176	19	1105	0	305	496	27
Adj No. of Lanes	0	1	1	2	0	1	1	2	2	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	7	7	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	3	50	700	0	304	56	1324	1042	333	1809	98
Arrive On Green	0.00	0.00	0.00	0.20	0.00	0.20	0.03	0.37	0.00	0.19	0.53	0.53
Sat Flow, veh/h	0	1776	1509	3548	0	1542	1774	3539	2787	1774	3413	185
Grp Volume(v), veh/h	0	0	0	385	0	176	19	1105	0	305	257	266
Grp Sat Flow(s),veh/h/ln	0	1776	1509	1774	0	1542	1774	1770	1393	1774	1770	1828
Q Serve(g_s), s	0.0	0.0	0.0	6.2	0.0	6.6	0.7	18.0	0.0	10.7	5.1	5.1
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.2	0.0	6.6	0.7	18.0	0.0	10.7	5.1	5.1
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	0	3	50	700	0	304	56	1324	1042	333	938	969
V/C Ratio(X)	0.00	0.00	0.00	0.55	0.00	0.58	0.34	0.83	0.00	0.92	0.27	0.27
Avail Cap(c_a), veh/h	0	56	95	1454	0	632	224	1495	1177	333	938	969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	22.9	0.0	23.1	30.1	18.1	0.0	25.3	8.2	8.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.7	0.0	1.7	3.6	3.9	0.0	29.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.1	0.0	2.9	0.4	9.5	0.0	7.9	2.5	2.6
LnGrp Delay(d),s/veh	0.0	0.0	0.0	23.6	0.0	24.8	33.7	21.9	0.0	54.4	8.3	8.3
LnGrp LOS				C		C	C	C		D	A	A
Approach Vol, veh/h		0			561			1124			828	
Approach Delay, s/veh		0.0			24.0			22.1			25.3	
Approach LOS					C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.0	28.8		0.0	7.1	38.7		17.6
Change Period (Y+Rc), s	5.1	5.1		3.0	5.1	5.1		5.1
Max Green Setting (Gmax), s	11.9	26.8		2.0	8.0	30.7		26.0
Max Q Clear Time (g_c+I1), s	12.7	20.0		0.0	2.7	7.1		8.6
Green Ext Time (p_c), s	0.0	3.7		0.0	0.0	12.7		1.9

Intersection Summary		
HCM 2010 Ctrl Delay		23.6
HCM 2010 LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	861	21	17	759	51	13	1	24	45	2	18
Future Vol, veh/h	18	861	21	17	759	51	13	1	24	45	2	18
Conflicting Peds, #/hr	10	0	8	8	0	10	6	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	926	23	18	816	55	14	1	26	48	2	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	881	0	0	956	0	0	1436	1902	483	1393	1885	451
Stage 1	-	-	-	-	-	-	984	984	-	890	890	-
Stage 2	-	-	-	-	-	-	452	918	-	503	995	-
Critical Hdwy	4.16	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.23	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	757	-	-	715	-	-	94	68	530	101	70	556
Stage 1	-	-	-	-	-	-	267	325	-	304	359	-
Stage 2	-	-	-	-	-	-	557	349	-	519	321	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	753	-	-	714	-	-	80	60	525	87	62	548
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	60	-	87	62	-
Stage 1	-	-	-	-	-	-	251	305	-	285	338	-
Stage 2	-	-	-	-	-	-	505	329	-	465	301	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	33	79.8
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	169	753	-	-	714	-	-	112
HCM Lane V/C Ratio	0.242	0.026	-	-	0.026	-	-	0.624
HCM Control Delay (s)	33	9.9	0.3	-	10.2	0.2	-	79.8
HCM Lane LOS	D	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	821	87	58	574	18	212	12	104	57	12	41
Future Volume (veh/h)	22	821	87	58	574	18	212	12	104	57	12	41
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	24	892	95	63	624	20	230	13	0	62	13	45
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	417	1472	157	294	1583	51	485	19	463	530	98	460
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.29	0.29	0.00	0.29	0.29	0.29
Sat Flow, veh/h	778	3222	343	561	3464	111	1146	65	1583	1331	336	1574
Grp Volume(v), veh/h	24	490	497	63	315	329	243	0	0	75	0	45
Grp Sat Flow(s),veh/h/ln	778	1770	1796	561	1752	1823	1211	0	1583	1668	0	1574
Q Serve(g_s), s	1.0	9.7	9.7	4.4	5.6	5.6	7.5	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s	6.6	9.7	9.7	14.1	5.6	5.6	9.0	0.0	0.0	1.4	0.0	1.0
Prop In Lane	1.00		0.19	1.00		0.06	0.95		1.00	0.83		1.00
Lane Grp Cap(c), veh/h	417	808	820	294	801	833	504	0	463	629	0	460
V/C Ratio(X)	0.06	0.61	0.61	0.21	0.39	0.39	0.48	0.00	0.00	0.12	0.00	0.10
Avail Cap(c_a), veh/h	433	845	858	312	856	890	862	0	882	1013	0	876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.6	9.5	9.5	14.8	8.4	8.4	15.5	0.0	0.0	12.2	0.0	12.0
Incr Delay (d2), s/veh	0.1	1.2	1.1	0.4	0.3	0.3	0.7	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.9	5.0	0.7	2.7	2.8	2.9	0.0	0.0	0.7	0.0	0.4
LnGrp Delay(d),s/veh	10.6	10.7	10.7	15.2	8.7	8.7	16.2	0.0	0.0	12.3	0.0	12.1
LnGrp LOS	B	B	B	B	A	A	B			B		B
Approach Vol, veh/h		1011			707			243			120	
Approach Delay, s/veh		10.7			9.3			16.2			12.2	
Approach LOS		B			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		27.4		19.3		27.4		19.3
Change Period (Y+Rc), s		6.1		5.6		* 6.1		5.6
Max Green Setting (Gmax), s		22.3		26.0		* 23		26.0
Max Q Clear Time (g_c+I1), s		11.7		3.4		16.1		11.0
Green Ext Time (p_c), s		7.4		2.0		5.0		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	69.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	971	11	27	549	0	4	0	49	264	64	143
Future Vol, veh/h	0	971	11	27	549	0	4	0	49	264	64	143
Conflicting Peds, #/hr	0	0	8	8	0	0	1	0	3	3	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	240	-	-	0	-	85	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	991	11	28	560	0	4	0	50	269	65	146

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1010	0	0	1373	-	512	1113	1625	281
Stage 1	-	-	-	-	-	-	1004	-	-	615	615	-
Stage 2	-	-	-	-	-	-	369	-	-	498	1010	-
Critical Hdwy	-	-	-	4.18	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.24	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	670	-	0	105	0	507	~ 163	101	716
Stage 1	0	-	-	-	-	0	259	0	-	445	480	-
Stage 2	0	-	-	-	-	0	623	0	-	523	316	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	668	-	-	36	-	502	~ 142	96	715
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	-	-	~ 142	96	-
Stage 1	-	-	-	-	-	-	259	-	-	445	460	-
Stage 2	-	-	-	-	-	-	407	-	-	470	314	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	20.9	$ 303.4
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	36	502	-	-	668	-	142	239
HCM Lane V/C Ratio	0.113	0.1	-	-	0.041	-	1.897	0.884
HCM Control Delay (s)	117.4	13	-	-	10.6	-	$ 482	75.6
HCM Lane LOS	F	B	-	-	B	-	F	F
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0.1	-	20.8	7.3

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1155	170	76	576	0	0
Future Vol, veh/h	1155	170	76	576	0	0
Conflicting Peds, #/hr	0	11	11	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	5	5	2	2
Mvmt Flow	1191	175	78	594	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1377	0	1743	694
Stage 1	-	-	-	-	1289	-
Stage 2	-	-	-	-	454	-
Critical Hdwy	-	-	4.2	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.25	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	479	-	78	385
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	606	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	479	-	65	381
Mov Cap-2 Maneuver	-	-	-	-	65	-
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	507	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	479	-
HCM Lane V/C Ratio	-	-	-	0.164	-
HCM Control Delay (s)	0	-	-	14	-
HCM Lane LOS	A	-	-	B	-
HCM 95th %tile Q(veh)	-	-	-	0.6	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	849	48	27	377	316	46	225	36	95	44	229
Future Volume (veh/h)	258	849	48	27	377	316	46	225	36	95	44	229
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1776	1776	1776
Adj Flow Rate, veh/h	263	866	49	28	385	322	47	230	37	97	45	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	7	7	7
Cap, veh/h	306	1343	76	78	484	400	511	474	76	317	539	458
Arrive On Green	0.17	0.39	0.39	0.04	0.27	0.27	0.30	0.30	0.30	0.30	0.30	0.00
Sat Flow, veh/h	1774	3404	193	1774	1823	1506	1352	1562	251	1046	1776	1509
Grp Volume(v), veh/h	263	450	465	28	374	333	47	0	267	97	45	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1827	1774	1770	1559	1352	0	1813	1046	1776	1509
Q Serve(g_s), s	8.3	11.8	11.8	0.9	11.3	11.4	1.5	0.0	6.9	4.8	1.0	0.0
Cycle Q Clear(g_c), s	8.3	11.8	11.8	0.9	11.3	11.4	2.5	0.0	6.9	11.7	1.0	0.0
Prop In Lane	1.00		0.11	1.00		0.97	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	306	698	721	78	470	414	511	0	550	317	539	458
V/C Ratio(X)	0.86	0.64	0.64	0.36	0.79	0.80	0.09	0.00	0.49	0.31	0.08	0.00
Avail Cap(c_a), veh/h	306	698	721	217	565	498	738	0	854	492	836	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.0	14.1	14.1	26.6	19.6	19.7	15.2	0.0	16.3	21.1	14.3	0.0
Incr Delay (d2), s/veh	20.9	2.0	2.0	2.8	6.5	7.9	0.1	0.0	0.7	0.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	6.1	6.3	0.5	6.3	5.8	0.6	0.0	3.5	1.4	0.5	0.0
LnGrp Delay(d),s/veh	43.9	16.1	16.1	29.4	26.1	27.6	15.2	0.0	17.0	21.6	14.3	0.0
LnGrp LOS	D	B	B	C	C	C	B		B	C	B	
Approach Vol, veh/h		1178			735			314			142	
Approach Delay, s/veh		22.3			26.9			16.7			19.3	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.6	27.7		22.0	15.0	20.3		22.0
Change Period (Y+Rc), s	5.1	5.1		4.6	5.1	5.1		4.6
Max Green Setting (Gmax), s	7.0	21.2		27.0	9.9	18.3		27.0
Max Q Clear Time (g_c+I1), s	2.9	13.8		13.7	10.3	13.4		8.9
Green Ext Time (p_c), s	0.0	5.3		2.0	0.0	1.8		2.3

Intersection Summary	
HCM 2010 Ctrl Delay	22.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	663	56	98	314	209	58	610	163	199	397	79
Future Volume (veh/h)	220	663	56	98	314	209	58	610	163	199	397	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1825	1825	1862	1845	1845	1845	1810	1810	1810
Adj Flow Rate, veh/h	229	691	13	102	327	218	60	635	55	207	414	26
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	5	5	5
Cap, veh/h	215	1025	451	128	485	316	101	974	433	191	1139	502
Arrive On Green	0.12	0.29	0.29	0.07	0.24	0.24	0.06	0.28	0.28	0.11	0.33	0.33
Sat Flow, veh/h	1774	3539	1559	1739	2005	1307	1757	3505	1559	1723	3438	1514
Grp Volume(v), veh/h	229	691	13	102	282	263	60	635	55	207	414	26
Grp Sat Flow(s),veh/h/ln	1774	1770	1559	1739	1734	1578	1757	1752	1559	1723	1719	1514
Q Serve(g_s), s	11.9	16.9	0.6	5.7	14.5	14.9	3.3	15.7	2.6	10.9	9.0	1.1
Cycle Q Clear(g_c), s	11.9	16.9	0.6	5.7	14.5	14.9	3.3	15.7	2.6	10.9	9.0	1.1
Prop In Lane	1.00		1.00	1.00		0.83	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	1025	451	128	420	382	101	974	433	191	1139	502
V/C Ratio(X)	1.07	0.67	0.03	0.80	0.67	0.69	0.60	0.65	0.13	1.08	0.36	0.05
Avail Cap(c_a), veh/h	215	1055	465	170	476	433	127	1276	568	191	1385	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	30.8	25.0	44.8	33.7	33.9	45.2	31.3	26.6	43.7	25.0	22.4
Incr Delay (d2), s/veh	80.1	1.7	0.0	17.4	3.1	3.9	5.5	0.7	0.1	89.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	8.5	0.3	3.3	7.2	6.9	1.7	7.7	1.1	9.9	4.3	0.5
LnGrp Delay(d),s/veh	123.3	32.5	25.1	62.2	36.8	37.8	50.7	32.1	26.7	132.8	25.2	22.4
LnGrp LOS	F	C	C	E	D	D	D	C	C	F	C	C
Approach Vol, veh/h		933			647			750			647	
Approach Delay, s/veh		54.7			41.2			33.2			59.5	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	33.4	13.3	34.6	11.7	38.7	18.0	29.9
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	10.9	35.8	9.6	29.3	7.1	39.6	11.9	27.0
Max Q Clear Time (g_c+I1), s	12.9	17.7	7.7	18.9	5.3	11.0	13.9	16.9
Green Ext Time (p_c), s	0.0	7.2	0.0	5.7	0.0	8.7	0.0	5.6

Intersection Summary	
HCM 2010 Ctrl Delay	47.4
HCM 2010 LOS	D

F. Intersection Level of Service Calculations – Existing Plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	309	66	768	457	211	41	506	423	218	839	44
Future Volume (veh/h)	126	309	66	768	457	211	41	506	423	218	839	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1835	1835	1835	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	156	381	0	948	564	0	51	625	0	269	1036	54
Adj No. of Lanes	1	2	1	2	2	1	1	2	2	2	2	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	543	243	975	720	322	79	942	1543	321	1078	56
Arrive On Green	0.23	0.15	0.00	0.29	0.21	0.00	0.04	0.27	0.00	0.09	0.31	0.31
Sat Flow, veh/h	1774	3539	1583	3390	3486	1560	1774	3539	2787	3442	3422	178
Grp Volume(v), veh/h	156	381	0	948	564	0	51	625	0	269	536	554
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1695	1743	1560	1774	1770	1393	1721	1770	1831
Q Serve(g_s), s	9.8	13.6	0.0	36.8	20.3	0.0	3.8	20.9	0.0	10.2	39.5	39.5
Cycle Q Clear(g_c), s	9.8	13.6	0.0	36.8	20.3	0.0	3.8	20.9	0.0	10.2	39.5	39.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	416	543	243	975	720	322	79	942	1543	321	557	577
V/C Ratio(X)	0.38	0.70	0.00	0.97	0.78	0.00	0.64	0.66	0.00	0.84	0.96	0.96
Avail Cap(c_a), veh/h	416	826	369	975	1249	559	96	942	1543	370	561	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	53.4	0.0	46.8	49.9	0.0	62.4	43.4	0.0	59.2	44.7	44.7
Incr Delay (d2), s/veh	0.6	1.7	0.0	22.4	1.9	0.0	10.2	1.8	0.0	13.8	28.3	27.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	6.7	0.0	20.3	10.0	0.0	2.1	10.5	0.0	5.5	23.7	24.5
LnGrp Delay(d),s/veh	43.3	55.0	0.0	69.2	51.8	0.0	72.6	45.2	0.0	73.0	73.0	72.5
LnGrp LOS	D	E		E	D		E	D		E	E	E
Approach Vol, veh/h		537			1512			676			1359	
Approach Delay, s/veh		51.6			62.7			47.3			72.8	
Approach LOS		D			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.2	42.2	45.0	26.5	12.7	48.7	37.2	34.2
Change Period (Y+Rc), s	6.8	6.8	6.8	6.1	6.8	6.8	6.1	6.8
Max Green Setting (Gmax), s	14.3	35.0	38.2	31.0	7.2	42.1	21.6	47.6
Max Q Clear Time (g_c+I1), s	12.2	22.9	38.8	15.6	5.8	41.5	11.8	22.3
Green Ext Time (p_c), s	0.2	8.3	0.0	1.9	0.0	0.3	2.1	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	62.1
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	2	98	9	8	19	29	763	4	6	1310	422
Future Volume (veh/h)	291	2	98	9	8	19	29	763	4	6	1310	422
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	331	2	111	10	9	22	33	867	5	7	1489	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	1	504	46	50	58	75	1676	10	22	1538	688
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.04	0.46	0.46	0.01	0.43	0.00
Sat Flow, veh/h	498	3	1577	0	155	180	1774	3608	21	1774	3539	1583
Grp Volume(v), veh/h	333	0	111	41	0	0	33	425	447	7	1489	0
Grp Sat Flow(s),veh/h/ln	501	0	1577	335	0	0	1774	1770	1859	1774	1770	1583
Q Serve(g_s), s	0.0	0.0	5.0	0.0	0.0	0.0	1.8	16.4	16.4	0.4	39.8	0.0
Cycle Q Clear(g_c), s	31.0	0.0	5.0	31.0	0.0	0.0	1.8	16.4	16.4	0.4	39.8	0.0
Prop In Lane	0.99		1.00	0.24		0.54	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	234	0	504	153	0	0	75	822	864	22	1538	688
V/C Ratio(X)	1.42	0.00	0.22	0.27	0.00	0.00	0.44	0.52	0.52	0.32	0.97	0.00
Avail Cap(c_a), veh/h	234	0	504	153	0	0	128	822	864	128	1544	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.9	0.0	24.1	26.2	0.0	0.0	45.3	18.3	18.3	47.5	26.8	0.0
Incr Delay (d2), s/veh	213.1	0.0	0.2	0.9	0.0	0.0	3.9	0.6	0.5	8.0	16.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.1	0.0	2.2	0.8	0.0	0.0	0.9	8.2	8.6	0.2	22.8	0.0
LnGrp Delay(d),s/veh	250.9	0.0	24.3	27.1	0.0	0.0	49.2	18.9	18.8	55.5	42.7	0.0
LnGrp LOS	F		C	C			D	B	B	E	D	
Approach Vol, veh/h		444			41			905			1496	
Approach Delay, s/veh		194.3			27.1			20.0			42.8	
Approach LOS		F			C			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	51.8		37.1	10.9	48.9		37.1
Change Period (Y+Rc), s	6.8	6.8		6.1	6.8	6.8		6.1
Max Green Setting (Gmax), s	7.0	42.3		31.0	7.0	42.3		31.0
Max Q Clear Time (g_c+I1), s	2.4	18.4		33.0	3.8	41.8		33.0
Green Ext Time (p_c), s	0.0	18.3		0.0	0.0	0.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	58.7
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	21	152	666	85	23	182	535	402	49	791	12
Future Volume (veh/h)	15	21	152	666	85	23	182	535	402	49	791	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	17	24	0	766	98	4	209	615	146	56	909	14
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	91	77	835	452	382	235	1666	738	84	1988	31
Arrive On Green	0.05	0.05	0.00	0.24	0.24	0.24	0.13	0.47	0.47	0.05	0.39	0.39
Sat Flow, veh/h	1774	1863	1583	3442	1863	1575	1774	3539	1568	1774	5159	79
Grp Volume(v), veh/h	17	24	0	766	98	4	209	615	146	56	597	326
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1575	1774	1770	1568	1774	1695	1848
Q Serve(g_s), s	1.2	1.6	0.0	27.8	5.4	0.2	14.8	14.2	7.0	4.0	16.8	16.8
Cycle Q Clear(g_c), s	1.2	1.6	0.0	27.8	5.4	0.2	14.8	14.2	7.0	4.0	16.8	16.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	87	91	77	835	452	382	235	1666	738	84	1306	712
V/C Ratio(X)	0.20	0.26	0.00	0.92	0.22	0.01	0.89	0.37	0.20	0.67	0.46	0.46
Avail Cap(c_a), veh/h	305	320	272	890	482	407	276	1666	738	133	1306	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	58.7	0.0	47.2	38.8	36.8	54.6	21.7	19.8	60.0	29.4	29.4
Incr Delay (d2), s/veh	1.1	1.5	0.0	13.7	0.2	0.0	25.1	0.6	0.6	8.8	1.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.9	0.0	14.8	2.8	0.1	8.9	7.1	3.1	2.2	8.1	9.0
LnGrp Delay(d),s/veh	59.6	60.2	0.0	61.0	39.0	36.8	79.6	22.3	20.4	68.8	30.5	31.5
LnGrp LOS	E	E		E	D	D	E	C	C	E	C	C
Approach Vol, veh/h		41			868			970			979	
Approach Delay, s/veh		59.9			58.4			34.4			33.0	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.1	66.4		12.4	23.1	55.4		37.1
Change Period (Y+Rc), s	6.1	6.1		6.1	6.1	6.1		6.1
Max Green Setting (Gmax), s	9.6	38.9		22.0	19.9	28.6		33.1
Max Q Clear Time (g_c+I1), s	6.0	16.2		3.6	16.8	18.8		29.8
Green Ext Time (p_c), s	0.0	11.9		0.1	0.2	6.7		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	41.6
HCM 2010 LOS	D

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	108	688	100	181	1236
Future Vol, veh/h	34	108	688	100	181	1236
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	350	195	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	126	800	116	210	1437

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1945	405	0	0	805	0
Stage 1	805	-	-	-	-	-
Stage 2	1140	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	57	595	-	-	815	-
Stage 1	400	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	42	592	-	-	815	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	198	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.6	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	137	592	815	-
HCM Lane V/C Ratio	-	-	0.289	0.212	0.258	-
HCM Control Delay (s)	-	-	41.6	12.7	10.9	-
HCM Lane LOS	-	-	E	B	B	-
HCM 95th %tile Q(veh)	-	-	1.1	0.8	1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	273	163	105	305	80	85	566	58	85	950	176
Future Volume (veh/h)	154	273	163	105	305	80	85	566	58	85	950	176
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1844	1881	1881	1881
Adj Flow Rate, veh/h	167	297	38	114	332	0	92	615	17	92	1033	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	473	400	154	453	385	166	1205	533	169	1229	550
Arrive On Green	0.09	0.25	0.25	0.09	0.25	0.00	0.09	0.34	0.34	0.09	0.34	0.00
Sat Flow, veh/h	3476	1881	1592	1747	1835	1560	1756	3504	1552	1792	3575	1599
Grp Volume(v), veh/h	167	297	38	114	332	0	92	615	17	92	1033	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1592	1747	1835	1560	1756	1752	1552	1792	1787	1599
Q Serve(g_s), s	3.9	11.8	1.5	5.4	14.0	0.0	4.2	11.8	0.6	4.1	22.5	0.0
Cycle Q Clear(g_c), s	3.9	11.8	1.5	5.4	14.0	0.0	4.2	11.8	0.6	4.1	22.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	473	400	154	453	385	166	1205	533	169	1229	550
V/C Ratio(X)	0.52	0.63	0.09	0.74	0.73	0.00	0.55	0.51	0.03	0.54	0.84	0.00
Avail Cap(c_a), veh/h	367	648	548	166	627	533	188	1205	533	221	1286	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.4	28.0	24.2	37.4	29.2	0.0	36.4	22.0	18.3	36.4	25.5	0.0
Incr Delay (d2), s/veh	0.9	1.7	0.1	13.9	3.2	0.0	2.1	0.4	0.0	2.0	5.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	6.3	0.7	3.2	7.5	0.0	2.1	5.7	0.3	2.1	11.9	0.0
LnGrp Delay(d),s/veh	37.3	29.7	24.3	51.4	32.4	0.0	38.6	22.4	18.4	38.4	30.5	0.0
LnGrp LOS	D	C	C	D	C		D	C	B	D	C	
Approach Vol, veh/h		502			446			724			1125	
Approach Delay, s/veh		31.8			37.3			24.3			31.1	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	34.4	11.6	26.1	12.2	34.4	12.0	25.7
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 10	28.9	* 8	29.0	* 9	30.3	* 8.9	* 29
Max Q Clear Time (g_c+I1), s	6.1	13.8	7.4	13.8	6.2	24.5	5.9	16.0
Green Ext Time (p_c), s	0.0	9.8	0.0	4.2	0.0	4.5	0.1	3.8

Intersection Summary			
HCM 2010 Ctrl Delay		30.5	
HCM 2010 LOS		C	

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	37	166	23	23	28	115	527	9	42	866	362
Future Volume (veh/h)	233	37	166	23	23	28	115	527	9	42	866	362
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	313	0	0	28	28	3	139	635	11	51	1043	0
Adj No. of Lanes	2	0	1	0	1	1	1	2	0	1	2	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	6	6	6
Cap, veh/h	478	0	214	42	42	72	174	1696	29	64	1416	634
Arrive On Green	0.13	0.00	0.00	0.05	0.05	0.05	0.10	0.48	0.48	0.04	0.42	0.00
Sat Flow, veh/h	3548	0	1583	909	909	1574	1774	3560	62	1707	3406	1524
Grp Volume(v), veh/h	313	0	0	56	0	3	139	316	330	51	1043	0
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1817	0	1574	1774	1770	1852	1707	1703	1524
Q Serve(g_s), s	6.8	0.0	0.0	2.5	0.0	0.1	6.2	9.2	9.2	2.4	20.9	0.0
Cycle Q Clear(g_c), s	6.8	0.0	0.0	2.5	0.0	0.1	6.2	9.2	9.2	2.4	20.9	0.0
Prop In Lane	1.00		1.00	0.50		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	478	0	214	83	0	72	174	843	882	64	1416	634
V/C Ratio(X)	0.65	0.00	0.00	0.67	0.00	0.04	0.80	0.37	0.37	0.80	0.74	0.00
Avail Cap(c_a), veh/h	1181	0	527	605	0	524	234	907	949	202	1700	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.3	0.0	0.0	38.1	0.0	37.0	35.8	13.5	13.5	38.7	20.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	9.1	0.0	0.2	13.2	0.3	0.3	20.0	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	1.4	0.0	0.1	3.7	4.5	4.7	1.5	10.0	0.0
LnGrp Delay(d),s/veh	34.8	0.0	0.0	47.2	0.0	37.2	49.0	13.8	13.8	58.7	21.3	0.0
LnGrp LOS	C			D		D	D	B	B	E	C	
Approach Vol, veh/h		313			59			785			1094	
Approach Delay, s/veh		34.8			46.7			20.0			23.1	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.8	45.4		16.5	14.7	40.5		9.3
Change Period (Y+Rc), s	6.8	6.8		5.6	6.8	6.8		5.6
Max Green Setting (Gmax), s	9.6	41.6		27.0	10.7	40.5		27.0
Max Q Clear Time (g_c+I1), s	4.4	11.2		8.8	8.2	22.9		4.5
Green Ext Time (p_c), s	0.0	14.9		1.0	0.1	10.8		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	2	192	0	0	0	289	63	7	1	81	40
Future Vol, veh/h	17	2	192	0	0	0	289	63	7	1	81	40
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	7	7	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	7	7	7	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	2	204	0	0	0	307	67	7	1	86	43

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	801	811	112				134	0	0	81	0	0
Stage 1	115	115	-				-	-	-	-	-	-
Stage 2	686	696	-				-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.47	5.57	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-				-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	347	308	928				1451	-	-	1517	-	-
Stage 1	898	791	-				-	-	-	-	-	-
Stage 2	491	436	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	271	0	924				1451	-	-	1517	-	-
Mov Cap-2 Maneuver	271	0	-				-	-	-	-	-	-
Stage 1	893	0	-				-	-	-	-	-	-
Stage 2	385	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	6.6	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1451	-	-	271	924	1517	-	-
HCM Lane V/C Ratio	0.212	-	-	0.075	0.221	0.001	-	-
HCM Control Delay (s)	8.1	-	-	19.4	10	7.4	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	0.8	0	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	498	250	625	788	0	286
Future Volume (vph)	498	250	625	788	0	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			-3%	-3%	
Total Lost time (s)	5.6	4.0	5.6	5.6		5.6
Lane Util. Factor	0.91	1.00	0.97	0.95		0.88
Frpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	1.00		0.85
Flt Protected	1.00	1.00	0.95	1.00		1.00
Satd. Flow (prot)	5111	1591	3485	3592		2828
Flt Permitted	1.00	1.00	0.95	1.00		1.00
Satd. Flow (perm)	5111	1591	3485	3592		2828
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	630	316	791	997	0	362
RTOR Reduction (vph)	0	0	0	0	0	152
Lane Group Flow (vph)	630	316	791	997	0	210
Confl. Peds. (#/hr)						9
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Turn Type	NA	Free	Prot	NA		Over
Protected Phases	6		8	2 8		8
Permitted Phases		Free				8
Actuated Green, G (s)	12.3	39.0	15.5	39.0		15.5
Effective Green, g (s)	12.3	39.0	15.5	39.0		15.5
Actuated g/C Ratio	0.32	1.00	0.40	1.00		0.40
Clearance Time (s)	5.6		5.6			5.6
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	1611	1591	1385	3592		1123
v/s Ratio Prot	0.12		c0.23	c0.28		0.07
v/s Ratio Perm		0.20				
v/c Ratio	0.39	0.20	0.57	0.28		0.19
Uniform Delay, d1	10.4	0.0	9.2	0.0		7.6
Progression Factor	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	0.2	0.3	0.6	0.0		0.1
Delay (s)	10.6	0.3	9.7	0.0		7.7
Level of Service	B	A	A	A		A
Approach Delay (s)	7.1			4.3	7.7	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	5.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	39.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	545	31	161	16	499	269	172	868	15
Future Volume (veh/h)	0	0	4	545	31	161	16	499	269	172	868	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1827	1827	1827	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	692	0	42	20	609	0	210	1059	18
Adj No. of Lanes	0	1	1	2	0	1	1	2	2	1	2	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	0	3	55	917	0	406	58	1209	952	259	1618	27
Arrive On Green	0.00	0.00	0.00	0.26	0.00	0.26	0.03	0.34	0.00	0.15	0.45	0.45
Sat Flow, veh/h	0	1863	1583	3480	0	1541	1774	3539	2787	1774	3561	61
Grp Volume(v), veh/h	0	0	0	692	0	42	20	609	0	210	526	551
Grp Sat Flow(s),veh/h/ln	0	1863	1583	1740	0	1541	1774	1770	1393	1774	1770	1852
Q Serve(g_s), s	0.0	0.0	0.0	11.2	0.0	1.3	0.7	8.4	0.0	7.0	14.2	14.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	11.2	0.0	1.3	0.7	8.4	0.0	7.0	14.2	14.2
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	0	3	55	917	0	406	58	1209	952	259	804	841
V/C Ratio(X)	0.00	0.00	0.00	0.75	0.00	0.10	0.34	0.50	0.00	0.81	0.65	0.65
Avail Cap(c_a), veh/h	0	61	104	1474	0	652	231	1545	1217	344	885	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	20.8	0.0	17.1	29.0	16.1	0.0	25.4	13.0	13.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	0.1	3.4	0.3	0.0	10.4	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	5.5	0.0	0.6	0.4	4.1	0.0	4.2	7.2	7.5
LnGrp Delay(d),s/veh	0.0	0.0	0.0	22.1	0.0	17.2	32.5	16.4	0.0	35.9	14.5	14.5
LnGrp LOS				C		B	C	B		D	B	B
Approach Vol, veh/h		0			734			629			1287	
Approach Delay, s/veh		0.0			21.8			16.9			18.0	
Approach LOS					C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.0	26.1		0.0	7.1	33.0		21.3
Change Period (Y+Rc), s	5.1	5.1		3.0	5.1	5.1		5.1
Max Green Setting (Gmax), s	11.9	26.8		2.0	8.0	30.7		26.0
Max Q Clear Time (g_c+I1), s	9.0	10.4		0.0	2.7	16.2		13.2
Green Ext Time (p_c), s	0.2	10.2		0.0	0.0	9.3		2.4

Intersection Summary			
HCM 2010 Ctrl Delay		18.8	
HCM 2010 LOS		B	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	388	19	21	722	53	13	1	7	20	2	12
Future Vol, veh/h	24	388	19	21	722	53	13	1	7	20	2	12
Conflicting Peds, #/hr	7	0	11	11	0	7	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	6	6	6	3	3	3	14	14	14	2	2	2
Mvmt Flow	29	462	23	25	860	63	15	1	8	24	2	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	930	0	0	496	0	0	1024	1521	253	1237	1501	470
Stage 1	-	-	-	-	-	-	541	541	-	948	948	-
Stage 2	-	-	-	-	-	-	483	980	-	289	553	-
Critical Hdwy	4.22	-	-	4.16	-	-	7.78	6.78	7.18	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.78	5.78	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.78	5.78	-	6.54	5.54	-
Follow-up Hdwy	2.26	-	-	2.23	-	-	3.64	4.14	3.44	3.52	4.02	3.32
Pot Cap-1 Maneuver	707	-	-	1057	-	-	174	105	711	132	121	540
Stage 1	-	-	-	-	-	-	464	490	-	280	338	-
Stage 2	-	-	-	-	-	-	503	301	-	694	513	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	706	-	-	1057	-	-	152	93	704	118	107	535
Mov Cap-2 Maneuver	-	-	-	-	-	-	152	93	-	118	107	-
Stage 1	-	-	-	-	-	-	433	458	-	263	319	-
Stage 2	-	-	-	-	-	-	461	284	-	646	479	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.4	25.8	34.7
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	198	706	-	-	1057	-	-	161
HCM Lane V/C Ratio	0.126	0.04	-	-	0.024	-	-	0.251
HCM Control Delay (s)	25.8	10.3	0.3	-	8.5	0.2	-	34.7
HCM Lane LOS	D	B	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	352	55	72	708	25	66	7	42	20	10	22
Future Volume (veh/h)	12	352	55	72	708	25	66	7	42	20	10	22
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1827	1827	1900	1900	1776	1776	1900	1827	1827
Adj Flow Rate, veh/h	14	424	66	87	853	30	80	8	0	24	12	27
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	6	6	6	4	4	4	7	7	7	4	4	4
Cap, veh/h	403	1440	223	566	1668	59	385	29	254	323	125	260
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.17	0.17	0.00	0.17	0.17	0.17
Sat Flow, veh/h	601	2954	457	882	3420	120	1087	171	1509	873	743	1548
Grp Volume(v), veh/h	14	243	247	87	433	450	88	0	0	36	0	27
Grp Sat Flow(s),veh/h/ln	601	1703	1707	882	1736	1805	1258	0	1509	1616	0	1548
Q Serve(g_s), s	0.6	2.9	2.9	2.2	5.8	5.8	1.8	0.0	0.0	0.0	0.0	0.5
Cycle Q Clear(g_c), s	6.3	2.9	2.9	5.2	5.8	5.8	2.3	0.0	0.0	0.6	0.0	0.5
Prop In Lane	1.00		0.27	1.00		0.07	0.91		1.00	0.67		1.00
Lane Grp Cap(c), veh/h	403	830	833	566	846	880	414	0	254	448	0	260
V/C Ratio(X)	0.03	0.29	0.30	0.15	0.51	0.51	0.21	0.00	0.00	0.08	0.00	0.10
Avail Cap(c_a), veh/h	504	1117	1120	727	1164	1211	1206	0	1155	1341	0	1185
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.1	5.2	5.2	6.8	5.9	5.9	12.8	0.0	0.0	12.0	0.0	12.0
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.1	0.5	0.5	0.3	0.0	0.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.4	1.4	0.6	2.8	2.9	0.8	0.0	0.0	0.3	0.0	0.2
LnGrp Delay(d),s/veh	8.1	5.4	5.4	6.9	6.4	6.4	13.1	0.0	0.0	12.1	0.0	12.1
LnGrp LOS	A	A	A	A	A	A	B			B		B
Approach Vol, veh/h		504			970			88			63	
Approach Delay, s/veh		5.5			6.5			13.1			12.1	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.7		11.3		22.7		11.3
Change Period (Y+Rc), s		6.1		5.6		* 6.1		5.6
Max Green Setting (Gmax), s		22.3		26.0		* 23		26.0
Max Q Clear Time (g_c+I1), s		8.3		2.6		7.8		4.3
Green Ext Time (p_c), s		7.8		0.7		8.2		0.7

Intersection Summary

HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	21.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	411	3	32	640	0	4	0	14	137	45	161
Future Vol, veh/h	0	411	3	32	640	0	4	0	14	137	45	161
Conflicting Peds, #/hr	0	0	9	6	0	0	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	240	-	-	0	-	85	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	6	6	6	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	507	4	40	790	0	5	0	17	169	56	199

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	520	0	0	1022	-	265	1123	1389	397
Stage 1	-	-	-	-	-	-	518	-	-	869	869	-
Stage 2	-	-	-	-	-	-	504	-	-	254	520	-
Critical Hdwy	-	-	-	4.18	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.24	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	1028	-	0	190	0	733	~ 160	141	602
Stage 1	0	-	-	-	-	0	509	0	-	313	367	-
Stage 2	0	-	-	-	-	0	518	0	-	728	530	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1028	-	-	83	-	727	~ 152	134	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	83	-	-	~ 152	134	-
Stage 1	-	-	-	-	-	-	509	-	-	313	353	-
Stage 2	-	-	-	-	-	-	280	-	-	711	525	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	19.2	90.8
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	83	727	-	-	1028	-	152	341
HCM Lane V/C Ratio	0.059	0.024	-	-	0.038	-	1.113	0.746
HCM Control Delay (s)	51.1	10.1	-	-	8.6	-	165.9	40.9
HCM Lane LOS	F	B	-	-	A	-	F	E
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	9.1	5.8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	452	110	55	672	0	0
Future Vol, veh/h	452	110	55	672	0	0
Conflicting Peds, #/hr	0	10	10	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	5	5	2	2	4	4
Mvmt Flow	558	136	68	830	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	704	0	1187	357
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	551	-
Critical Hdwy	-	-	4.14	-	6.88	6.98
Critical Hdwy Stg 1	-	-	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-	5.88	-
Follow-up Hdwy	-	-	2.22	-	3.54	3.34
Pot Cap-1 Maneuver	-	-	890	-	178	634
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	536	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	890	-	163	628
Mov Cap-2 Maneuver	-	-	-	-	163	-
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	495	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	890	-
HCM Lane V/C Ratio	-	-	-	0.076	-
HCM Control Delay (s)	0	-	-	9.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	335	20	8	472	195	21	68	3	23	26	234
Future Volume (veh/h)	97	335	20	8	472	195	21	68	3	23	26	234
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1863	1863	1900	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	113	390	23	9	549	227	24	79	3	27	30	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	6	6	6
Cap, veh/h	213	1564	92	29	879	362	384	306	12	336	308	262
Arrive On Green	0.12	0.47	0.47	0.02	0.36	0.36	0.17	0.17	0.17	0.17	0.17	0.00
Sat Flow, veh/h	1757	3363	198	1774	2438	1005	1363	1782	68	1251	1792	1524
Grp Volume(v), veh/h	113	203	210	9	398	378	24	0	82	27	30	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1808	1774	1770	1674	1363	0	1850	1251	1792	1524
Q Serve(g_s), s	2.6	3.0	3.0	0.2	7.9	8.0	0.6	0.0	1.6	0.8	0.6	0.0
Cycle Q Clear(g_c), s	2.6	3.0	3.0	0.2	7.9	8.0	1.2	0.0	1.6	2.5	0.6	0.0
Prop In Lane	1.00		0.11	1.00		0.60	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	213	815	841	29	638	604	384	0	318	336	308	262
V/C Ratio(X)	0.53	0.25	0.25	0.31	0.62	0.63	0.06	0.00	0.26	0.08	0.10	0.00
Avail Cap(c_a), veh/h	325	870	897	291	841	796	1011	0	1169	911	1133	963
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.6	6.9	6.9	20.8	11.3	11.3	15.4	0.0	15.3	16.4	14.9	0.0
Incr Delay (d2), s/veh	2.1	0.2	0.2	5.7	1.0	1.1	0.1	0.0	0.4	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.4	1.5	0.1	4.0	3.9	0.2	0.0	0.9	0.3	0.3	0.0
LnGrp Delay(d),s/veh	19.7	7.1	7.1	26.5	12.3	12.4	15.5	0.0	15.7	16.5	15.0	0.0
LnGrp LOS	B	A	A	C	B	B	B		B	B	B	
Approach Vol, veh/h		526			785			106			57	
Approach Delay, s/veh		9.8			12.5			15.7			15.7	
Approach LOS		A			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.8	25.0		11.9	10.3	20.5		11.9
Change Period (Y+Rc), s	5.1	5.1		4.6	5.1	5.1		4.6
Max Green Setting (Gmax), s	7.0	21.2		27.0	7.9	20.3		27.0
Max Q Clear Time (g_c+I1), s	2.2	5.0		4.5	4.6	10.0		3.6
Green Ext Time (p_c), s	0.0	7.0		0.7	0.1	5.3		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	11.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	321	86	89	422	118	53	351	51	95	651	129
Future Volume (veh/h)	85	321	86	89	422	118	53	351	51	95	651	129
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1808	1808	1862	1810	1810	1810	1863	1863	1863
Adj Flow Rate, veh/h	99	373	12	103	491	137	62	408	11	110	757	33
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	3	3	3	5	5	5	2	2	2
Cap, veh/h	133	915	406	131	688	191	110	1021	456	139	1102	490
Arrive On Green	0.08	0.26	0.26	0.08	0.26	0.26	0.06	0.30	0.30	0.08	0.31	0.31
Sat Flow, veh/h	1774	3539	1569	1722	2655	736	1723	3438	1535	1774	3539	1574
Grp Volume(v), veh/h	99	373	12	103	317	311	62	408	11	110	757	33
Grp Sat Flow(s),veh/h/ln	1774	1770	1569	1722	1717	1674	1723	1719	1535	1774	1770	1574
Q Serve(g_s), s	4.6	7.3	0.5	4.9	14.1	14.2	2.9	8.0	0.4	5.1	15.7	1.2
Cycle Q Clear(g_c), s	4.6	7.3	0.5	4.9	14.1	14.2	2.9	8.0	0.4	5.1	15.7	1.2
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	915	406	131	445	434	110	1021	456	139	1102	490
V/C Ratio(X)	0.74	0.41	0.03	0.79	0.71	0.72	0.56	0.40	0.02	0.79	0.69	0.07
Avail Cap(c_a), veh/h	148	1138	504	144	552	538	144	1408	629	152	1458	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	25.8	23.3	38.1	28.2	28.3	38.2	23.6	20.9	38.0	25.3	20.3
Incr Delay (d2), s/veh	16.5	0.3	0.0	23.1	3.2	3.5	4.5	0.3	0.0	22.6	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	3.6	0.2	3.2	7.1	7.0	1.5	3.8	0.2	3.4	7.8	0.5
LnGrp Delay(d),s/veh	54.6	26.1	23.3	61.3	31.5	31.8	42.7	23.8	20.9	60.6	26.2	20.4
LnGrp LOS	D	C	C	E	C	C	D	C	C	E	C	C
Approach Vol, veh/h		484			731			481			900	
Approach Delay, s/veh		31.8			35.8			26.2			30.2	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	31.0	12.5	27.8	11.5	32.3	12.4	27.9
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	7.2	34.4	7.0	27.0	7.0	34.6	7.0	27.0
Max Q Clear Time (g_c+I1), s	7.1	10.0	6.9	9.3	4.9	17.7	6.6	16.2
Green Ext Time (p_c), s	0.0	9.1	0.0	6.2	0.0	7.6	0.0	4.7

Intersection Summary	
HCM 2010 Ctrl Delay	31.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	678	75	617	548	446	93	663	897	445	649	71
Future Volume (veh/h)	91	678	75	617	548	446	93	663	897	445	649	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1835	1835	1835	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	95	706	0	643	571	0	97	691	0	464	676	74
Adj No. of Lanes	1	2	1	2	2	1	1	2	2	2	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	365	819	366	628	734	329	121	834	1173	436	947	104
Arrive On Green	0.21	0.23	0.00	0.19	0.21	0.00	0.07	0.24	0.00	0.13	0.29	0.29
Sat Flow, veh/h	1774	3539	1583	3390	3486	1560	1774	3539	2787	3442	3216	352
Grp Volume(v), veh/h	95	706	0	643	571	0	97	691	0	464	372	378
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1695	1743	1560	1774	1770	1393	1721	1770	1798
Q Serve(g_s), s	5.4	23.0	0.0	22.2	18.5	0.0	6.5	22.2	0.0	15.2	22.5	22.5
Cycle Q Clear(g_c), s	5.4	23.0	0.0	22.2	18.5	0.0	6.5	22.2	0.0	15.2	22.5	22.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	365	819	366	628	734	329	121	834	1173	436	521	529
V/C Ratio(X)	0.26	0.86	0.00	1.02	0.78	0.00	0.80	0.83	0.00	1.06	0.71	0.71
Avail Cap(c_a), veh/h	365	915	409	628	1163	520	151	889	1216	436	521	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	44.2	0.0	48.8	44.7	0.0	55.1	43.5	0.0	52.3	37.8	37.8
Incr Delay (d2), s/veh	0.4	7.9	0.0	42.2	1.8	0.0	21.6	6.3	0.0	60.9	4.6	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	12.1	0.0	14.0	9.1	0.0	3.9	11.6	0.0	10.8	11.6	11.8
LnGrp Delay(d),s/veh	40.3	52.1	0.0	91.0	46.5	0.0	76.6	49.8	0.0	113.2	42.3	42.3
LnGrp LOS	D	D		F	D		E	D		F	D	D
Approach Vol, veh/h		801			1214			788			1214	
Approach Delay, s/veh		50.7			70.1			53.1			69.4	
Approach LOS		D			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	35.0	29.0	33.8	15.0	42.1	30.8	32.1
Change Period (Y+Rc), s	6.8	6.8	6.8	6.1	6.8	6.8	6.1	6.8
Max Green Setting (Gmax), s	15.2	30.1	22.2	31.0	10.2	35.1	13.2	40.0
Max Q Clear Time (g_c+I1), s	17.2	24.2	24.2	25.0	8.5	24.5	7.4	20.5
Green Ext Time (p_c), s	0.0	3.9	0.0	2.3	0.0	6.5	2.5	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	62.7
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	341	17	50	5	14	13	158	1349	11	19	857	428
Future Volume (veh/h)	341	17	50	5	14	13	158	1349	11	19	857	428
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	355	18	52	5	15	14	165	1405	11	20	893	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	7	564	48	125	88	200	1374	11	55	1061	475
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.11	0.38	0.38	0.03	0.30	0.00
Sat Flow, veh/h	362	18	1570	0	348	244	1774	3599	28	1774	3539	1583
Grp Volume(v), veh/h	373	0	52	34	0	0	165	691	725	20	893	0
Grp Sat Flow(s),veh/h/ln	381	0	1570	592	0	0	1774	1770	1857	1774	1770	1583
Q Serve(g_s), s	0.0	0.0	1.9	0.0	0.0	0.0	7.9	32.9	32.9	1.0	20.4	0.0
Cycle Q Clear(g_c), s	31.0	0.0	1.9	31.0	0.0	0.0	7.9	32.9	32.9	1.0	20.4	0.0
Prop In Lane	0.95		1.00	0.15		0.41	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	218	0	564	261	0	0	200	675	709	55	1061	475
V/C Ratio(X)	1.71	0.00	0.09	0.13	0.00	0.00	0.82	1.02	1.02	0.36	0.84	0.00
Avail Cap(c_a), veh/h	218	0	564	261	0	0	243	675	709	144	1128	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.4	0.0	18.3	20.5	0.0	0.0	37.4	26.7	26.7	41.0	28.3	0.0
Incr Delay (d2), s/veh	338.4	0.0	0.1	0.2	0.0	0.0	17.2	40.5	39.8	4.0	5.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.6	0.0	0.8	0.5	0.0	0.0	4.8	23.5	24.6	0.5	10.8	0.0
LnGrp Delay(d),s/veh	371.8	0.0	18.4	20.7	0.0	0.0	54.7	67.1	66.5	45.0	33.9	0.0
LnGrp LOS	F		B	C			D	F	F	D	C	
Approach Vol, veh/h		425			34			1581			913	
Approach Delay, s/veh		328.6			20.7			65.5			34.2	
Approach LOS		F			C			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.5	39.7		37.1	16.5	32.7		37.1
Change Period (Y+Rc), s	6.8	6.8		6.1	6.8	6.8		6.1
Max Green Setting (Gmax), s	7.0	32.3		31.0	11.8	27.5		31.0
Max Q Clear Time (g_c+I1), s	3.0	34.9		33.0	9.9	22.4		33.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	3.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	93.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	70	160	462	120	144	304	1113	647	105	1018	24
Future Volume (veh/h)	27	70	160	462	120	144	304	1113	647	105	1018	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	28	74	168	486	126	152	320	1172	681	111	1072	25
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	257	211	558	302	251	347	1534	676	135	1603	37
Arrive On Green	0.14	0.14	0.14	0.16	0.16	0.16	0.20	0.43	0.43	0.08	0.31	0.31
Sat Flow, veh/h	1774	1863	1528	3442	1863	1551	1774	3539	1560	1774	5110	119
Grp Volume(v), veh/h	28	74	168	486	126	152	320	1172	681	111	711	386
Grp Sat Flow(s),veh/h/ln	1774	1863	1528	1721	1863	1551	1774	1770	1560	1774	1695	1839
Q Serve(g_s), s	1.8	4.6	13.6	17.6	7.8	11.7	22.7	35.9	55.5	7.9	23.3	23.3
Cycle Q Clear(g_c), s	1.8	4.6	13.6	17.6	7.8	11.7	22.7	35.9	55.5	7.9	23.3	23.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	245	257	211	558	302	251	347	1534	676	135	1064	577
V/C Ratio(X)	0.11	0.29	0.80	0.87	0.42	0.60	0.92	0.76	1.01	0.82	0.67	0.67
Avail Cap(c_a), veh/h	305	320	263	592	320	267	398	1534	676	159	1064	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	49.5	53.5	52.3	48.2	49.8	50.5	30.7	36.3	58.3	38.1	38.1
Incr Delay (d2), s/veh	0.2	0.6	12.8	12.9	0.9	3.5	24.8	3.7	36.5	24.7	3.3	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.4	6.5	9.4	4.1	5.2	13.5	18.4	30.7	4.8	11.4	12.8
LnGrp Delay(d),s/veh	48.5	50.2	66.3	65.2	49.1	53.3	75.4	34.4	72.8	83.0	41.5	44.2
LnGrp LOS	D	D	E	E	D	D	E	C	F	F	D	D
Approach Vol, veh/h		270			764			2173			1208	
Approach Delay, s/veh		60.0			60.2			52.5			46.2	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.8	61.6		23.7	31.1	46.3		26.8
Change Period (Y+Rc), s	6.1	6.1		6.1	6.1	6.1		6.1
Max Green Setting (Gmax), s	11.5	48.1		22.0	28.7	30.9		22.0
Max Q Clear Time (g_c+I1), s	9.9	57.5		15.6	24.7	25.3		19.6
Green Ext Time (p_c), s	0.0	0.0		0.5	0.4	5.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	52.5
HCM 2010 LOS	D

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	28	1490	54	120	792
Future Vol, veh/h	16	28	1490	54	120	792
Conflicting Peds, #/hr	0	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	350	195	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	29	1520	55	122	808

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2175	766	0	0	1526	0
Stage 1	1526	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	40	345	-	-	433	-
Stage 1	166	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	29	343	-	-	433	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	165	-	-	-	-	-
Stage 2	346	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.8	0	2.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	113	343	433	-
HCM Lane V/C Ratio	-	-	0.144	0.083	0.283	-
HCM Control Delay (s)	-	-	42.2	16.4	16.6	-
HCM Lane LOS	-	-	E	C	C	-
HCM 95th %tile Q(veh)	-	-	0.5	0.3	1.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	321	109	100	258	229	193	1253	63	120	791	170
Future Volume (veh/h)	269	321	109	100	258	229	193	1253	63	120	791	170
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1844	1881	1881	1881
Adj Flow Rate, veh/h	283	338	21	105	272	0	203	1319	25	126	833	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	353	448	375	135	393	334	236	1410	620	160	1278	572
Arrive On Green	0.10	0.24	0.24	0.08	0.21	0.00	0.13	0.40	0.40	0.09	0.36	0.00
Sat Flow, veh/h	3476	1881	1573	1747	1835	1560	1756	3504	1540	1792	3575	1599
Grp Volume(v), veh/h	283	338	21	105	272	0	203	1319	25	126	833	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1573	1747	1835	1560	1756	1752	1540	1792	1787	1599
Q Serve(g_s), s	7.7	16.2	1.0	5.7	13.3	0.0	11.0	35.1	1.0	6.7	19.0	0.0
Cycle Q Clear(g_c), s	7.7	16.2	1.0	5.7	13.3	0.0	11.0	35.1	1.0	6.7	19.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	353	448	375	135	393	334	236	1410	620	160	1278	572
V/C Ratio(X)	0.80	0.75	0.06	0.78	0.69	0.00	0.86	0.94	0.04	0.79	0.65	0.00
Avail Cap(c_a), veh/h	404	561	469	144	498	424	291	1453	639	166	1278	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.7	34.4	28.6	44.0	35.2	0.0	41.2	27.8	17.6	43.3	26.2	0.0
Incr Delay (d2), s/veh	9.3	4.9	0.1	20.8	3.3	0.0	17.9	11.4	0.0	20.2	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	9.1	0.4	3.6	7.1	0.0	6.5	19.1	0.4	4.2	9.6	0.0
LnGrp Delay(d),s/veh	52.0	39.2	28.7	64.8	38.5	0.0	59.1	39.2	17.7	63.6	27.3	0.0
LnGrp LOS	D	D	C	E	D		E	D	B	E	C	
Approach Vol, veh/h		642			377			1547			959	
Approach Delay, s/veh		44.5			45.8			41.5			32.1	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	44.5	11.7	28.1	17.3	40.1	14.1	25.7
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 9	40.3	* 8	29.0	* 16	33.2	* 11	* 26
Max Q Clear Time (g_c+I1), s	8.7	37.1	7.7	18.2	13.0	21.0	9.7	15.3
Green Ext Time (p_c), s	0.0	2.0	0.0	3.3	0.1	10.1	0.1	3.4

Intersection Summary			
HCM 2010 Ctrl Delay		40.0	
HCM 2010 LOS		D	

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	48	214	30	70	69	302	1165	26	33	576	199
Future Volume (veh/h)	320	48	214	30	70	69	302	1165	26	33	576	199
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	365	0	33	31	72	30	311	1201	27	34	594	0
Adj No. of Lanes	2	0	1	0	1	1	1	2	0	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	519	0	229	68	157	186	347	1482	33	46	881	394
Arrive On Green	0.15	0.00	0.15	0.12	0.12	0.12	0.20	0.42	0.42	0.03	0.25	0.00
Sat Flow, veh/h	3548	0	1567	552	1283	1517	1774	3538	80	1774	3539	1583
Grp Volume(v), veh/h	365	0	33	103	0	30	311	601	627	34	594	0
Grp Sat Flow(s),veh/h/ln	1774	0	1567	1835	0	1517	1774	1770	1847	1774	1770	1583
Q Serve(g_s), s	8.5	0.0	1.6	4.5	0.0	1.5	14.8	25.8	25.9	1.6	13.1	0.0
Cycle Q Clear(g_c), s	8.5	0.0	1.6	4.5	0.0	1.5	14.8	25.8	25.9	1.6	13.1	0.0
Prop In Lane	1.00		1.00	0.30		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	519	0	229	225	0	186	347	741	774	46	881	394
V/C Ratio(X)	0.70	0.00	0.14	0.46	0.00	0.16	0.90	0.81	0.81	0.74	0.67	0.00
Avail Cap(c_a), veh/h	1107	0	489	573	0	474	373	761	794	82	941	421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.1	0.0	32.2	35.3	0.0	34.0	33.9	22.1	22.1	41.9	29.3	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.3	1.5	0.0	0.4	22.3	6.5	6.2	20.8	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.7	2.4	0.0	0.7	9.4	13.8	14.4	1.1	6.6	0.0
LnGrp Delay(d),s/veh	36.9	0.0	32.5	36.8	0.0	34.4	56.2	28.6	28.4	62.6	31.1	0.0
LnGrp LOS	D		C	D		C	E	C	C	E	C	
Approach Vol, veh/h		398			133			1539			628	
Approach Delay, s/veh		36.5			36.2			34.1			32.8	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	43.0		18.3	23.7	28.3		16.2
Change Period (Y+Rc), s	6.8	6.8		5.6	6.8	6.8		5.6
Max Green Setting (Gmax), s	4.0	37.2		27.0	18.2	23.0		27.0
Max Q Clear Time (g_c+I1), s	3.6	27.9		10.5	16.8	15.1		6.5
Green Ext Time (p_c), s	0.0	7.1		1.3	0.2	6.1		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	34.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	14.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	2	219	0	0	0	560	158	18	3	114	82
Future Vol, veh/h	53	2	219	0	0	0	560	158	18	3	114	82
Conflicting Peds, #/hr	0	0	0	0	0	0	7	0	7	7	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	2	235	0	0	0	602	170	19	3	123	88

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	1564	1581	174				218	0	0	196	0	0
Stage 1	180	180	-				-	-	-	-	-	-
Stage 2	1384	1401	-				-	-	-	-	-	-
Critical Hdwy	6.46	6.56	6.26				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.46	5.56	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.46	5.56	-				-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	120	107	859				1352	-	-	1377	-	-
Stage 1	841	743	-				-	-	-	-	-	-
Stage 2	228	203	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	66	0	853				1352	-	-	1377	-	-
Mov Cap-2 Maneuver	66	0	-				-	-	-	-	-	-
Stage 1	834	0	-				-	-	-	-	-	-
Stage 2	126	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	46	7.4	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1352	-	-	66	853	1377	-	-
HCM Lane V/C Ratio	0.445	-	-	0.896	0.276	0.002	-	-
HCM Control Delay (s)	9.8	-	-	186.3	10.8	7.6	0	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	2.4	-	-	4.3	1.1	0	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	965	298	384	497	0	743
Future Volume (vph)	965	298	384	497	0	743
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			-3%	-3%	
Total Lost time (s)	5.6	4.0	5.6	5.6		5.6
Lane Util. Factor	0.91	1.00	0.97	0.95		0.88
Frpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	1.00		0.85
Flt Protected	1.00	1.00	0.95	1.00		1.00
Satd. Flow (prot)	5111	1591	3485	3592		2828
Flt Permitted	1.00	1.00	0.95	1.00		1.00
Satd. Flow (perm)	5111	1591	3485	3592		2828
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1027	317	409	529	0	790
RTOR Reduction (vph)	0	0	0	0	0	33
Lane Group Flow (vph)	1027	317	409	529	0	757
Confl. Peds. (#/hr)						13
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Turn Type	NA	Free	Prot	NA		Over
Protected Phases	6		8	2 8		8
Permitted Phases		Free				8
Actuated Green, G (s)	16.9	46.5	18.4	46.5		18.4
Effective Green, g (s)	16.9	46.5	18.4	46.5		18.4
Actuated g/C Ratio	0.36	1.00	0.40	1.00		0.40
Clearance Time (s)	5.6		5.6			5.6
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	1857	1591	1379	3592		1119
v/s Ratio Prot	c0.20		0.12	0.15		c0.27
v/s Ratio Perm		0.20				
v/c Ratio	0.55	0.20	0.30	0.15		0.68
Uniform Delay, d1	11.8	0.0	9.6	0.0		11.6
Progression Factor	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	0.4	0.3	0.1	0.0		1.6
Delay (s)	12.2	0.3	9.7	0.0		13.2
Level of Service	B	A	A	A		B
Approach Delay (s)	9.4			4.3	13.2	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	46.5	Sum of lost time (s)	11.2
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	15	369	24	409	19	1084	605	299	495	26
Future Volume (veh/h)	0	0	15	369	24	409	19	1084	605	299	495	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1776	1776	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	394	0	176	19	1106	0	305	505	27
Adj No. of Lanes	0	1	1	2	0	1	1	2	2	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	7	7	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	3	50	701	0	305	56	1324	1042	332	1811	97
Arrive On Green	0.00	0.00	0.00	0.20	0.00	0.20	0.03	0.37	0.00	0.19	0.53	0.53
Sat Flow, veh/h	0	1776	1509	3548	0	1542	1774	3539	2787	1774	3416	182
Grp Volume(v), veh/h	0	0	0	394	0	176	19	1106	0	305	261	271
Grp Sat Flow(s),veh/h/ln	0	1776	1509	1774	0	1542	1774	1770	1393	1774	1770	1829
Q Serve(g_s), s	0.0	0.0	0.0	6.4	0.0	6.6	0.7	18.1	0.0	10.7	5.2	5.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.4	0.0	6.6	0.7	18.1	0.0	10.7	5.2	5.2
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	0	3	50	701	0	305	56	1324	1042	332	938	969
V/C Ratio(X)	0.00	0.00	0.00	0.56	0.00	0.58	0.34	0.84	0.00	0.92	0.28	0.28
Avail Cap(c_a), veh/h	0	56	95	1453	0	632	224	1494	1176	332	938	969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	23.0	0.0	23.1	30.1	18.1	0.0	25.3	8.2	8.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.7	0.0	1.7	3.6	3.9	0.0	29.3	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.2	0.0	2.9	0.4	9.5	0.0	8.0	2.5	2.6
LnGrp Delay(d),s/veh	0.0	0.0	0.0	23.7	0.0	24.8	33.7	22.0	0.0	54.6	8.4	8.4
LnGrp LOS				C		C	C	C		D	A	A
Approach Vol, veh/h		0			570			1125			837	
Approach Delay, s/veh		0.0			24.0			22.2			25.2	
Approach LOS					C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.0	28.8		0.0	7.1	38.8		17.7
Change Period (Y+Rc), s	5.1	5.1		3.0	5.1	5.1		5.1
Max Green Setting (Gmax), s	11.9	26.8		2.0	8.0	30.7		26.0
Max Q Clear Time (g_c+I1), s	12.7	20.1		0.0	2.7	7.2		8.6
Green Ext Time (p_c), s	0.0	3.7		0.0	0.0	12.7		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	861	21	17	759	55	13	1	24	68	2	26
Future Vol, veh/h	19	861	21	17	759	55	13	1	24	68	2	26
Conflicting Peds, #/hr	10	0	8	8	0	10	6	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	926	23	18	816	59	14	1	26	73	2	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	885	0	0	956	0	0	1438	1908	483	1397	1889	454
Stage 1	-	-	-	-	-	-	986	986	-	892	892	-
Stage 2	-	-	-	-	-	-	452	922	-	505	997	-
Critical Hdwy	4.16	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.23	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	754	-	-	715	-	-	94	68	530	101	70	553
Stage 1	-	-	-	-	-	-	266	324	-	303	358	-
Stage 2	-	-	-	-	-	-	557	347	-	518	320	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	750	-	-	714	-	-	79	60	525	86	62	545
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	60	-	86	62	-
Stage 1	-	-	-	-	-	-	249	303	-	283	337	-
Stage 2	-	-	-	-	-	-	496	327	-	462	299	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	33.4	142.2
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	167	750	-	-	714	-	-	110
HCM Lane V/C Ratio	0.245	0.027	-	-	0.026	-	-	0.938
HCM Control Delay (s)	33.4	9.9	0.3	-	10.2	0.2	-	142.2
HCM Lane LOS	D	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	844	87	58	578	18	212	12	104	57	12	41
Future Volume (veh/h)	22	844	87	58	578	18	212	12	104	57	12	41
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	24	917	95	63	628	20	230	13	0	62	13	45
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	416	1482	154	287	1589	51	484	19	462	529	98	460
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.29	0.29	0.00	0.29	0.29	0.29
Sat Flow, veh/h	775	3232	335	548	3465	110	1146	65	1583	1332	336	1574
Grp Volume(v), veh/h	24	502	510	63	317	331	243	0	0	75	0	45
Grp Sat Flow(s),veh/h/ln	775	1770	1798	548	1752	1823	1211	0	1583	1668	0	1574
Q Serve(g_s), s	1.0	10.1	10.1	4.6	5.6	5.6	7.6	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s	6.6	10.1	10.1	14.7	5.6	5.6	9.0	0.0	0.0	1.4	0.0	1.0
Prop In Lane	1.00		0.19	1.00		0.06	0.95		1.00	0.83		1.00
Lane Grp Cap(c), veh/h	416	811	824	287	804	836	503	0	462	627	0	460
V/C Ratio(X)	0.06	0.62	0.62	0.22	0.39	0.40	0.48	0.00	0.00	0.12	0.00	0.10
Avail Cap(c_a), veh/h	429	841	854	302	851	886	857	0	877	1008	0	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.6	9.6	9.6	15.1	8.4	8.4	15.6	0.0	0.0	12.3	0.0	12.1
Incr Delay (d2), s/veh	0.1	1.3	1.3	0.4	0.3	0.3	0.7	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.2	5.3	0.7	2.7	2.8	2.9	0.0	0.0	0.7	0.0	0.4
LnGrp Delay(d),s/veh	10.6	10.9	10.9	15.5	8.7	8.7	16.3	0.0	0.0	12.3	0.0	12.2
LnGrp LOS	B	B	B	B	A	A	B			B		B
Approach Vol, veh/h		1036			711			243			120	
Approach Delay, s/veh		10.9			9.3			16.3			12.3	
Approach LOS		B			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		27.6		19.3		27.6		19.3
Change Period (Y+Rc), s		6.1		5.6		* 6.1		5.6
Max Green Setting (Gmax), s		22.3		26.0		* 23		26.0
Max Q Clear Time (g_c+I1), s		12.1		3.4		16.7		11.0
Green Ext Time (p_c), s		7.3		2.0		4.7		1.8

Intersection Summary

HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Int Delay, s/veh 72.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	994	11	27	553	0	4	0	49	264	64	143
Future Vol, veh/h	0	994	11	27	553	0	4	0	49	264	64	143
Conflicting Peds, #/hr	0	0	8	8	0	0	1	0	3	3	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	240	-	-	0	-	85	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	1014	11	28	564	0	4	0	50	269	65	146

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1034	0	0	1399	-	524	1129	1653	283
Stage 1	-	-	-	-	-	-	1028	-	-	619	619	-
Stage 2	-	-	-	-	-	-	371	-	-	510	1034	-
Critical Hdwy	-	-	-	4.18	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.24	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	656	-	0	100	0	498	~ 159	97	714
Stage 1	0	-	-	-	-	0	251	0	-	443	478	-
Stage 2	0	-	-	-	-	0	622	0	-	514	308	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	654	-	-	32	-	493	~ 138	92	713
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	-	-	~ 138	92	-
Stage 1	-	-	-	-	-	-	251	-	-	443	458	-
Stage 2	-	-	-	-	-	-	406	-	-	461	306	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	22.2	$ 321.3
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	32	493	-	-	654	-	138	231
HCM Lane V/C Ratio	0.128	0.101	-	-	0.042	-	1.952	0.914
HCM Control Delay (s)	133.3	13.1	-	-	10.7	-	$ 507.6	83.7
HCM Lane LOS	F	B	-	-	B	-	F	F
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0.1	-	21.2	7.7

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1168	170	76	580	0	0
Future Vol, veh/h	1168	170	76	580	0	0
Conflicting Peds, #/hr	0	11	11	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	5	5	2	2
Mvmt Flow	1204	175	78	598	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1390	0	1759	701
Stage 1	-	-	-	-	1303	-
Stage 2	-	-	-	-	456	-
Critical Hdwy	-	-	4.2	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.25	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	473	-	76	381
Stage 1	-	-	-	-	218	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	473	-	63	377
Mov Cap-2 Maneuver	-	-	-	-	63	-
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	505	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	473	-
HCM Lane V/C Ratio	-	-	-	0.166	-
HCM Control Delay (s)	0	-	-	14.1	-
HCM Lane LOS	A	-	-	B	-
HCM 95th %tile Q(veh)	-	-	-	0.6	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	862	48	27	379	316	46	225	36	95	44	231
Future Volume (veh/h)	258	862	48	27	379	316	46	225	36	95	44	231
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1776	1776	1776
Adj Flow Rate, veh/h	263	880	49	28	387	322	47	230	37	97	45	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	7	7	7
Cap, veh/h	306	1344	75	78	486	399	511	474	76	317	539	458
Arrive On Green	0.17	0.39	0.39	0.04	0.27	0.27	0.30	0.30	0.30	0.30	0.30	0.00
Sat Flow, veh/h	1774	3408	190	1774	1827	1503	1352	1562	251	1046	1776	1509
Grp Volume(v), veh/h	263	457	472	28	375	334	47	0	267	97	45	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1828	1774	1770	1560	1352	0	1813	1046	1776	1509
Q Serve(g_s), s	8.3	12.1	12.1	0.9	11.3	11.5	1.5	0.0	6.9	4.8	1.0	0.0
Cycle Q Clear(g_c), s	8.3	12.1	12.1	0.9	11.3	11.5	2.5	0.0	6.9	11.7	1.0	0.0
Prop In Lane	1.00		0.10	1.00		0.96	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	306	698	721	78	470	415	511	0	550	317	539	458
V/C Ratio(X)	0.86	0.65	0.65	0.36	0.80	0.81	0.09	0.00	0.49	0.31	0.08	0.00
Avail Cap(c_a), veh/h	306	698	721	217	565	498	738	0	854	492	836	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.0	14.2	14.2	26.6	19.6	19.7	15.2	0.0	16.3	21.1	14.3	0.0
Incr Delay (d2), s/veh	20.9	2.2	2.1	2.8	6.6	8.0	0.1	0.0	0.7	0.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	6.3	6.5	0.5	6.4	5.8	0.6	0.0	3.5	1.4	0.5	0.0
LnGrp Delay(d),s/veh	44.0	16.4	16.3	29.4	26.2	27.7	15.2	0.0	17.0	21.6	14.3	0.0
LnGrp LOS	D	B	B	C	C	C	B		B	C	B	
Approach Vol, veh/h		1192			737			314			142	
Approach Delay, s/veh		22.4			27.0			16.7			19.3	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.6	27.7		22.0	15.0	20.3		22.0
Change Period (Y+Rc), s	5.1	5.1		4.6	5.1	5.1		4.6
Max Green Setting (Gmax), s	7.0	21.2		27.0	9.9	18.3		27.0
Max Q Clear Time (g_c+I1), s	2.9	14.1		13.7	10.3	13.5		8.9
Green Ext Time (p_c), s	0.0	5.2		2.0	0.0	1.8		2.3

Intersection Summary	
HCM 2010 Ctrl Delay	22.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	663	56	98	314	209	58	611	163	199	404	79
Future Volume (veh/h)	220	663	56	98	314	209	58	611	163	199	404	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1825	1825	1862	1845	1845	1845	1810	1810	1810
Adj Flow Rate, veh/h	229	691	13	102	327	218	60	636	55	207	421	26
Adj No. of Lanes	1	2	1	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	5	5	5
Cap, veh/h	215	1024	451	128	485	316	101	975	434	191	1140	502
Arrive On Green	0.12	0.29	0.29	0.07	0.24	0.24	0.06	0.28	0.28	0.11	0.33	0.33
Sat Flow, veh/h	1774	3539	1559	1739	2005	1306	1757	3505	1560	1723	3438	1514
Grp Volume(v), veh/h	229	691	13	102	282	263	60	636	55	207	421	26
Grp Sat Flow(s),veh/h/ln	1774	1770	1559	1739	1734	1578	1757	1752	1560	1723	1719	1514
Q Serve(g_s), s	11.9	17.0	0.6	5.7	14.5	14.9	3.3	15.7	2.6	10.9	9.2	1.1
Cycle Q Clear(g_c), s	11.9	17.0	0.6	5.7	14.5	14.9	3.3	15.7	2.6	10.9	9.2	1.1
Prop In Lane	1.00		1.00	1.00		0.83	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	1024	451	128	420	382	101	975	434	191	1140	502
V/C Ratio(X)	1.07	0.67	0.03	0.80	0.67	0.69	0.60	0.65	0.13	1.08	0.37	0.05
Avail Cap(c_a), veh/h	215	1054	464	170	476	433	127	1275	567	191	1384	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	30.9	25.1	44.8	33.7	33.9	45.3	31.3	26.6	43.7	25.0	22.4
Incr Delay (d2), s/veh	80.4	1.7	0.0	17.4	3.1	3.9	5.5	0.7	0.1	89.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	8.5	0.3	3.3	7.2	6.9	1.8	7.7	1.1	9.9	4.4	0.5
LnGrp Delay(d),s/veh	123.6	32.5	25.1	62.2	36.8	37.9	50.8	32.0	26.7	133.1	25.2	22.4
LnGrp LOS	F	C	C	E	D	D	D	C	C	F	C	C
Approach Vol, veh/h		933			647			751			654	
Approach Delay, s/veh		54.8			41.3			33.2			59.3	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	33.5	13.3	34.6	11.7	38.7	18.0	29.9
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	10.9	35.8	9.6	29.3	7.1	39.6	11.9	27.0
Max Q Clear Time (g_c+I1), s	12.9	17.7	7.7	19.0	5.3	11.2	13.9	16.9
Green Ext Time (p_c), s	0.0	7.3	0.0	5.7	0.0	8.7	0.0	5.6

Intersection Summary	
HCM 2010 Ctrl Delay	47.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	309	66	768	457	211	41	506	423	218	839	44
Future Volume (veh/h)	126	309	66	768	457	211	41	506	423	218	839	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1835	1835	1835	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	156	381	0	948	564	0	51	625	0	269	1036	54
Adj No. of Lanes	1	2	1	2	2	1	1	3	0	2	3	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	433	567	254	1017	753	337	86	1117	0	323	1312	68
Arrive On Green	0.24	0.16	0.00	0.30	0.22	0.00	0.05	0.22	0.00	0.09	0.27	0.27
Sat Flow, veh/h	1774	3539	1583	3390	3486	1560	1774	5253	0	3442	4949	258
Grp Volume(v), veh/h	156	381	0	948	564	0	51	625	0	269	709	381
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1695	1743	1560	1774	1695	0	1721	1695	1817
Q Serve(g_s), s	8.5	11.9	0.0	31.8	17.7	0.0	3.3	12.8	0.0	9.0	22.8	22.8
Cycle Q Clear(g_c), s	8.5	11.9	0.0	31.8	17.7	0.0	3.3	12.8	0.0	9.0	22.8	22.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.14
Lane Grp Cap(c), veh/h	433	567	254	1017	753	337	86	1117	0	323	899	482
V/C Ratio(X)	0.36	0.67	0.00	0.93	0.75	0.00	0.59	0.56	0.00	0.83	0.79	0.79
Avail Cap(c_a), veh/h	433	936	419	1070	1407	629	109	1280	0	323	963	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	46.3	0.0	39.9	43.0	0.0	54.6	40.7	0.0	52.2	40.0	40.0
Incr Delay (d2), s/veh	0.5	1.4	0.0	13.8	1.5	0.0	6.4	0.4	0.0	16.7	4.2	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	5.9	0.0	16.8	8.7	0.0	1.8	6.1	0.0	5.0	11.2	12.4
LnGrp Delay(d),s/veh	37.2	47.7	0.0	53.6	44.5	0.0	61.0	41.1	0.0	68.9	44.2	47.7
LnGrp LOS	D	D		D	D		E	D		E	D	D
Approach Vol, veh/h		537			1512			676			1359	
Approach Delay, s/veh		44.6			50.2			42.6			50.1	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	32.5	42.0	24.9	12.5	37.9	34.7	32.1
Change Period (Y+Rc), s	6.8	6.8	6.8	6.1	6.8	6.8	6.1	6.8
Max Green Setting (Gmax), s	11.0	29.5	37.0	31.0	7.2	33.3	20.7	47.3
Max Q Clear Time (g_c+I1), s	11.0	14.8	33.8	13.9	5.3	24.8	10.5	19.7
Green Ext Time (p_c), s	0.0	9.6	1.3	1.9	0.0	6.2	2.1	4.1

Intersection Summary		
HCM 2010 Ctrl Delay		48.2
HCM 2010 LOS		D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	678	75	617	548	446	93	663	897	445	649	71
Future Volume (veh/h)	91	678	75	617	548	446	93	663	897	445	649	71
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1835	1835	1835	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	95	706	0	643	571	0	97	691	0	464	676	74
Adj No. of Lanes	1	2	1	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	807	361	735	739	330	121	1032	665	477	1272	138
Arrive On Green	0.23	0.23	0.00	0.22	0.21	0.00	0.07	0.20	0.00	0.14	0.27	0.27
Sat Flow, veh/h	1774	3539	1583	3390	3486	1560	1774	5085	1583	3442	4655	505
Grp Volume(v), veh/h	95	706	0	643	571	0	97	691	0	464	491	259
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1695	1743	1560	1774	1695	1583	1721	1695	1770
Q Serve(g_s), s	5.4	23.9	0.0	22.7	19.2	0.0	6.7	15.6	0.0	16.7	15.3	15.5
Cycle Q Clear(g_c), s	5.4	23.9	0.0	22.7	19.2	0.0	6.7	15.6	0.0	16.7	15.3	15.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.29
Lane Grp Cap(c), veh/h	413	807	361	735	739	330	121	1032	665	477	926	483
V/C Ratio(X)	0.23	0.87	0.00	0.87	0.77	0.00	0.80	0.67	0.00	0.97	0.53	0.54
Avail Cap(c_a), veh/h	413	884	396	1071	1542	690	220	1275	740	477	926	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	46.2	0.0	46.9	46.1	0.0	57.0	45.6	0.0	53.2	38.3	38.4
Incr Delay (d2), s/veh	0.3	9.2	0.0	5.8	1.8	0.0	11.4	1.0	0.0	34.1	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	12.7	0.0	11.2	9.4	0.0	3.7	7.4	0.0	10.2	7.2	7.7
LnGrp Delay(d),s/veh	38.8	55.4	0.0	52.7	47.8	0.0	68.4	46.6	0.0	87.3	38.9	39.6
LnGrp LOS	D	E		D	D		E	D		F	D	D
Approach Vol, veh/h		801			1214			788			1214	
Approach Delay, s/veh		53.4			50.4			49.3			57.5	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	32.0	33.7	34.4	15.3	40.7	35.0	33.1
Change Period (Y+Rc), s	6.8	6.8	6.8	6.1	6.8	6.8	6.1	6.8
Max Green Setting (Gmax), s	17.2	31.1	39.2	31.0	15.4	32.9	15.3	54.9
Max Q Clear Time (g_c+I1), s	18.7	17.6	24.7	25.9	8.7	17.5	7.4	21.2
Green Ext Time (p_c), s	0.0	6.7	2.2	2.0	0.1	8.5	3.1	4.3

Intersection Summary	
HCM 2010 Ctrl Delay	52.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	2	98	9	8	19	29	763	4	6	1310	422
Future Volume (veh/h)	291	2	98	9	8	19	29	763	4	6	1310	422
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	331	2	111	10	9	22	33	867	5	7	1489	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	388	2	346	19	17	41	73	1728	10	22	1593	713
Arrive On Green	0.22	0.22	0.22	0.05	0.05	0.05	0.04	0.48	0.48	0.01	0.45	0.00
Sat Flow, veh/h	1764	11	1575	406	366	894	1774	3608	21	1774	3539	1583
Grp Volume(v), veh/h	333	0	111	41	0	0	33	425	447	7	1489	0
Grp Sat Flow(s),veh/h/ln	1775	0	1575	1665	0	0	1774	1770	1859	1774	1770	1583
Q Serve(g_s), s	19.2	0.0	6.3	2.6	0.0	0.0	1.9	17.5	17.5	0.4	42.4	0.0
Cycle Q Clear(g_c), s	19.2	0.0	6.3	2.6	0.0	0.0	1.9	17.5	17.5	0.4	42.4	0.0
Prop In Lane	0.99		1.00	0.24		0.54	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	390	0	346	77	0	0	73	847	890	22	1593	713
V/C Ratio(X)	0.85	0.00	0.32	0.53	0.00	0.00	0.45	0.50	0.50	0.32	0.93	0.00
Avail Cap(c_a), veh/h	518	0	459	110	0	0	117	847	890	117	1639	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.8	0.0	34.8	49.6	0.0	0.0	49.8	19.0	19.0	52.0	27.7	0.0
Incr Delay (d2), s/veh	10.3	0.0	0.5	5.6	0.0	0.0	4.4	0.5	0.4	8.2	10.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	0.0	2.8	1.3	0.0	0.0	1.0	8.6	9.0	0.3	22.9	0.0
LnGrp Delay(d),s/veh	50.1	0.0	35.3	55.2	0.0	0.0	54.2	19.5	19.4	60.2	38.0	0.0
LnGrp LOS	D		D	E			D	B	B	E	D	
Approach Vol, veh/h		444			41			905			1496	
Approach Delay, s/veh		46.4			55.2			20.7			38.1	
Approach LOS		D			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	57.7		29.5	11.2	54.6		11.0
Change Period (Y+Rc), s	6.8	6.8		6.1	6.8	6.8		6.1
Max Green Setting (Gmax), s	7.0	49.2		31.0	7.0	49.2		7.0
Max Q Clear Time (g_c+I1), s	2.4	19.5		21.2	3.9	44.4		4.6
Green Ext Time (p_c), s	0.0	21.6		1.7	0.0	3.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	341	17	50	5	14	13	158	1349	11	19	857	428
Future Volume (veh/h)	341	17	50	5	14	13	158	1349	11	19	857	428
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	355	18	52	5	15	14	165	1405	11	20	893	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	422	21	390	11	32	30	198	1469	11	53	1155	517
Arrive On Green	0.25	0.25	0.25	0.04	0.04	0.04	0.11	0.41	0.41	0.03	0.33	0.00
Sat Flow, veh/h	1692	86	1564	249	747	697	1774	3599	28	1774	3539	1583
Grp Volume(v), veh/h	373	0	52	34	0	0	165	691	725	20	893	0
Grp Sat Flow(s),veh/h/ln	1778	0	1564	1692	0	0	1774	1770	1857	1774	1770	1583
Q Serve(g_s), s	19.1	0.0	2.5	1.9	0.0	0.0	8.7	36.3	36.4	1.1	21.8	0.0
Cycle Q Clear(g_c), s	19.1	0.0	2.5	1.9	0.0	0.0	8.7	36.3	36.4	1.1	21.8	0.0
Prop In Lane	0.95		1.00	0.15		0.41	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	443	0	390	74	0	0	198	722	758	53	1155	517
V/C Ratio(X)	0.84	0.00	0.13	0.46	0.00	0.00	0.83	0.96	0.96	0.37	0.77	0.00
Avail Cap(c_a), veh/h	575	0	505	123	0	0	257	723	759	129	1192	533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.2	0.0	28.0	44.8	0.0	0.0	41.7	27.6	27.6	45.6	29.1	0.0
Incr Delay (d2), s/veh	8.6	0.0	0.2	4.5	0.0	0.0	16.2	23.2	22.6	4.3	3.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	0.0	1.1	1.0	0.0	0.0	5.2	22.3	23.3	0.6	11.2	0.0
LnGrp Delay(d),s/veh	42.9	0.0	28.1	49.2	0.0	0.0	57.9	50.8	50.2	49.9	32.2	0.0
LnGrp LOS	D		C	D			E	D	D	D	C	
Approach Vol, veh/h		425			34			1581			913	
Approach Delay, s/veh		41.1			49.2			51.3			32.6	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.7	46.0		30.0	17.5	38.1		10.3
Change Period (Y+Rc), s	6.8	6.8		6.1	6.8	6.8		6.1
Max Green Setting (Gmax), s	7.0	39.2		31.0	13.9	32.3		7.0
Max Q Clear Time (g_c+I1), s	3.1	38.4		21.1	10.7	23.8		3.9
Green Ext Time (p_c), s	0.0	0.8		1.8	0.1	7.4		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		44.0
HCM 2010 LOS		D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	273	163	105	305	80	85	566	58	85	950	176
Future Volume (veh/h)	154	273	163	105	305	80	85	566	58	85	950	176
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1881	1881	1881	1919
Adj Flow Rate, veh/h	167	297	45	114	332	0	92	615	63	92	1033	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	491	415	162	469	398	173	1451	147	176	1606	0
Arrive On Green	0.10	0.26	0.26	0.09	0.26	0.00	0.10	0.31	0.31	0.10	0.31	0.00
Sat Flow, veh/h	3476	1881	1592	1747	1835	1560	1756	4641	471	1792	5305	0
Grp Volume(v), veh/h	167	297	45	114	332	0	92	443	235	92	1033	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1592	1747	1835	1560	1756	1678	1755	1792	1712	0
Q Serve(g_s), s	3.6	11.0	1.7	5.0	13.1	0.0	4.0	8.3	8.4	3.9	13.7	0.0
Cycle Q Clear(g_c), s	3.6	11.0	1.7	5.0	13.1	0.0	4.0	8.3	8.4	3.9	13.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		0.00
Lane Grp Cap(c), veh/h	341	491	415	162	469	398	173	1049	549	176	1606	0
V/C Ratio(X)	0.49	0.60	0.11	0.70	0.71	0.00	0.53	0.42	0.43	0.52	0.64	0.00
Avail Cap(c_a), veh/h	389	687	581	216	707	601	199	1145	599	235	1843	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.9	25.8	22.3	35.0	26.9	0.0	34.1	21.6	21.7	34.0	23.5	0.0
Incr Delay (d2), s/veh	0.8	1.5	0.1	5.3	2.4	0.0	1.9	0.3	0.5	1.8	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.9	0.8	2.7	7.0	0.0	2.0	3.9	4.2	2.0	6.6	0.0
LnGrp Delay(d),s/veh	34.7	27.2	22.5	40.3	29.3	0.0	36.0	21.9	22.2	35.8	24.1	0.0
LnGrp LOS	C	C	C	D	C		D	C	C	D	C	
Approach Vol, veh/h		509			446			770			1125	
Approach Delay, s/veh		29.3			32.1			23.7			25.1	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	30.2	11.6	25.6	12.0	30.2	12.0	25.2
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 10	27.1	* 9.8	29.0	* 9	28.5	* 8.9	* 31
Max Q Clear Time (g_c+I1), s	5.9	10.4	7.0	13.0	6.0	15.7	5.6	15.1
Green Ext Time (p_c), s	0.1	10.6	0.0	4.3	0.0	8.7	0.1	4.2

Intersection Summary		
HCM 2010 Ctrl Delay		26.5
HCM 2010 LOS		C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	321	109	100	258	229	193	1253	63	120	791	170
Future Volume (veh/h)	269	321	109	100	258	229	193	1253	63	120	791	170
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1881	1881	1881	1919
Adj Flow Rate, veh/h	283	338	23	105	272	0	203	1319	66	126	833	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	474	397	151	429	365	238	1675	84	180	1574	0
Arrive On Green	0.10	0.25	0.25	0.09	0.23	0.00	0.14	0.34	0.34	0.10	0.31	0.00
Sat Flow, veh/h	3476	1881	1574	1747	1835	1560	1756	4906	245	1792	5305	0
Grp Volume(v), veh/h	283	338	23	105	272	0	203	902	483	126	833	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1574	1747	1835	1560	1756	1678	1795	1792	1712	0
Q Serve(g_s), s	6.8	13.9	0.9	5.0	11.3	0.0	9.6	20.6	20.6	5.8	11.4	0.0
Cycle Q Clear(g_c), s	6.8	13.9	0.9	5.0	11.3	0.0	9.6	20.6	20.6	5.8	11.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		0.00
Lane Grp Cap(c), veh/h	363	474	397	151	429	365	238	1146	613	180	1574	0
V/C Ratio(X)	0.78	0.71	0.06	0.70	0.63	0.00	0.85	0.79	0.79	0.70	0.53	0.00
Avail Cap(c_a), veh/h	425	641	537	164	589	500	248	1187	635	194	1648	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.1	29.0	24.1	37.8	29.3	0.0	35.9	25.2	25.2	37.0	24.4	0.0
Incr Delay (d2), s/veh	7.2	2.8	0.1	10.1	1.9	0.0	22.7	3.5	6.4	9.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	7.6	0.4	2.8	6.0	0.0	6.2	10.1	11.3	3.3	5.4	0.0
LnGrp Delay(d),s/veh	44.3	31.8	24.2	47.9	31.2	0.0	58.6	28.7	31.6	46.1	24.7	0.0
LnGrp LOS	D	C	C	D	C		E	C	C	D	C	
Approach Vol, veh/h		644			377			1588			959	
Approach Delay, s/veh		37.0			35.8			33.4			27.5	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	34.5	11.5	26.3	15.7	31.5	13.1	24.8
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 9.2	30.1	* 8	29.0	* 12	27.3	* 10	* 27
Max Q Clear Time (g_c+I1), s	7.8	22.6	7.0	15.9	11.6	13.4	8.8	13.3
Green Ext Time (p_c), s	0.0	6.5	0.0	3.7	0.0	11.1	0.1	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	32.7
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	388	19	21	722	53	13	1	7	20	2	12
Future Volume (veh/h)	24	388	19	21	722	53	13	1	7	20	2	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1792	1900	1900	1845	1900	1900	1667	1900	1900	1863	1900
Adj Flow Rate, veh/h	29	462	23	25	860	63	15	1	8	24	2	14
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	3	3	3	14	14	14	2	2	2
Cap, veh/h	147	1418	69	126	1483	107	313	45	94	319	55	111
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	67	3039	148	35	3178	230	686	215	450	727	263	533
Grp Volume(v), veh/h	264	0	250	499	0	449	24	0	0	40	0	0
Grp Sat Flow(s),veh/h/ln	1651	0	1603	1808	0	1635	1351	0	0	1524	0	0
Q Serve(g_s), s	0.0	0.0	3.4	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	3.4	6.8	0.0	7.0	0.4	0.0	0.0	0.6	0.0	0.0
Prop In Lane	0.11		0.09	0.05		0.14	0.62		0.33	0.60		0.35
Lane Grp Cap(c), veh/h	886	0	748	953	0	763	452	0	0	485	0	0
V/C Ratio(X)	0.30	0.00	0.33	0.52	0.00	0.59	0.05	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	1067	0	947	1171	0	966	876	0	0	963	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.8	0.0	5.8	6.7	0.0	6.8	11.0	0.0	0.0	11.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.4	0.0	0.7	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.5	3.4	0.0	3.3	0.2	0.0	0.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	5.9	0.0	6.1	7.2	0.0	7.5	11.0	0.0	0.0	11.1	0.0	0.0
LnGrp LOS	A		A	A		A	B			B		
Approach Vol, veh/h		514			948			24			40	
Approach Delay, s/veh		6.0			7.3			11.0			11.1	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		12.8		21.7		12.8		21.7
Change Period (Y+Rc), s		5.6		5.6		5.6		5.6
Max Green Setting (Gmax), s		18.4		20.4		18.4		20.4
Max Q Clear Time (g_c+I1), s		2.4		5.4		2.6		9.0
Green Ext Time (p_c), s		0.2		8.3		0.2		6.9

Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	861	21	17	759	55	13	1	24	68	2	26
Future Volume (veh/h)	19	861	21	17	759	55	13	1	24	68	2	26
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	20	926	23	18	816	59	14	1	26	73	2	28
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	1740	43	108	1667	119	183	52	191	332	32	76
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	24	3355	82	22	3215	229	303	271	994	900	167	398
Grp Volume(v), veh/h	504	0	465	468	0	425	41	0	0	103	0	0
Grp Sat Flow(s),veh/h/ln	1798	0	1663	1814	0	1652	1568	0	0	1465	0	0
Q Serve(g_s), s	0.0	0.0	7.2	0.0	0.0	6.4	0.0	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	7.0	0.0	7.2	6.3	0.0	6.4	0.8	0.0	0.0	2.2	0.0	0.0
Prop In Lane	0.04		0.05	0.04		0.14	0.34		0.63	0.71		0.27
Lane Grp Cap(c), veh/h	1029	0	863	1038	0	857	425	0	0	440	0	0
V/C Ratio(X)	0.49	0.00	0.54	0.45	0.00	0.50	0.10	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	1266	0	1092	1275	0	1085	1046	0	0	1029	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.2	0.0	6.2	6.0	0.0	6.0	13.0	0.0	0.0	13.5	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.5	0.3	0.0	0.4	0.1	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	3.4	3.2	0.0	2.9	0.4	0.0	0.0	1.0	0.0	0.0
LnGrp Delay(d),s/veh	6.5	0.0	6.7	6.3	0.0	6.5	13.1	0.0	0.0	13.8	0.0	0.0
LnGrp LOS	A		A	A		A	B			B		
Approach Vol, veh/h		969			893			41			103	
Approach Delay, s/veh		6.6			6.4			13.1			13.8	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.7		13.0		25.7		13.0
Change Period (Y+Rc), s		5.6		5.6		5.6		5.6
Max Green Setting (Gmax), s		25.4		23.4		25.4		23.4
Max Q Clear Time (g_c+I1), s		9.2		4.2		8.4		2.8
Green Ext Time (p_c), s		10.8		0.7		11.2		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	411	3	32	640	0	4	0	14	137	45	161
Future Volume (veh/h)	0	411	3	32	640	0	4	0	14	137	45	161
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1792	1900	1827	1827	0	1900	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	507	4	40	790	0	5	0	17	169	56	199
Adj No. of Lanes	0	2	0	1	2	0	0	1	1	1	1	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	6	6	4	4	0	2	2	2	2	2	2
Cap, veh/h	0	1369	11	433	1373	0	403	0	510	451	116	412
Arrive On Green	0.00	0.40	0.40	0.40	0.40	0.00	0.32	0.00	0.32	0.32	0.32	0.32
Sat Flow, veh/h	0	3552	27	864	3563	0	686	0	1580	1388	359	1276
Grp Volume(v), veh/h	0	249	262	40	790	0	5	0	17	169	0	255
Grp Sat Flow(s),veh/h/ln	0	1703	1787	864	1736	0	686	0	1580	1388	0	1635
Q Serve(g_s), s	0.0	4.1	4.1	1.4	7.1	0.0	0.1	0.0	0.3	4.4	0.0	5.0
Cycle Q Clear(g_c), s	0.0	4.1	4.1	5.5	7.1	0.0	5.1	0.0	0.3	9.5	0.0	5.0
Prop In Lane	0.00		0.02	1.00		0.00	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	0	673	707	433	1373	0	403	0	510	451	0	528
V/C Ratio(X)	0.00	0.37	0.37	0.09	0.58	0.00	0.01	0.00	0.03	0.37	0.00	0.48
Avail Cap(c_a), veh/h	0	873	917	535	1781	0	559	0	731	645	0	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.5	8.5	10.5	9.4	0.0	12.8	0.0	9.2	14.7	0.0	10.8
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.1	0.4	0.0	0.0	0.0	0.0	0.5	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	2.1	0.3	3.4	0.0	0.0	0.0	0.1	1.8	0.0	2.3
LnGrp Delay(d),s/veh	0.0	8.9	8.8	10.6	9.8	0.0	12.9	0.0	9.2	15.2	0.0	11.5
LnGrp LOS		A	A	B	A		B		A	B		B
Approach Vol, veh/h		511			830			22			424	
Approach Delay, s/veh		8.8			9.8			10.1			13.0	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		21.3		18.4		21.3		18.4
Change Period (Y+Rc), s		5.6		5.6		5.6		5.6
Max Green Setting (Gmax), s		20.4		18.4		20.4		18.4
Max Q Clear Time (g_c+I1), s		6.1		11.5		9.1		7.1
Green Ext Time (p_c), s		7.5		1.3		6.4		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	994	11	27	553	0	4	0	49	264	64	143
Future Volume (veh/h)	0	994	11	27	553	0	4	0	49	264	64	143
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1827	1827	0	1900	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	1014	11	28	564	0	4	0	50	269	65	146
Adj No. of Lanes	0	2	0	1	2	0	0	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	4	4	0	2	2	2	2	2	2
Cap, veh/h	0	1475	16	252	1427	0	448	0	548	491	177	398
Arrive On Green	0.00	0.41	0.41	0.41	0.41	0.00	0.35	0.00	0.35	0.35	0.35	0.35
Sat Flow, veh/h	0	3679	39	537	3563	0	844	0	1579	1347	510	1146
Grp Volume(v), veh/h	0	500	525	28	564	0	4	0	50	269	0	211
Grp Sat Flow(s),veh/h/ln	0	1770	1855	537	1736	0	844	0	1579	1347	0	1657
Q Serve(g_s), s	0.0	10.7	10.7	2.1	5.3	0.0	0.1	0.0	1.0	8.7	0.0	4.4
Cycle Q Clear(g_c), s	0.0	10.7	10.7	12.8	5.3	0.0	4.5	0.0	1.0	13.2	0.0	4.4
Prop In Lane	0.00		0.02	1.00		0.00	1.00		1.00	1.00		0.69
Lane Grp Cap(c), veh/h	0	728	763	252	1427	0	448	0	548	491	0	575
V/C Ratio(X)	0.00	0.69	0.69	0.11	0.40	0.00	0.01	0.00	0.09	0.55	0.00	0.37
Avail Cap(c_a), veh/h	0	780	818	267	1530	0	507	0	628	559	0	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.2	11.2	16.5	9.6	0.0	13.0	0.0	10.2	16.3	0.0	11.3
Incr Delay (d2), s/veh	0.0	2.3	2.2	0.2	0.2	0.0	0.0	0.0	0.1	1.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.6	5.9	0.3	2.5	0.0	0.0	0.0	0.4	3.3	0.0	2.1
LnGrp Delay(d),s/veh	0.0	13.5	13.4	16.7	9.8	0.0	13.0	0.0	10.3	17.3	0.0	11.7
LnGrp LOS		B	B	B	A		B		B	B		B
Approach Vol, veh/h		1025			592			54			480	
Approach Delay, s/veh		13.5			10.1			10.5			14.8	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		24.6		21.7		24.6		21.7
Change Period (Y+Rc), s		5.6		5.6		5.6		5.6
Max Green Setting (Gmax), s		20.4		18.4		20.4		18.4
Max Q Clear Time (g_c+I1), s		12.7		15.2		14.8		6.5
Green Ext Time (p_c), s		5.5		0.8		4.2		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B

G. Intersection Level of Service Calculations – Background Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	315	67	776	466	215	42	515	430	222	848	45
Future Volume (veh/h)	129	315	67	776	466	215	42	515	430	222	848	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1835	1835	1835	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	159	389	0	958	575	0	52	636	0	274	1047	56
Adj No. of Lanes	1	2	1	2	2	1	1	2	2	2	2	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	549	246	973	728	326	80	937	1537	326	1075	57
Arrive On Green	0.23	0.16	0.00	0.29	0.21	0.00	0.04	0.26	0.00	0.09	0.31	0.31
Sat Flow, veh/h	1774	3539	1583	3390	3486	1560	1774	3539	2787	3442	3417	183
Grp Volume(v), veh/h	159	389	0	958	575	0	52	636	0	274	542	561
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1695	1743	1560	1774	1770	1393	1721	1770	1830
Q Serve(g_s), s	10.1	13.9	0.0	37.5	20.9	0.0	3.9	21.5	0.0	10.5	40.4	40.4
Cycle Q Clear(g_c), s	10.1	13.9	0.0	37.5	20.9	0.0	3.9	21.5	0.0	10.5	40.4	40.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	413	549	246	973	728	326	80	937	1537	326	557	576
V/C Ratio(X)	0.38	0.71	0.00	0.98	0.79	0.00	0.65	0.68	0.00	0.84	0.97	0.97
Avail Cap(c_a), veh/h	413	822	368	973	1241	555	96	937	1537	374	557	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	53.5	0.0	47.3	50.0	0.0	62.7	44.0	0.0	59.4	45.2	45.2
Incr Delay (d2), s/veh	0.6	1.7	0.0	25.1	2.0	0.0	11.3	2.0	0.0	14.1	31.4	30.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	6.9	0.0	21.0	10.3	0.0	2.1	10.8	0.0	5.6	24.6	25.3
LnGrp Delay(d),s/veh	43.7	55.2	0.0	72.4	52.0	0.0	74.1	46.0	0.0	73.5	76.6	76.1
LnGrp LOS	D	E		E	D		E	D		E	E	E
Approach Vol, veh/h		548			1533			688			1377	
Approach Delay, s/veh		51.9			64.7			48.1			75.8	
Approach LOS		D			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	42.1	45.1	26.8	12.8	48.8	37.2	34.7
Change Period (Y+Rc), s	6.8	6.8	6.8	6.1	6.8	6.8	6.1	6.8
Max Green Setting (Gmax), s	14.5	34.7	38.3	31.0	7.2	42.0	21.8	47.5
Max Q Clear Time (g_c+I1), s	12.5	23.5	39.5	15.9	5.9	42.4	12.1	22.9
Green Ext Time (p_c), s	0.2	7.9	0.0	1.9	0.0	0.0	2.1	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	63.9
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	2	100	9	8	19	30	776	4	6	1321	430
Future Volume (veh/h)	297	2	100	9	8	19	30	776	4	6	1321	430
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	338	2	114	10	9	22	34	882	5	7	1501	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	1	503	46	50	57	77	1681	10	22	1540	689
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.04	0.47	0.47	0.01	0.44	0.00
Sat Flow, veh/h	498	3	1577	0	155	180	1774	3608	20	1774	3539	1583
Grp Volume(v), veh/h	340	0	114	41	0	0	34	433	454	7	1501	0
Grp Sat Flow(s),veh/h/ln	501	0	1577	335	0	0	1774	1770	1859	1774	1770	1583
Q Serve(g_s), s	0.0	0.0	5.2	0.0	0.0	0.0	1.8	16.8	16.8	0.4	40.4	0.0
Cycle Q Clear(g_c), s	31.0	0.0	5.2	31.0	0.0	0.0	1.8	16.8	16.8	0.4	40.4	0.0
Prop In Lane	0.99		1.00	0.24		0.54	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	233	0	503	153	0	0	77	825	866	22	1540	689
V/C Ratio(X)	1.46	0.00	0.23	0.27	0.00	0.00	0.44	0.52	0.52	0.32	0.97	0.00
Avail Cap(c_a), veh/h	233	0	503	153	0	0	128	825	866	128	1540	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.0	0.0	24.3	26.3	0.0	0.0	45.4	18.3	18.3	47.6	26.9	0.0
Incr Delay (d2), s/veh	227.5	0.0	0.2	0.9	0.0	0.0	4.0	0.6	0.6	8.0	17.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.0	0.0	2.3	0.8	0.0	0.0	1.0	8.3	8.7	0.2	23.3	0.0
LnGrp Delay(d),s/veh	265.5	0.0	24.5	27.2	0.0	0.0	49.3	19.0	18.9	55.6	44.1	0.0
LnGrp LOS	F		C	C			D	B	B	E	D	
Approach Vol, veh/h		454			41			921			1508	
Approach Delay, s/veh		205.0			27.2			20.1			44.2	
Approach LOS		F			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	52.1		37.1	11.0	49.1		37.1
Change Period (Y+Rc), s	6.8	6.8		6.1	6.8	6.8		6.1
Max Green Setting (Gmax), s	7.0	42.3		31.0	7.0	42.3		31.0
Max Q Clear Time (g_c+I1), s	2.4	18.8		33.0	3.8	42.4		33.0
Green Ext Time (p_c), s	0.0	18.3		0.0	0.0	0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		61.3
HCM 2010 LOS		E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	21	152	679	85	23	182	545	410	50	801	12
Future Volume (veh/h)	15	21	152	679	85	23	182	545	410	50	801	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	17	24	0	780	98	4	209	626	146	57	921	14
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	91	77	845	457	387	517	1655	733	84	1153	18
Arrive On Green	0.05	0.05	0.00	0.25	0.25	0.25	0.29	0.47	0.47	0.05	0.22	0.22
Sat Flow, veh/h	1774	1863	1583	3442	1863	1576	1774	3539	1568	1774	5159	78
Grp Volume(v), veh/h	17	24	0	780	98	4	209	626	146	57	605	330
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1576	1774	1770	1568	1774	1695	1848
Q Serve(g_s), s	1.2	1.6	0.0	28.3	5.4	0.2	12.1	14.6	7.0	4.0	21.6	21.6
Cycle Q Clear(g_c), s	1.2	1.6	0.0	28.3	5.4	0.2	12.1	14.6	7.0	4.0	21.6	21.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	87	91	77	845	457	387	517	1655	733	84	757	413
V/C Ratio(X)	0.20	0.26	0.00	0.92	0.21	0.01	0.40	0.38	0.20	0.68	0.80	0.80
Avail Cap(c_a), veh/h	305	320	272	890	482	407	517	1655	733	133	757	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	58.7	0.0	47.1	38.5	36.5	36.4	22.0	20.0	60.0	47.0	47.0
Incr Delay (d2), s/veh	1.1	1.5	0.0	14.5	0.2	0.0	0.5	0.7	0.6	9.1	8.6	14.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.9	0.0	15.1	2.8	0.1	6.0	7.3	3.2	2.2	11.0	12.7
LnGrp Delay(d),s/veh	59.6	60.2	0.0	61.6	38.7	36.5	36.9	22.7	20.6	69.1	55.6	61.9
LnGrp LOS	E	E		E	D	D	D	C	C	E	E	E
Approach Vol, veh/h		41			882			981			992	
Approach Delay, s/veh		59.9			59.0			25.4			58.5	
Approach LOS		E			E			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.2	65.9		12.4	43.4	34.7		37.5
Change Period (Y+Rc), s	6.1	6.1		6.1	6.1	6.1		6.1
Max Green Setting (Gmax), s	9.6	38.9		22.0	19.9	28.6		33.1
Max Q Clear Time (g_c+I1), s	6.0	16.6		3.6	14.1	23.6		30.3
Green Ext Time (p_c), s	0.0	5.6		0.1	2.4	2.6		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	47.4
HCM 2010 LOS	D

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	108	700	100	181	1245
Future Vol, veh/h	34	108	700	100	181	1245
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	350	195	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	126	814	116	210	1448

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1964	412	0	0	819	0
Stage 1	819	-	-	-	-	-
Stage 2	1145	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	55	589	-	-	805	-
Stage 1	394	-	-	-	-	-
Stage 2	265	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	40	586	-	-	805	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	392	-	-	-	-	-
Stage 2	196	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.9	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	135	586	805	-
HCM Lane V/C Ratio	-	-	0.293	0.214	0.261	-
HCM Control Delay (s)	-	-	42.4	12.8	11	-
HCM Lane LOS	-	-	E	B	B	-
HCM 95th %tile Q(veh)	-	-	1.1	0.8	1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	298	179	116	336	86	94	623	64	94	1045	194
Future Volume (veh/h)	169	298	179	116	336	86	94	623	64	94	1045	194
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1844	1881	1881	1881
Adj Flow Rate, veh/h	184	324	55	126	365	0	102	677	20	102	1136	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	492	417	156	478	406	166	1191	527	169	1215	544
Arrive On Green	0.09	0.26	0.26	0.09	0.26	0.00	0.09	0.34	0.34	0.09	0.34	0.00
Sat Flow, veh/h	3476	1881	1592	1747	1835	1560	1756	3504	1551	1792	3575	1599
Grp Volume(v), veh/h	184	324	55	126	365	0	102	677	20	102	1136	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1592	1747	1835	1560	1756	1752	1551	1792	1787	1599
Q Serve(g_s), s	4.4	13.4	2.3	6.2	16.0	0.0	4.9	13.8	0.8	4.8	26.8	0.0
Cycle Q Clear(g_c), s	4.4	13.4	2.3	6.2	16.0	0.0	4.9	13.8	0.8	4.8	26.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	492	417	156	478	406	166	1191	527	169	1215	544
V/C Ratio(X)	0.58	0.66	0.13	0.81	0.76	0.00	0.61	0.57	0.04	0.60	0.93	0.00
Avail Cap(c_a), veh/h	319	626	530	160	625	531	181	1191	527	245	1243	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.0	28.7	24.6	39.0	29.8	0.0	37.9	23.5	19.2	37.9	27.8	0.0
Incr Delay (d2), s/veh	2.3	2.0	0.2	24.2	4.5	0.0	4.5	0.6	0.0	2.5	12.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	7.2	1.0	4.0	8.7	0.0	2.6	6.8	0.3	2.5	15.3	0.0
LnGrp Delay(d),s/veh	40.3	30.7	24.8	63.2	34.3	0.0	42.4	24.2	19.3	40.4	40.6	0.0
LnGrp LOS	D	C	C	E	C		D	C	B	D	D	
Approach Vol, veh/h		563			491			799			1238	
Approach Delay, s/veh		33.3			41.7			26.4			40.6	
Approach LOS		C			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	35.0	12.0	27.7	12.4	35.0	12.1	27.6
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 12	27.4	* 8	29.0	* 9	30.3	* 8	* 30
Max Q Clear Time (g_c+I1), s	6.8	15.8	8.2	15.4	6.9	28.8	6.4	18.0
Green Ext Time (p_c), s	0.1	8.6	0.0	4.4	0.0	0.8	0.1	4.1

Intersection Summary

HCM 2010 Ctrl Delay	35.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	22	169	21	21	26	117	538	9	27	883	369
Future Volume (veh/h)	238	22	169	21	21	26	117	538	9	27	883	369
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	306	0	0	25	25	0	141	648	11	33	1064	0
Adj No. of Lanes	2	0	1	0	1	1	1	2	0	1	2	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	6	6	6
Cap, veh/h	472	0	210	36	36	63	176	1762	30	44	1435	642
Arrive On Green	0.13	0.00	0.00	0.04	0.04	0.00	0.10	0.49	0.49	0.03	0.42	0.00
Sat Flow, veh/h	3548	0	1583	909	909	1583	1774	3561	60	1707	3406	1524
Grp Volume(v), veh/h	306	0	0	50	0	0	141	322	337	33	1064	0
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1817	0	1583	1774	1770	1852	1707	1703	1524
Q Serve(g_s), s	6.6	0.0	0.0	2.2	0.0	0.0	6.3	9.1	9.1	1.6	21.3	0.0
Cycle Q Clear(g_c), s	6.6	0.0	0.0	2.2	0.0	0.0	6.3	9.1	9.1	1.6	21.3	0.0
Prop In Lane	1.00		1.00	0.50		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	472	0	210	73	0	63	176	875	916	44	1435	642
V/C Ratio(X)	0.65	0.00	0.00	0.69	0.00	0.00	0.80	0.37	0.37	0.75	0.74	0.00
Avail Cap(c_a), veh/h	1184	0	528	606	0	528	237	969	1014	146	1701	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.3	0.0	0.0	38.3	0.0	0.0	35.7	12.6	12.6	39.1	19.7	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	11.0	0.0	0.0	13.2	0.3	0.2	21.8	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	1.3	0.0	0.0	3.7	4.4	4.7	1.0	10.2	0.0
LnGrp Delay(d),s/veh	34.8	0.0	0.0	49.4	0.0	0.0	48.9	12.9	12.9	60.9	21.2	0.0
LnGrp LOS	C			D			D	B	B	E	C	
Approach Vol, veh/h		306			50			800			1097	
Approach Delay, s/veh		34.8			49.4			19.2			22.4	
Approach LOS		C			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.9	46.8		16.4	14.8	40.9		8.8
Change Period (Y+Rc), s	6.8	6.8		5.6	6.8	6.8		5.6
Max Green Setting (Gmax), s	6.9	44.3		27.0	10.8	40.4		27.0
Max Q Clear Time (g_c+I1), s	3.6	11.1		8.6	8.3	23.3		4.2
Green Ext Time (p_c), s	0.0	16.0		1.0	0.1	10.8		0.2

Intersection Summary

HCM 2010 Ctrl Delay		23.5	
HCM 2010 LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	2	185	0	0	0	295	64	7	1	83	41
Future Vol, veh/h	17	2	185	0	0	0	295	64	7	1	83	41
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	7	7	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	7	7	7	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	2	197	0	0	0	314	68	7	1	88	44

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	816	827	115				137	0	0	83	0	0
Stage 1	117	117	-				-	-	-	-	-	-
Stage 2	699	710	-				-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.47	5.57	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-				-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	340	301	924				1447	-	-	1514	-	-
Stage 1	896	789	-				-	-	-	-	-	-
Stage 2	484	429	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	263	0	920				1447	-	-	1514	-	-
Mov Cap-2 Maneuver	263	0	-				-	-	-	-	-	-
Stage 1	891	0	-				-	-	-	-	-	-
Stage 2	377	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	6.6	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1447	-	-	263	920	1514	-	-
HCM Lane V/C Ratio	0.217	-	-	0.077	0.214	0.001	-	-
HCM Control Delay (s)	8.2	-	-	19.8	10	7.4	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	0.8	0	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	498	255	636	802	0	284
Future Volume (vph)	498	255	636	802	0	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			-3%	-3%	
Total Lost time (s)	5.6	4.0	5.6	5.6		5.6
Lane Util. Factor	0.91	1.00	0.97	0.95		0.88
Frpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	1.00		0.85
Flt Protected	1.00	1.00	0.95	1.00		1.00
Satd. Flow (prot)	5111	1591	3485	3592		2828
Flt Permitted	1.00	1.00	0.95	1.00		1.00
Satd. Flow (perm)	5111	1591	3485	3592		2828
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	630	323	805	1015	0	359
RTOR Reduction (vph)	0	0	0	0	0	101
Lane Group Flow (vph)	630	323	805	1015	0	258
Confl. Peds. (#/hr)						9
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Turn Type	NA	Free	Prot	NA		Over
Protected Phases	6		8	2 8		8
Permitted Phases		Free				8
Actuated Green, G (s)	12.8	49.0	25.0	49.0		25.0
Effective Green, g (s)	12.8	49.0	25.0	49.0		25.0
Actuated g/C Ratio	0.26	1.00	0.51	1.00		0.51
Clearance Time (s)	5.6		5.6			5.6
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	1335	1591	1778	3592		1442
v/s Ratio Prot	c0.12		c0.23	0.28		0.09
v/s Ratio Perm		0.20				
v/c Ratio	0.47	0.20	0.45	0.28		0.18
Uniform Delay, d1	15.3	0.0	7.6	0.0		6.5
Progression Factor	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	0.3	0.3	0.2	0.0		0.1
Delay (s)	15.5	0.3	7.8	0.0		6.5
Level of Service	B	A	A	A		A
Approach Delay (s)	10.4			3.5	6.5	
Approach LOS	B			A	A	

Intersection Summary			
HCM 2000 Control Delay	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	49.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	46.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	555	31	164	16	500	265	175	883	15
Future Volume (veh/h)	0	0	4	555	31	164	16	500	265	175	883	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1827	1827	1827	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	704	0	48	20	610	0	213	1077	18
Adj No. of Lanes	0	1	1	2	0	1	1	2	2	1	2	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	0	3	55	926	0	410	58	1204	948	261	1619	27
Arrive On Green	0.00	0.00	0.00	0.27	0.00	0.27	0.03	0.34	0.00	0.15	0.45	0.45
Sat Flow, veh/h	0	1863	1583	3480	0	1541	1774	3539	2787	1774	3562	60
Grp Volume(v), veh/h	0	0	0	704	0	48	20	610	0	213	535	560
Grp Sat Flow(s),veh/h/ln	0	1863	1583	1740	0	1541	1774	1770	1393	1774	1770	1852
Q Serve(g_s), s	0.0	0.0	0.0	11.6	0.0	1.5	0.7	8.5	0.0	7.2	14.7	14.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	11.6	0.0	1.5	0.7	8.5	0.0	7.2	14.7	14.7
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	0	3	55	926	0	410	58	1204	948	261	804	842
V/C Ratio(X)	0.00	0.00	0.00	0.76	0.00	0.12	0.34	0.51	0.00	0.82	0.67	0.67
Avail Cap(c_a), veh/h	0	60	103	1456	0	645	228	1527	1202	340	875	915
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	21.0	0.0	17.3	29.4	16.3	0.0	25.7	13.2	13.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	0.1	3.4	0.3	0.0	11.1	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	5.6	0.0	0.6	0.4	4.2	0.0	4.4	7.5	7.9
LnGrp Delay(d),s/veh	0.0	0.0	0.0	22.3	0.0	17.4	32.8	16.7	0.0	36.8	15.0	14.9
LnGrp LOS				C		B	C	B		D	B	B
Approach Vol, veh/h		0			752			630			1308	
Approach Delay, s/veh		0.0			22.0			17.2			18.5	
Approach LOS					C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.2	26.2		0.0	7.1	33.3		21.6
Change Period (Y+Rc), s	5.1	5.1		3.0	5.1	5.1		5.1
Max Green Setting (Gmax), s	11.9	26.8		2.0	8.0	30.7		26.0
Max Q Clear Time (g_c+I1), s	9.2	10.5		0.0	2.7	16.7		13.6
Green Ext Time (p_c), s	0.2	10.2		0.0	0.0	9.2		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	19.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	396	19	21	736	27	13	1	7	20	2	11
Future Vol, veh/h	15	396	19	21	736	27	13	1	7	20	2	11
Conflicting Peds, #/hr	7	0	11	11	0	7	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	6	6	6	3	3	3	14	14	14	2	2	2
Mvmt Flow	18	471	23	25	876	32	15	1	8	24	2	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	915	0	0	505	0	0	1020	1494	258	1221	1490	463
Stage 1	-	-	-	-	-	-	529	529	-	949	949	-
Stage 2	-	-	-	-	-	-	491	965	-	272	541	-
Critical Hdwy	4.22	-	-	4.16	-	-	7.78	6.78	7.18	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.78	5.78	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.78	5.78	-	6.54	5.54	-
Follow-up Hdwy	2.26	-	-	2.23	-	-	3.64	4.14	3.44	3.52	4.02	3.32
Pot Cap-1 Maneuver	716	-	-	1049	-	-	175	109	706	136	123	546
Stage 1	-	-	-	-	-	-	472	496	-	280	337	-
Stage 2	-	-	-	-	-	-	498	306	-	711	519	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	715	-	-	1049	-	-	156	98	699	124	111	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	156	98	-	124	111	-
Stage 1	-	-	-	-	-	-	451	474	-	268	319	-
Stage 2	-	-	-	-	-	-	458	289	-	676	496	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	25.2	33.5
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	203	715	-	-	1049	-	-	165
HCM Lane V/C Ratio	0.123	0.025	-	-	0.024	-	-	0.238
HCM Control Delay (s)	25.2	10.2	0.2	-	8.5	0.2	-	33.5
HCM Lane LOS	D	B	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	355	55	72	696	25	66	7	42	20	10	22
Future Volume (veh/h)	12	355	55	72	696	25	66	7	42	20	10	22
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1827	1827	1900	1900	1776	1776	1900	1827	1827
Adj Flow Rate, veh/h	14	428	66	87	839	30	80	8	0	24	12	27
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	6	6	6	4	4	4	7	7	7	4	4	4
Cap, veh/h	407	1437	220	563	1660	59	386	29	254	324	125	261
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.17	0.17	0.00	0.17	0.17	0.17
Sat Flow, veh/h	609	2958	453	879	3418	122	1087	171	1509	872	743	1548
Grp Volume(v), veh/h	14	245	249	87	426	443	88	0	0	36	0	27
Grp Sat Flow(s),veh/h/ln	609	1703	1708	879	1736	1804	1258	0	1509	1615	0	1548
Q Serve(g_s), s	0.5	2.9	3.0	2.2	5.7	5.7	1.8	0.0	0.0	0.0	0.0	0.5
Cycle Q Clear(g_c), s	6.2	2.9	3.0	5.2	5.7	5.7	2.3	0.0	0.0	0.6	0.0	0.5
Prop In Lane	1.00		0.27	1.00		0.07	0.91		1.00	0.67		1.00
Lane Grp Cap(c), veh/h	407	827	830	563	843	876	415	0	254	449	0	261
V/C Ratio(X)	0.03	0.30	0.30	0.15	0.51	0.51	0.21	0.00	0.00	0.08	0.00	0.10
Avail Cap(c_a), veh/h	512	1122	1126	728	1169	1216	1212	0	1160	1346	0	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	5.2	5.2	6.8	5.9	5.9	12.8	0.0	0.0	11.9	0.0	11.9
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.1	0.5	0.5	0.3	0.0	0.0	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.4	1.4	0.6	2.7	2.8	0.8	0.0	0.0	0.3	0.0	0.2
LnGrp Delay(d),s/veh	8.1	5.4	5.4	6.9	6.4	6.4	13.0	0.0	0.0	12.0	0.0	12.1
LnGrp LOS	A	A	A	A	A	A	B			B		B
Approach Vol, veh/h		508			956			88			63	
Approach Delay, s/veh		5.5			6.4			13.0			12.0	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.5		11.3		22.5		11.3
Change Period (Y+Rc), s		6.1		5.6		* 6.1		5.6
Max Green Setting (Gmax), s		22.3		26.0		* 23		26.0
Max Q Clear Time (g_c+I1), s		8.2		2.6		7.7		4.3
Green Ext Time (p_c), s		7.8		0.7		8.2		0.7

Intersection Summary

HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	22.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	415	3	32	626	0	4	0	14	140	45	164
Future Vol, veh/h	0	415	3	32	626	0	4	0	14	140	45	164
Conflicting Peds, #/hr	0	0	9	6	0	0	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	240	-	-	0	-	85	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	6	6	6	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	512	4	40	773	0	5	0	17	173	56	202

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	525	0	0	1018	-	267	1108	1377	388
Stage 1	-	-	-	-	-	-	523	-	-	852	852	-
Stage 2	-	-	-	-	-	-	495	-	-	256	525	-
Critical Hdwy	-	-	-	4.18	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.24	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	1024	-	0	191	0	731	~ 164	144	611
Stage 1	0	-	-	-	-	0	505	0	-	321	374	-
Stage 2	0	-	-	-	-	0	525	0	-	726	528	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1024	-	-	84	-	725	~ 155	137	610
Mov Cap-2 Maneuver	-	-	-	-	-	-	84	-	-	~ 155	137	-
Stage 1	-	-	-	-	-	-	505	-	-	321	359	-
Stage 2	-	-	-	-	-	-	284	-	-	709	523	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	19.1	89.8
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	84	725	-	-	1024	-	155	350
HCM Lane V/C Ratio	0.059	0.024	-	-	0.039	-	1.115	0.737
HCM Control Delay (s)	50.5	10.1	-	-	8.7	-	165.1	39.3
HCM Lane LOS	F	B	-	-	A	-	F	E
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	9.2	5.6

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	459	110	56	659	0	0
Future Vol, veh/h	459	110	56	659	0	0
Conflicting Peds, #/hr	0	10	10	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	5	5	2	2	4	4
Mvmt Flow	567	136	69	814	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	712	0	1190	361
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	545	-
Critical Hdwy	-	-	4.14	-	6.88	6.98
Critical Hdwy Stg 1	-	-	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-	5.88	-
Follow-up Hdwy	-	-	2.22	-	3.54	3.34
Pot Cap-1 Maneuver	-	-	884	-	178	630
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	884	-	163	624
Mov Cap-2 Maneuver	-	-	-	-	163	-
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	497	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	884	-
HCM Lane V/C Ratio	-	-	-	0.078	-
HCM Control Delay (s)	0	-	-	9.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.3	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	340	20	8	466	199	21	69	3	23	27	227
Future Volume (veh/h)	99	340	20	8	466	199	21	69	3	23	27	227
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1863	1863	1900	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	115	395	23	9	542	231	24	80	3	27	31	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	6	6	6
Cap, veh/h	193	1336	78	29	732	311	70	296	11	74	305	259
Arrive On Green	0.11	0.40	0.40	0.02	0.30	0.30	0.04	0.17	0.17	0.04	0.17	0.00
Sat Flow, veh/h	1757	3365	195	1774	2413	1025	1774	1783	67	1707	1792	1524
Grp Volume(v), veh/h	115	205	213	9	397	376	24	0	83	27	31	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1808	1774	1770	1668	1774	0	1850	1707	1792	1524
Q Serve(g_s), s	3.2	4.1	4.1	0.3	10.4	10.4	0.7	0.0	2.0	0.8	0.8	0.0
Cycle Q Clear(g_c), s	3.2	4.1	4.1	0.3	10.4	10.4	0.7	0.0	2.0	0.8	0.8	0.0
Prop In Lane	1.00		0.11	1.00		0.61	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	193	696	718	29	537	506	70	0	307	74	305	259
V/C Ratio(X)	0.60	0.29	0.30	0.31	0.74	0.74	0.34	0.00	0.27	0.36	0.10	0.00
Avail Cap(c_a), veh/h	242	696	718	241	654	616	241	0	971	249	958	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.8	10.6	10.6	25.0	16.1	16.1	24.1	0.0	18.7	23.9	18.0	0.0
Incr Delay (d2), s/veh	2.9	0.2	0.2	5.9	3.5	3.9	2.9	0.0	0.5	3.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.0	2.1	0.2	5.5	5.3	0.4	0.0	1.1	0.4	0.4	0.0
LnGrp Delay(d),s/veh	24.7	10.8	10.8	30.9	19.6	20.0	26.9	0.0	19.2	26.9	18.2	0.0
LnGrp LOS	C	B	B	C	B	B	C		B	C	B	
Approach Vol, veh/h		533			782			107			58	
Approach Delay, s/veh		13.8			19.9			20.9			22.2	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	25.5	6.6	13.3	10.7	20.7	6.8	13.1
Change Period (Y+Rc), s	5.1	5.1	4.6	4.6	5.1	5.1	4.6	4.6
Max Green Setting (Gmax), s	7.0	19.1	7.0	27.5	7.1	19.0	7.5	27.0
Max Q Clear Time (g_c+I1), s	2.3	6.1	2.7	2.8	5.2	12.4	2.8	4.0
Green Ext Time (p_c), s	0.0	6.1	0.0	0.6	0.0	3.1	0.0	0.5

Intersection Summary			
HCM 2010 Ctrl Delay		17.9	
HCM 2010 LOS		B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	325	88	94	425	131	54	350	56	112	663	132
Future Volume (veh/h)	87	325	88	94	425	131	54	350	56	112	663	132
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1808	1808	1808	1810	1810	1810	1863	1863	1863
Adj Flow Rate, veh/h	101	378	18	109	494	28	63	407	12	130	771	30
Adj No. of Lanes	1	2	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	3	3	3	5	5	5	2	2	2
Cap, veh/h	128	1022	454	133	532	450	106	966	431	149	1074	476
Arrive On Green	0.07	0.29	0.29	0.08	0.29	0.29	0.06	0.28	0.28	0.08	0.30	0.30
Sat Flow, veh/h	1774	3539	1570	1722	1808	1530	1723	3438	1535	1774	3539	1568
Grp Volume(v), veh/h	101	378	18	109	494	28	63	407	12	130	771	30
Grp Sat Flow(s),veh/h/ln	1774	1770	1570	1722	1808	1530	1723	1719	1535	1774	1770	1568
Q Serve(g_s), s	5.1	7.7	0.7	5.7	24.1	1.2	3.2	8.8	0.5	6.6	17.6	1.2
Cycle Q Clear(g_c), s	5.1	7.7	0.7	5.7	24.1	1.2	3.2	8.8	0.5	6.6	17.6	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	1022	454	133	532	450	106	966	431	149	1074	476
V/C Ratio(X)	0.79	0.37	0.04	0.82	0.93	0.06	0.60	0.42	0.03	0.87	0.72	0.06
Avail Cap(c_a), veh/h	137	1054	468	133	538	456	133	1289	575	149	1350	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	25.7	23.2	41.2	31.1	23.0	41.5	26.6	23.6	41.1	28.1	22.4
Incr Delay (d2), s/veh	24.9	0.2	0.0	31.8	22.6	0.1	5.3	0.3	0.0	39.7	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	3.8	0.3	3.9	15.3	0.5	1.7	4.2	0.2	4.9	8.8	0.5
LnGrp Delay(d),s/veh	66.3	25.9	23.2	73.0	53.7	23.1	46.7	26.9	23.6	80.8	29.5	22.5
LnGrp LOS	E	C	C	E	D	C	D	C	C	F	C	C
Approach Vol, veh/h		497			631			482			931	
Approach Delay, s/veh		34.0			55.7			29.4			36.4	
Approach LOS		C			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	31.6	13.1	32.3	11.7	33.6	12.6	32.8
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	7.6	34.0	7.0	27.0	7.0	34.6	7.0	27.0
Max Q Clear Time (g_c+I1), s	8.6	10.8	7.7	9.7	5.2	19.6	7.1	26.1
Green Ext Time (p_c), s	0.0	9.0	0.0	5.6	0.0	7.2	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	698	77	634	564	459	96	676	917	458	667	73
Future Volume (veh/h)	94	698	77	634	564	459	96	676	917	458	667	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1835	1835	1835	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	98	727	0	660	588	0	100	704	0	477	695	76
Adj No. of Lanes	1	2	1	2	2	1	1	2	2	2	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	831	372	624	753	337	124	833	1169	434	938	102
Arrive On Green	0.20	0.23	0.00	0.18	0.22	0.00	0.07	0.24	0.00	0.13	0.29	0.29
Sat Flow, veh/h	1774	3539	1583	3390	3486	1560	1774	3539	2787	3442	3216	351
Grp Volume(v), veh/h	98	727	0	660	588	0	100	704	0	477	382	389
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1695	1743	1560	1774	1770	1393	1721	1770	1798
Q Serve(g_s), s	5.6	23.9	0.0	22.2	19.2	0.0	6.7	22.9	0.0	15.2	23.5	23.6
Cycle Q Clear(g_c), s	5.6	23.9	0.0	22.2	19.2	0.0	6.7	22.9	0.0	15.2	23.5	23.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	360	831	372	624	753	337	124	833	1169	434	516	524
V/C Ratio(X)	0.27	0.87	0.00	1.06	0.78	0.00	0.81	0.84	0.00	1.10	0.74	0.74
Avail Cap(c_a), veh/h	360	910	407	624	1234	552	153	883	1208	434	516	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	44.4	0.0	49.2	44.6	0.0	55.3	44.0	0.0	52.7	38.6	38.6
Incr Delay (d2), s/veh	0.4	9.0	0.0	52.3	1.8	0.0	22.1	7.3	0.0	73.1	5.6	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	12.7	0.0	14.8	9.4	0.0	4.0	12.0	0.0	11.6	12.3	12.5
LnGrp Delay(d),s/veh	41.0	53.4	0.0	101.5	46.4	0.0	77.4	51.3	0.0	125.8	44.2	44.2
LnGrp LOS	D	D		F	D		E	D		F	D	D
Approach Vol, veh/h		825			1248			804			1248	
Approach Delay, s/veh		51.9			75.6			54.5			75.4	
Approach LOS		D			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	35.2	29.0	34.4	15.2	42.0	30.6	32.8
Change Period (Y+Rc), s	6.8	6.8	6.8	6.1	6.8	6.8	6.1	6.8
Max Green Setting (Gmax), s	15.2	30.1	22.2	31.0	10.4	34.9	10.5	42.7
Max Q Clear Time (g_c+I1), s	17.2	24.9	24.2	25.9	8.7	25.6	7.6	21.2
Green Ext Time (p_c), s	0.0	3.4	0.0	2.1	0.0	6.0	1.4	4.0

Intersection Summary		
HCM 2010 Ctrl Delay		66.7
HCM 2010 LOS		E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	351	17	52	5	14	13	163	1375	11	19	881	441
Future Volume (veh/h)	351	17	52	5	14	13	163	1375	11	19	881	441
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	366	18	54	5	15	14	170	1432	11	20	918	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	6	559	47	124	87	198	1391	11	55	1083	484
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.11	0.39	0.39	0.03	0.31	0.00
Sat Flow, veh/h	362	18	1570	0	348	244	1774	3599	28	1774	3539	1583
Grp Volume(v), veh/h	384	0	54	34	0	0	170	704	739	20	918	0
Grp Sat Flow(s),veh/h/ln	380	0	1570	592	0	0	1774	1770	1857	1774	1770	1583
Q Serve(g_s), s	0.0	0.0	2.0	0.0	0.0	0.0	8.2	33.6	33.6	1.0	21.2	0.0
Cycle Q Clear(g_c), s	31.0	0.0	2.0	31.0	0.0	0.0	8.2	33.6	33.6	1.0	21.2	0.0
Prop In Lane	0.95		1.00	0.15		0.41	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	216	0	559	258	0	0	198	684	718	55	1083	484
V/C Ratio(X)	1.78	0.00	0.10	0.13	0.00	0.00	0.86	1.03	1.03	0.37	0.85	0.00
Avail Cap(c_a), veh/h	216	0	559	258	0	0	198	684	718	143	1204	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.8	0.0	18.7	20.8	0.0	0.0	38.0	26.7	26.7	41.3	28.3	0.0
Incr Delay (d2), s/veh	367.3	0.0	0.1	0.2	0.0	0.0	29.6	42.0	41.4	4.0	5.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.2	0.0	0.9	0.6	0.0	0.0	5.6	24.3	25.4	0.5	11.1	0.0
LnGrp Delay(d),s/veh	401.1	0.0	18.7	21.0	0.0	0.0	67.6	68.7	68.1	45.4	33.7	0.0
LnGrp LOS	F		B	C			E	F	F	D	C	
Approach Vol, veh/h		438			34			1613			938	
Approach Delay, s/veh		353.9			21.0			68.3			34.0	
Approach LOS		F			C			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.5	40.4		37.1	16.5	33.4		37.1
Change Period (Y+Rc), s	6.8	6.8		6.1	6.8	6.8		6.1
Max Green Setting (Gmax), s	7.0	32.3		31.0	9.7	29.6		31.0
Max Q Clear Time (g_c+I1), s	3.0	35.6		33.0	10.2	23.2		33.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.5		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		98.5
HCM 2010 LOS		F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	70	160	476	120	148	304	1141	666	108	1048	24
Future Volume (veh/h)	27	70	160	476	120	148	304	1141	666	108	1048	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	28	74	10	501	126	21	320	1201	299	114	1103	25
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	158	126	565	306	255	347	1709	754	138	1867	42
Arrive On Green	0.08	0.08	0.08	0.16	0.16	0.16	0.20	0.48	0.48	0.08	0.37	0.37
Sat Flow, veh/h	1774	1863	1493	3442	1863	1551	1774	3539	1562	1774	5114	116
Grp Volume(v), veh/h	28	74	10	501	126	21	320	1201	299	114	731	397
Grp Sat Flow(s),veh/h/ln	1774	1863	1493	1721	1863	1551	1774	1770	1562	1774	1695	1840
Q Serve(g_s), s	1.9	4.8	0.8	18.2	7.8	1.5	22.7	34.0	15.7	8.1	22.3	22.4
Cycle Q Clear(g_c), s	1.9	4.8	0.8	18.2	7.8	1.5	22.7	34.0	15.7	8.1	22.3	22.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	150	158	126	565	306	255	347	1709	754	138	1238	672
V/C Ratio(X)	0.19	0.47	0.08	0.89	0.41	0.08	0.92	0.70	0.40	0.83	0.59	0.59
Avail Cap(c_a), veh/h	305	320	257	592	320	267	398	1709	754	159	1238	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	55.9	54.0	52.3	48.0	45.3	50.5	25.9	21.2	58.2	32.9	32.9
Incr Delay (d2), s/veh	0.6	2.2	0.3	14.8	0.9	0.1	24.8	2.4	1.6	25.7	2.1	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.6	0.3	9.9	4.1	0.6	13.5	17.1	7.1	5.0	10.8	12.1
LnGrp Delay(d),s/veh	55.1	58.0	54.3	67.1	48.9	45.5	75.4	28.4	22.7	83.9	35.0	36.7
LnGrp LOS	E	E	D	E	D	D	E	C	C	F	C	D
Approach Vol, veh/h		112			648			1820			1242	
Approach Delay, s/veh		57.0			62.8			35.7			40.0	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.1	67.9		16.9	31.1	52.8		27.1
Change Period (Y+Rc), s	6.1	6.1		6.1	6.1	6.1		6.1
Max Green Setting (Gmax), s	11.5	48.1		22.0	28.7	30.9		22.0
Max Q Clear Time (g_c+I1), s	10.1	36.0		6.8	24.7	24.4		20.2
Green Ext Time (p_c), s	0.0	10.5		0.3	0.4	6.0		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	42.3
HCM 2010 LOS	D

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	28	1520	54	120	814
Future Vol, veh/h	16	28	1520	54	120	814
Conflicting Peds, #/hr	0	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	350	195	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	29	1551	55	122	831

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2217	782	0	0	1557	0
Stage 1	1557	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	37	337	-	-	421	-
Stage 1	159	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	26	335	-	-	421	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	158	-	-	-	-	-
Stage 2	338	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.7	0	2.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	108	335	421	-
HCM Lane V/C Ratio	-	-	0.151	0.085	0.291	-
HCM Control Delay (s)	-	-	44.2	16.7	17	-
HCM Lane LOS	-	-	E	C	C	-
HCM 95th %tile Q(veh)	-	-	0.5	0.3	1.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	331	112	103	265	224	199	1441	65	122	910	175
Future Volume (veh/h)	277	331	112	103	265	224	199	1441	65	122	910	175
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1844	1881	1881	1881
Adj Flow Rate, veh/h	292	348	21	108	279	0	209	1517	29	128	958	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	336	430	359	126	375	318	238	1572	692	146	1409	630
Arrive On Green	0.10	0.23	0.23	0.07	0.20	0.00	0.14	0.45	0.45	0.08	0.39	0.00
Sat Flow, veh/h	3476	1881	1572	1747	1835	1560	1756	3504	1543	1792	3575	1599
Grp Volume(v), veh/h	292	348	21	108	279	0	209	1517	29	128	958	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1572	1747	1835	1560	1756	1752	1543	1792	1787	1599
Q Serve(g_s), s	9.2	19.4	1.2	6.8	15.8	0.0	12.9	46.6	1.2	7.8	24.5	0.0
Cycle Q Clear(g_c), s	9.2	19.4	1.2	6.8	15.8	0.0	12.9	46.6	1.2	7.8	24.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	336	430	359	126	375	318	238	1572	692	146	1409	630
V/C Ratio(X)	0.87	0.81	0.06	0.85	0.74	0.00	0.88	0.97	0.04	0.88	0.68	0.00
Avail Cap(c_a), veh/h	336	493	412	126	448	381	284	1594	702	146	1409	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.2	40.4	33.3	50.7	41.3	0.0	46.9	29.6	17.1	50.2	27.7	0.0
Incr Delay (d2), s/veh	20.4	9.1	0.1	39.4	5.9	0.0	21.5	15.0	0.0	40.5	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	11.1	0.5	4.7	8.6	0.0	7.7	25.6	0.5	5.5	12.4	0.0
LnGrp Delay(d),s/veh	69.7	49.4	33.4	90.1	47.2	0.0	68.4	44.6	17.2	90.8	29.1	0.0
LnGrp LOS	E	D	C	F	D		E	D	B	F	C	
Approach Vol, veh/h		661			387			1755			1086	
Approach Delay, s/veh		57.9			59.2			47.0			36.3	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	55.0	12.2	30.2	19.2	49.0	14.9	27.5
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 9	50.3	* 8	29.0	* 18	41.4	* 11	* 27
Max Q Clear Time (g_c+I1), s	9.8	48.6	8.8	21.4	14.9	26.5	11.2	17.8
Green Ext Time (p_c), s	0.0	1.0	0.0	2.7	0.1	12.9	0.0	3.1

Intersection Summary

HCM 2010 Ctrl Delay	47.1
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	46	220	21	57	45	311	1200	25	31	593	205
Future Volume (veh/h)	330	46	220	21	57	45	311	1200	25	31	593	205
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.95	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	374	0	51	22	59	4	321	1237	26	32	611	0
Adj No. of Lanes	2	0	1	0	1	1	1	2	0	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	523	0	231	53	142	160	362	1594	34	43	957	428
Arrive On Green	0.15	0.00	0.15	0.11	0.11	0.11	0.20	0.45	0.45	0.02	0.27	0.00
Sat Flow, veh/h	3548	0	1567	499	1339	1507	1774	3544	74	1774	3539	1583
Grp Volume(v), veh/h	374	0	51	81	0	4	321	618	645	32	611	0
Grp Sat Flow(s),veh/h/ln	1774	0	1567	1838	0	1507	1774	1770	1849	1774	1770	1583
Q Serve(g_s), s	9.1	0.0	2.6	3.8	0.0	0.2	16.0	26.8	26.9	1.6	13.9	0.0
Cycle Q Clear(g_c), s	9.1	0.0	2.6	3.8	0.0	0.2	16.0	26.8	26.9	1.6	13.9	0.0
Prop In Lane	1.00		1.00	0.27		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	523	0	231	195	0	160	362	796	832	43	957	428
V/C Ratio(X)	0.72	0.00	0.22	0.42	0.00	0.03	0.89	0.78	0.78	0.74	0.64	0.00
Avail Cap(c_a), veh/h	1052	0	465	545	0	447	481	914	954	82	1030	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.0	0.0	34.2	38.1	0.0	36.5	35.2	21.2	21.2	44.1	29.3	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.5	1.4	0.0	0.1	14.5	3.7	3.6	21.6	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	1.2	2.0	0.0	0.1	9.3	13.9	14.5	1.1	6.9	0.0
LnGrp Delay(d),s/veh	38.8	0.0	34.7	39.5	0.0	36.5	49.8	24.9	24.7	65.7	30.5	0.0
LnGrp LOS	D		C	D		D	D	C	C	E	C	
Approach Vol, veh/h		425			85			1584			643	
Approach Delay, s/veh		38.3			39.3			29.9			32.2	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	47.8		19.0	25.4	31.4		15.2
Change Period (Y+Rc), s	6.8	6.8		5.6	6.8	6.8		5.6
Max Green Setting (Gmax), s	4.2	47.0		27.0	24.7	26.5		27.0
Max Q Clear Time (g_c+I1), s	3.6	28.9		11.1	18.0	15.9		5.8
Green Ext Time (p_c), s	0.0	12.1		1.4	0.6	8.0		0.3

Intersection Summary

HCM 2010 Ctrl Delay		32.0	
HCM 2010 LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection

Int Delay, s/veh 17.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	2	224	0	0	0	577	163	18	3	117	84
Future Vol, veh/h	55	2	224	0	0	0	577	163	18	3	117	84
Conflicting Peds, #/hr	0	0	0	0	0	0	7	0	7	7	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	2	241	0	0	0	620	175	19	3	126	90

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	1610	1626	178				223	0	0	202	0	0
Stage 1	184	184	-				-	-	-	-	-	-
Stage 2	1426	1442	-				-	-	-	-	-	-
Critical Hdwy	6.46	6.56	6.26				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.46	5.56	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.46	5.56	-				-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	113	100	855				1346	-	-	1370	-	-
Stage 1	838	740	-				-	-	-	-	-	-
Stage 2	217	194	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	0	849				1346	-	-	1370	-	-
Mov Cap-2 Maneuver	60	0	-				-	-	-	-	-	-
Stage 1	830	0	-				-	-	-	-	-	-
Stage 2	116	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	56.6	7.6	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1346	-	-	60	849	1370	-	-
HCM Lane V/C Ratio	0.461	-	-	1.022	0.284	0.002	-	-
HCM Control Delay (s)	9.9	-	-	236	10.9	7.6	0	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	2.5	-	-	4.9	1.2	0	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	993	307	388	502	0	764
Future Volume (vph)	993	307	388	502	0	764
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			-3%	-3%	
Total Lost time (s)	5.6	4.0	5.6	5.6		5.6
Lane Util. Factor	0.91	1.00	0.97	0.95		0.88
Frpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	1.00		0.85
Flt Protected	1.00	1.00	0.95	1.00		1.00
Satd. Flow (prot)	5111	1591	3485	3592		2828
Flt Permitted	1.00	1.00	0.95	1.00		1.00
Satd. Flow (perm)	5111	1591	3485	3592		2828
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1056	327	413	534	0	813
RTOR Reduction (vph)	0	0	0	0	0	29
Lane Group Flow (vph)	1056	327	413	534	0	784
Confl. Peds. (#/hr)						13
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Turn Type	NA	Free	Prot	NA		Over
Protected Phases	6		8	2 8		8
Permitted Phases		Free				8
Actuated Green, G (s)	17.2	46.8	18.4	46.8		18.4
Effective Green, g (s)	17.2	46.8	18.4	46.8		18.4
Actuated g/C Ratio	0.37	1.00	0.39	1.00		0.39
Clearance Time (s)	5.6		5.6			5.6
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	1878	1591	1370	3592		1111
v/s Ratio Prot	c0.21		0.12	0.15		c0.28
v/s Ratio Perm		0.21				
v/c Ratio	0.56	0.21	0.30	0.15		0.71
Uniform Delay, d1	11.8	0.0	9.8	0.0		11.9
Progression Factor	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	0.4	0.3	0.1	0.0		2.1
Delay (s)	12.2	0.3	9.9	0.0		14.0
Level of Service	B	A	A	A		B
Approach Delay (s)	9.4			4.3	14.0	
Approach LOS	A			A	B	

Intersection Summary

HCM 2000 Control Delay	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	46.8	Sum of lost time (s)	11.2
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	15	372	24	421	19	1115	622	308	501	26
Future Volume (veh/h)	0	0	15	372	24	421	19	1115	622	308	501	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1776	1776	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	397	0	156	19	1138	0	314	511	27
Adj No. of Lanes	0	1	1	2	0	1	1	2	2	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	7	7	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	2	48	660	0	287	54	1415	1114	359	1954	103
Arrive On Green	0.00	0.00	0.00	0.19	0.00	0.19	0.03	0.40	0.00	0.20	0.57	0.57
Sat Flow, veh/h	0	1776	1509	3548	0	1540	1774	3539	2787	1774	3419	180
Grp Volume(v), veh/h	0	0	0	397	0	156	19	1138	0	314	264	274
Grp Sat Flow(s),veh/h/ln	0	1776	1509	1774	0	1540	1774	1770	1393	1774	1770	1829
Q Serve(g_s), s	0.0	0.0	0.0	7.4	0.0	6.6	0.8	20.6	0.0	12.4	5.4	5.5
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.4	0.0	6.6	0.8	20.6	0.0	12.4	5.4	5.5
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	0	2	48	660	0	287	54	1415	1114	359	1011	1046
V/C Ratio(X)	0.00	0.00	0.00	0.60	0.00	0.54	0.35	0.80	0.00	0.87	0.26	0.26
Avail Cap(c_a), veh/h	0	49	88	1276	0	554	196	1552	1222	417	1011	1046
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	27.0	0.0	26.6	34.3	19.2	0.0	27.9	7.8	7.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.9	0.0	1.6	3.8	2.9	0.0	16.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.7	0.0	2.9	0.4	10.5	0.0	7.7	2.7	2.8
LnGrp Delay(d),s/veh	0.0	0.0	0.0	27.8	0.0	28.3	38.1	22.1	0.0	44.4	7.9	7.9
LnGrp LOS				C		C	D	C		D	A	A
Approach Vol, veh/h		0			553			1157			852	
Approach Delay, s/veh		0.0			28.0			22.4			21.4	
Approach LOS					C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.7	34.0		0.0	7.3	46.4		18.6
Change Period (Y+Rc), s	5.1	5.1		3.0	5.1	5.1		5.1
Max Green Setting (Gmax), s	17.0	31.7		2.0	8.0	40.7		26.0
Max Q Clear Time (g_c+I1), s	14.4	22.6		0.0	2.8	7.5		9.4
Green Ext Time (p_c), s	0.3	6.3		0.0	0.0	15.6		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	23.3
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	887	21	17	782	51	13	1	24	45	2	18
Future Vol, veh/h	18	887	21	17	782	51	13	1	24	45	2	18
Conflicting Peds, #/hr	10	0	8	8	0	10	6	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	954	23	18	841	55	14	1	26	48	2	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	906	0	0	984	0	0	1476	1954	497	1432	1938	464
Stage 1	-	-	-	-	-	-	1012	1012	-	915	915	-
Stage 2	-	-	-	-	-	-	464	942	-	517	1023	-
Critical Hdwy	4.16	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.23	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	740	-	-	698	-	-	88	63	519	95	65	545
Stage 1	-	-	-	-	-	-	256	315	-	294	350	-
Stage 2	-	-	-	-	-	-	548	340	-	509	311	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	736	-	-	697	-	-	75	55	515	81	57	537
Mov Cap-2 Maneuver	-	-	-	-	-	-	75	55	-	81	57	-
Stage 1	-	-	-	-	-	-	240	295	-	275	329	-
Stage 2	-	-	-	-	-	-	495	319	-	454	291	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.5	35	92
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	160	736	-	-	697	-	-	104
HCM Lane V/C Ratio	0.255	0.026	-	-	0.026	-	-	0.672
HCM Control Delay (s)	35	10	0.3	-	10.3	0.3	-	92
HCM Lane LOS	E	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	846	87	58	581	18	212	12	104	57	12	41
Future Volume (veh/h)	22	846	87	58	581	18	212	12	104	57	12	41
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	24	920	95	63	632	20	230	13	0	62	13	45
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	414	1483	153	286	1590	50	484	19	462	529	98	460
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.29	0.29	0.00	0.29	0.29	0.29
Sat Flow, veh/h	772	3233	334	546	3466	110	1146	65	1583	1332	336	1574
Grp Volume(v), veh/h	24	503	512	63	319	333	243	0	0	75	0	45
Grp Sat Flow(s),veh/h/ln	772	1770	1798	546	1752	1823	1210	0	1583	1668	0	1574
Q Serve(g_s), s	1.0	10.1	10.1	4.6	5.7	5.7	7.6	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s	6.7	10.1	10.1	14.7	5.7	5.7	9.0	0.0	0.0	1.4	0.0	1.0
Prop In Lane	1.00		0.19	1.00		0.06	0.95		1.00	0.83		1.00
Lane Grp Cap(c), veh/h	414	812	825	286	804	836	503	0	462	627	0	460
V/C Ratio(X)	0.06	0.62	0.62	0.22	0.40	0.40	0.48	0.00	0.00	0.12	0.00	0.10
Avail Cap(c_a), veh/h	427	840	854	301	851	885	857	0	877	1008	0	871
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.6	9.6	9.6	15.2	8.4	8.4	15.6	0.0	0.0	12.3	0.0	12.1
Incr Delay (d2), s/veh	0.1	1.3	1.3	0.4	0.3	0.3	0.7	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.2	5.3	0.7	2.7	2.8	2.9	0.0	0.0	0.7	0.0	0.4
LnGrp Delay(d),s/veh	10.7	10.9	10.9	15.6	8.7	8.7	16.3	0.0	0.0	12.4	0.0	12.2
LnGrp LOS	B	B	B	B	A	A	B			B		B
Approach Vol, veh/h		1039			715			243			120	
Approach Delay, s/veh		10.9			9.3			16.3			12.3	
Approach LOS		B			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		27.6		19.3		27.6		19.3
Change Period (Y+Rc), s		6.1		5.6		* 6.1		5.6
Max Green Setting (Gmax), s		22.3		26.0		* 23		26.0
Max Q Clear Time (g_c+I1), s		12.1		3.4		16.7		11.0
Green Ext Time (p_c), s		7.3		2.0		4.7		1.8

Intersection Summary

HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Int Delay, s/veh 81.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1000	11	27	565	0	4	0	49	272	64	147
Future Vol, veh/h	0	1000	11	27	565	0	4	0	49	272	64	147
Conflicting Peds, #/hr	0	0	8	8	0	0	1	0	3	3	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	240	-	-	0	-	85	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	1020	11	28	577	0	4	0	50	278	65	150

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1040	0	0	1411	-	527	1145	1672	289
Stage 1	-	-	-	-	-	-	1034	-	-	632	632	-
Stage 2	-	-	-	-	-	-	377	-	-	513	1040	-
Critical Hdwy	-	-	-	4.18	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.24	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	653	-	0	98	0	496	~ 154	95	708
Stage 1	0	-	-	-	-	0	248	0	-	435	472	-
Stage 2	0	-	-	-	-	0	616	0	-	512	306	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	651	-	-	30	-	491	~ 133	90	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	30	-	-	~ 133	90	-
Stage 1	-	-	-	-	-	-	248	-	-	435	452	-
Stage 2	-	-	-	-	-	-	397	-	-	459	304	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	23	$ 358.9
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	30	491	-	-	651	-	133	230
HCM Lane V/C Ratio	0.136	0.102	-	-	0.042	-	2.087	0.936
HCM Control Delay (s)	143.1	13.2	-	-	10.8	-	$ 568.5	88.7
HCM Lane LOS	F	B	-	-	B	-	F	F
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0.1	-	22.7	8.1

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1190	175	78	593	0	0
Future Vol, veh/h	1190	175	78	593	0	0
Conflicting Peds, #/hr	0	11	11	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	5	5	2	2
Mvmt Flow	1227	180	80	611	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1418	0	1794	715
Stage 1	-	-	-	-	1328	-
Stage 2	-	-	-	-	466	-
Critical Hdwy	-	-	4.2	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.25	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	461	-	72	373
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	598	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	461	-	59	369
Mov Cap-2 Maneuver	-	-	-	-	59	-
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	494	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	461	-
HCM Lane V/C Ratio	-	-	-	0.174	-
HCM Control Delay (s)	0	-	-	14.5	-
HCM Lane LOS	A	-	-	B	-
HCM 95th %tile Q(veh)	-	-	-	0.6	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	874	49	28	388	325	47	232	37	98	45	236
Future Volume (veh/h)	266	874	49	28	388	325	47	232	37	98	45	236
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1776	1776	1776
Adj Flow Rate, veh/h	271	892	50	29	396	332	48	237	38	100	46	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	7	7	7
Cap, veh/h	323	1425	80	79	510	423	497	471	75	298	535	455
Arrive On Green	0.18	0.42	0.42	0.04	0.28	0.28	0.30	0.30	0.30	0.30	0.30	0.00
Sat Flow, veh/h	1774	3406	191	1774	1820	1510	1351	1563	251	1039	1776	1509
Grp Volume(v), veh/h	271	463	479	29	385	343	48	0	275	100	46	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1828	1774	1770	1561	1351	0	1813	1039	1776	1509
Q Serve(g_s), s	9.2	12.9	12.9	1.0	12.5	12.7	1.7	0.0	7.8	5.5	1.2	0.0
Cycle Q Clear(g_c), s	9.2	12.9	12.9	1.0	12.5	12.7	2.8	0.0	7.8	13.3	1.2	0.0
Prop In Lane	1.00		0.10	1.00		0.97	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	323	740	765	79	496	437	497	0	546	298	535	455
V/C Ratio(X)	0.84	0.63	0.63	0.37	0.78	0.78	0.10	0.00	0.50	0.34	0.09	0.00
Avail Cap(c_a), veh/h	422	740	765	198	517	456	672	0	782	433	765	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.7	14.4	14.4	29.1	20.7	20.8	16.7	0.0	18.0	23.5	15.7	0.0
Incr Delay (d2), s/veh	11.0	1.7	1.6	2.9	7.0	8.4	0.1	0.0	0.7	0.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	6.7	6.9	0.5	7.1	6.5	0.6	0.0	4.0	1.6	0.6	0.0
LnGrp Delay(d),s/veh	35.7	16.0	16.0	31.9	27.8	29.2	16.8	0.0	18.7	24.2	15.8	0.0
LnGrp LOS	D	B	B	C	C	C	B		B	C	B	
Approach Vol, veh/h		1213			757			323			146	
Approach Delay, s/veh		20.4			28.6			18.5			21.5	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	31.3		23.5	16.5	22.7		23.5
Change Period (Y+Rc), s	5.1	5.1		4.6	5.1	5.1		4.6
Max Green Setting (Gmax), s	7.0	26.2		27.0	14.9	18.3		27.0
Max Q Clear Time (g_c+I1), s	3.0	14.9		15.3	11.2	14.7		9.8
Green Ext Time (p_c), s	0.0	7.6		2.0	0.3	2.9		2.3

Intersection Summary	
HCM 2010 Ctrl Delay	22.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	681	58	103	321	224	60	628	170	214	409	81
Future Volume (veh/h)	227	681	58	103	321	224	60	628	170	214	409	81
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1825	1825	1825	1845	1845	1845	1810	1810	1810
Adj Flow Rate, veh/h	236	709	13	107	334	46	62	654	62	223	426	26
Adj No. of Lanes	1	2	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	5	5	5
Cap, veh/h	210	1005	442	133	442	372	101	974	433	204	1166	508
Arrive On Green	0.12	0.28	0.28	0.08	0.24	0.24	0.06	0.28	0.28	0.12	0.34	0.34
Sat Flow, veh/h	1774	3539	1558	1739	1825	1534	1757	3505	1559	1723	3438	1500
Grp Volume(v), veh/h	236	709	13	107	334	46	62	654	62	223	426	26
Grp Sat Flow(s),veh/h/ln	1774	1770	1558	1739	1825	1534	1757	1752	1559	1723	1719	1500
Q Serve(g_s), s	11.9	18.0	0.6	6.1	17.0	2.4	3.5	16.6	3.0	11.9	9.4	1.2
Cycle Q Clear(g_c), s	11.9	18.0	0.6	6.1	17.0	2.4	3.5	16.6	3.0	11.9	9.4	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	1005	442	133	442	372	101	974	433	204	1166	508
V/C Ratio(X)	1.12	0.71	0.03	0.80	0.76	0.12	0.62	0.67	0.14	1.09	0.37	0.05
Avail Cap(c_a), veh/h	210	1022	450	171	491	412	166	1214	540	204	1273	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	32.2	26.0	45.6	35.3	29.7	46.3	32.2	27.3	44.3	25.0	22.3
Incr Delay (d2), s/veh	99.0	2.2	0.0	18.6	6.0	0.1	6.0	1.0	0.1	89.7	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	9.1	0.3	3.6	9.4	1.0	1.9	8.2	1.3	10.7	4.5	0.5
LnGrp Delay(d),s/veh	143.2	34.4	26.0	64.2	41.2	29.9	52.2	33.2	27.4	134.0	25.2	22.4
LnGrp LOS	F	C	C	E	D	C	D	C	C	F	C	C
Approach Vol, veh/h		958			487			778			675	
Approach Delay, s/veh		61.1			45.2			34.3			61.1	
Approach LOS		E			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	34.0	13.8	34.6	11.9	40.2	18.0	30.4
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	11.9	34.8	9.9	29.0	9.5	37.2	11.9	27.0
Max Q Clear Time (g_c+I1), s	13.9	18.6	8.1	20.0	5.5	11.4	13.9	19.0
Green Ext Time (p_c), s	0.0	7.0	0.0	4.6	0.0	8.7	0.0	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	51.2
HCM 2010 LOS	D

H. Intersection Level of Service Calculations – Background Plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	315	67	783	466	215	42	516	431	222	856	45
Future Volume (veh/h)	129	315	67	783	466	215	42	516	431	222	856	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1835	1835	1835	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	159	389	0	967	575	0	52	637	0	274	1057	56
Adj No. of Lanes	1	2	1	2	2	1	1	2	2	2	2	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	411	548	245	969	728	326	79	943	1538	326	1082	57
Arrive On Green	0.23	0.15	0.00	0.29	0.21	0.00	0.04	0.27	0.00	0.09	0.32	0.32
Sat Flow, veh/h	1774	3539	1583	3390	3486	1560	1774	3539	2787	3442	3419	181
Grp Volume(v), veh/h	159	389	0	967	575	0	52	637	0	274	547	566
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1695	1743	1560	1774	1770	1393	1721	1770	1830
Q Serve(g_s), s	10.1	14.0	0.0	38.1	20.9	0.0	3.9	21.5	0.0	10.5	40.9	40.9
Cycle Q Clear(g_c), s	10.1	14.0	0.0	38.1	20.9	0.0	3.9	21.5	0.0	10.5	40.9	40.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	411	548	245	969	728	326	79	943	1538	326	560	579
V/C Ratio(X)	0.39	0.71	0.00	1.00	0.79	0.00	0.65	0.68	0.00	0.84	0.98	0.98
Avail Cap(c_a), veh/h	411	821	367	969	1236	553	93	943	1538	373	560	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	53.6	0.0	47.7	50.1	0.0	62.8	43.9	0.0	59.5	45.2	45.2
Incr Delay (d2), s/veh	0.6	1.7	0.0	28.5	2.0	0.0	12.3	1.9	0.0	14.2	32.1	31.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	6.9	0.0	21.6	10.3	0.0	2.2	10.8	0.0	5.6	24.9	25.8
LnGrp Delay(d),s/veh	43.9	55.3	0.0	76.2	52.1	0.0	75.2	45.8	0.0	73.7	77.3	76.8
LnGrp LOS	D	E		E	D		E	D		E	E	E
Approach Vol, veh/h		548			1542			689			1387	
Approach Delay, s/veh		52.0			67.2			48.0			76.4	
Approach LOS		D			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	42.4	45.0	26.8	12.8	49.1	37.1	34.7
Change Period (Y+Rc), s	6.8	6.8	6.8	6.1	6.8	6.8	6.1	6.8
Max Green Setting (Gmax), s	14.5	34.8	38.2	31.0	7.0	42.3	21.8	47.4
Max Q Clear Time (g_c+I1), s	12.5	23.5	40.1	16.0	5.9	42.9	12.1	22.9
Green Ext Time (p_c), s	0.2	8.0	0.0	1.9	0.0	0.0	2.1	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	65.1
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	2	100	9	8	19	30	778	4	6	1336	430
Future Volume (veh/h)	297	2	100	9	8	19	30	778	4	6	1336	430
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	338	2	114	10	9	22	34	884	5	7	1518	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	1	503	46	50	57	77	1682	10	22	1540	689
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.04	0.47	0.47	0.01	0.44	0.00
Sat Flow, veh/h	498	3	1577	0	155	180	1774	3608	20	1774	3539	1583
Grp Volume(v), veh/h	340	0	114	41	0	0	34	434	455	7	1518	0
Grp Sat Flow(s),veh/h/ln	501	0	1577	335	0	0	1774	1770	1859	1774	1770	1583
Q Serve(g_s), s	0.0	0.0	5.2	0.0	0.0	0.0	1.8	16.8	16.8	0.4	41.2	0.0
Cycle Q Clear(g_c), s	31.0	0.0	5.2	31.0	0.0	0.0	1.8	16.8	16.8	0.4	41.2	0.0
Prop In Lane	0.99		1.00	0.24		0.54	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	233	0	503	153	0	0	77	825	866	22	1540	689
V/C Ratio(X)	1.46	0.00	0.23	0.27	0.00	0.00	0.44	0.53	0.53	0.32	0.99	0.00
Avail Cap(c_a), veh/h	233	0	503	153	0	0	128	825	866	128	1540	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.0	0.0	24.3	26.3	0.0	0.0	45.4	18.4	18.4	47.6	27.2	0.0
Incr Delay (d2), s/veh	227.5	0.0	0.2	0.9	0.0	0.0	4.0	0.6	0.6	8.0	19.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.0	0.0	2.3	0.8	0.0	0.0	1.0	8.3	8.7	0.2	24.2	0.0
LnGrp Delay(d),s/veh	265.5	0.0	24.5	27.2	0.0	0.0	49.3	19.0	18.9	55.6	46.7	0.0
LnGrp LOS	F		C	C			D	B	B	E	D	
Approach Vol, veh/h		454			41			923			1525	
Approach Delay, s/veh		205.0			27.2			20.1			46.7	
Approach LOS		F			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	52.1		37.1	11.0	49.1		37.1
Change Period (Y+Rc), s	6.8	6.8		6.1	6.8	6.8		6.1
Max Green Setting (Gmax), s	7.0	42.3		31.0	7.0	42.3		31.0
Max Q Clear Time (g_c+I1), s	2.4	18.8		33.0	3.8	43.2		33.0
Green Ext Time (p_c), s	0.0	18.3		0.0	0.0	0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		62.5
HCM 2010 LOS		E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	21	152	679	85	23	182	546	410	50	807	12
Future Volume (veh/h)	15	21	152	679	85	23	182	546	410	50	807	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	17	24	0	780	98	4	209	628	146	57	928	14
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	91	77	845	457	387	517	1655	733	84	1153	17
Arrive On Green	0.05	0.05	0.00	0.25	0.25	0.25	0.29	0.47	0.47	0.05	0.22	0.22
Sat Flow, veh/h	1774	1863	1583	3442	1863	1576	1774	3539	1568	1774	5160	78
Grp Volume(v), veh/h	17	24	0	780	98	4	209	628	146	57	609	333
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1863	1576	1774	1770	1568	1774	1695	1848
Q Serve(g_s), s	1.2	1.6	0.0	28.3	5.4	0.2	12.1	14.7	7.0	4.0	21.8	21.8
Cycle Q Clear(g_c), s	1.2	1.6	0.0	28.3	5.4	0.2	12.1	14.7	7.0	4.0	21.8	21.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	87	91	77	845	457	387	517	1655	733	84	757	413
V/C Ratio(X)	0.20	0.26	0.00	0.92	0.21	0.01	0.40	0.38	0.20	0.68	0.80	0.81
Avail Cap(c_a), veh/h	305	320	272	890	482	407	517	1655	733	133	757	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	58.7	0.0	47.1	38.5	36.5	36.4	22.1	20.0	60.0	47.1	47.1
Incr Delay (d2), s/veh	1.1	1.5	0.0	14.5	0.2	0.0	0.5	0.7	0.6	9.1	8.9	15.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.9	0.0	15.1	2.8	0.1	6.0	7.3	3.2	2.2	11.1	12.8
LnGrp Delay(d),s/veh	59.6	60.2	0.0	61.6	38.7	36.5	36.9	22.7	20.6	69.1	55.9	62.4
LnGrp LOS	E	E		E	D	D	D	C	C	E	E	E
Approach Vol, veh/h		41			882			983			999	
Approach Delay, s/veh		59.9			59.0			25.4			58.8	
Approach LOS		E			E			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.2	65.9		12.4	43.4	34.7		37.5
Change Period (Y+Rc), s	6.1	6.1		6.1	6.1	6.1		6.1
Max Green Setting (Gmax), s	9.6	38.9		22.0	19.9	28.6		33.1
Max Q Clear Time (g_c+I1), s	6.0	16.7		3.6	14.1	23.8		30.3
Green Ext Time (p_c), s	0.0	5.6		0.1	2.4	2.5		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	47.6
HCM 2010 LOS	D

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	108	702	100	181	1260
Future Vol, veh/h	34	108	702	100	181	1260
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	350	195	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	126	816	116	210	1465

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1974	413	0	0	821	0
Stage 1	821	-	-	-	-	-
Stage 2	1153	-	-	-	-	-
Critical Hdwy	7.54	6.94	-	-	4.14	-
Critical Hdwy Stg 1	6.54	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 37	588	-	-	804	-
Stage 1	335	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 29	585	-	-	804	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	335	-	-	-	-	-
Stage 2	155	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.2	0	1.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	108	585	804	-
HCM Lane V/C Ratio	-	-	0.366	0.215	0.262	-
HCM Control Delay (s)	-	-	56.4	12.8	11.1	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	1.5	0.8	1	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	300	179	116	336	88	94	623	64	107	1045	194
Future Volume (veh/h)	169	300	179	116	336	88	94	623	64	107	1045	194
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1844	1881	1881	1881
Adj Flow Rate, veh/h	184	326	55	126	365	0	102	677	20	116	1136	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	313	490	415	156	476	405	165	1194	529	173	1227	549
Arrive On Green	0.09	0.26	0.26	0.09	0.26	0.00	0.09	0.34	0.34	0.10	0.34	0.00
Sat Flow, veh/h	3476	1881	1592	1747	1835	1560	1756	3504	1551	1792	3575	1599
Grp Volume(v), veh/h	184	326	55	126	365	0	102	677	20	116	1136	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1592	1747	1835	1560	1756	1752	1551	1792	1787	1599
Q Serve(g_s), s	4.5	13.6	2.3	6.2	16.1	0.0	4.9	13.9	0.8	5.5	26.9	0.0
Cycle Q Clear(g_c), s	4.5	13.6	2.3	6.2	16.1	0.0	4.9	13.9	0.8	5.5	26.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	313	490	415	156	476	405	165	1194	529	173	1227	549
V/C Ratio(X)	0.59	0.67	0.13	0.81	0.77	0.00	0.62	0.57	0.04	0.67	0.93	0.00
Avail Cap(c_a), veh/h	317	622	526	159	621	528	180	1202	532	188	1234	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.4	29.0	24.9	39.2	30.0	0.0	38.2	23.6	19.3	38.3	27.7	0.0
Incr Delay (d2), s/veh	2.4	2.1	0.2	24.6	4.6	0.0	4.7	0.6	0.0	7.2	11.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	7.4	1.0	4.1	8.7	0.0	2.6	6.8	0.3	3.1	15.3	0.0
LnGrp Delay(d),s/veh	40.8	31.2	25.0	63.8	34.7	0.0	42.9	24.3	19.4	45.6	39.6	0.0
LnGrp LOS	D	C	C	E	C		D	C	B	D	D	
Approach Vol, veh/h		565			491			799			1252	
Approach Delay, s/veh		33.7			42.1			26.5			40.1	
Approach LOS		C			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	35.3	12.0	27.8	12.5	35.5	12.1	27.7
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 9.2	30.1	* 8	29.0	* 9	30.3	* 8	* 30
Max Q Clear Time (g_c+I1), s	7.5	15.9	8.2	15.6	6.9	28.9	6.5	18.1
Green Ext Time (p_c), s	0.0	10.2	0.0	4.4	0.0	1.3	0.1	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	37	169	23	23	28	117	538	18	42	883	369
Future Volume (veh/h)	238	37	169	23	23	28	117	538	18	42	883	369
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	319	0	0	28	28	3	141	648	22	51	1064	0
Adj No. of Lanes	2	0	1	0	1	1	1	2	0	1	2	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	6	6	6
Cap, veh/h	482	0	215	42	42	72	175	1676	57	64	1424	637
Arrive On Green	0.14	0.00	0.00	0.05	0.05	0.05	0.10	0.48	0.48	0.04	0.42	0.00
Sat Flow, veh/h	3548	0	1583	909	909	1574	1774	3493	119	1707	3406	1524
Grp Volume(v), veh/h	319	0	0	56	0	3	141	328	342	51	1064	0
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1817	0	1574	1774	1770	1842	1707	1703	1524
Q Serve(g_s), s	7.0	0.0	0.0	2.5	0.0	0.2	6.4	9.8	9.8	2.4	21.8	0.0
Cycle Q Clear(g_c), s	7.0	0.0	0.0	2.5	0.0	0.2	6.4	9.8	9.8	2.4	21.8	0.0
Prop In Lane	1.00		1.00	0.50		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	482	0	215	83	0	72	175	849	883	64	1424	637
V/C Ratio(X)	0.66	0.00	0.00	0.67	0.00	0.04	0.80	0.39	0.39	0.80	0.75	0.00
Avail Cap(c_a), veh/h	1163	0	519	596	0	516	233	894	930	199	1671	747
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.8	0.0	0.0	38.7	0.0	37.6	36.3	13.7	13.7	39.3	20.3	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	9.1	0.0	0.2	13.9	0.3	0.3	19.9	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0	1.5	0.0	0.1	3.8	4.8	5.0	1.5	10.5	0.0
LnGrp Delay(d),s/veh	35.3	0.0	0.0	47.8	0.0	37.8	50.2	14.0	14.0	59.2	21.9	0.0
LnGrp LOS	D			D		D	D	B	B	E	C	
Approach Vol, veh/h		319			59			811			1115	
Approach Delay, s/veh		35.3			47.3			20.3			23.6	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.9	46.3		16.8	14.9	41.2		9.4
Change Period (Y+Rc), s	6.8	6.8		5.6	6.8	6.8		5.6
Max Green Setting (Gmax), s	9.6	41.6		27.0	10.8	40.4		27.0
Max Q Clear Time (g_c+I1), s	4.4	11.8		9.0	8.4	23.8		4.5
Green Ext Time (p_c), s	0.0	15.3		1.0	0.1	10.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	2	196	0	0	0	295	64	7	1	83	41
Future Vol, veh/h	17	2	196	0	0	0	295	64	7	1	83	41
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	7	7	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	7	7	7	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	2	209	0	0	0	314	68	7	1	88	44

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	816	827	115				137	0	0	83	0	0
Stage 1	117	117	-				-	-	-	-	-	-
Stage 2	699	710	-				-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.47	5.57	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-				-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	340	301	924				1447	-	-	1514	-	-
Stage 1	896	789	-				-	-	-	-	-	-
Stage 2	484	429	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	263	0	920				1447	-	-	1514	-	-
Mov Cap-2 Maneuver	263	0	-				-	-	-	-	-	-
Stage 1	891	0	-				-	-	-	-	-	-
Stage 2	377	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	6.6	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1447	-	-	263	920	1514	-	-
HCM Lane V/C Ratio	0.217	-	-	0.077	0.227	0.001	-	-
HCM Control Delay (s)	8.2	-	-	19.8	10.1	7.4	0	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	0.9	0	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	508	255	637	804	0	292
Future Volume (vph)	508	255	637	804	0	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			-3%	-3%	
Total Lost time (s)	5.6	4.0	5.6	5.6		5.6
Lane Util. Factor	0.91	1.00	0.97	0.95		0.88
Frpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	1.00		0.85
Flt Protected	1.00	1.00	0.95	1.00		1.00
Satd. Flow (prot)	5111	1591	3485	3592		2828
Flt Permitted	1.00	1.00	0.95	1.00		1.00
Satd. Flow (perm)	5111	1591	3485	3592		2828
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	643	323	806	1018	0	370
RTOR Reduction (vph)	0	0	0	0	0	146
Lane Group Flow (vph)	643	323	806	1018	0	224
Confl. Peds. (#/hr)						9
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Turn Type	NA	Free	Prot	NA		Over
Protected Phases	6		8	2 8		8
Permitted Phases		Free				8
Actuated Green, G (s)	12.6	39.3	15.5	39.3		15.5
Effective Green, g (s)	12.6	39.3	15.5	39.3		15.5
Actuated g/C Ratio	0.32	1.00	0.39	1.00		0.39
Clearance Time (s)	5.6		5.6			5.6
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	1638	1591	1374	3592		1115
v/s Ratio Prot	0.13		c0.23	c0.28		0.08
v/s Ratio Perm		0.20				
v/c Ratio	0.39	0.20	0.59	0.28		0.20
Uniform Delay, d1	10.4	0.0	9.4	0.0		7.8
Progression Factor	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	0.2	0.3	0.6	0.0		0.1
Delay (s)	10.5	0.3	10.0	0.0		7.9
Level of Service	B	A	B	A		A
Approach Delay (s)	7.1			4.5	7.9	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	5.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	39.3	Sum of lost time (s)	11.2
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	556	31	164	16	509	274	175	885	15
Future Volume (veh/h)	0	0	4	556	31	164	16	509	274	175	885	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1827	1827	1827	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	705	0	48	20	621	0	213	1079	18
Adj No. of Lanes	0	1	1	2	0	1	1	2	2	1	2	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	0	3	55	926	0	410	58	1209	952	261	1623	27
Arrive On Green	0.00	0.00	0.00	0.27	0.00	0.27	0.03	0.34	0.00	0.15	0.46	0.46
Sat Flow, veh/h	0	1863	1583	3480	0	1541	1774	3539	2787	1774	3562	59
Grp Volume(v), veh/h	0	0	0	705	0	48	20	621	0	213	536	561
Grp Sat Flow(s),veh/h/ln	0	1863	1583	1740	0	1541	1774	1770	1393	1774	1770	1852
Q Serve(g_s), s	0.0	0.0	0.0	11.6	0.0	1.5	0.7	8.7	0.0	7.3	14.8	14.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	11.6	0.0	1.5	0.7	8.7	0.0	7.3	14.8	14.8
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	0	3	55	926	0	410	58	1209	952	261	807	844
V/C Ratio(X)	0.00	0.00	0.00	0.76	0.00	0.12	0.34	0.51	0.00	0.82	0.66	0.66
Avail Cap(c_a), veh/h	0	60	103	1450	0	642	227	1520	1197	338	871	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	21.1	0.0	17.3	29.5	16.4	0.0	25.8	13.3	13.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	0.1	3.4	0.3	0.0	11.3	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	5.8	0.0	0.6	0.4	4.3	0.0	4.4	7.5	7.9
LnGrp Delay(d),s/veh	0.0	0.0	0.0	22.4	0.0	17.5	33.0	16.7	0.0	37.1	15.0	14.9
LnGrp LOS				C		B	C	B		D	B	B
Approach Vol, veh/h		0			753			641			1310	
Approach Delay, s/veh		0.0			22.1			17.3			18.6	
Approach LOS					C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.3	26.4		0.0	7.2	33.5		21.7
Change Period (Y+Rc), s	5.1	5.1		3.0	5.1	5.1		5.1
Max Green Setting (Gmax), s	11.9	26.8		2.0	8.0	30.7		26.0
Max Q Clear Time (g_c+I1), s	9.3	10.7		0.0	2.7	16.8		13.6
Green Ext Time (p_c), s	0.2	10.2		0.0	0.0	9.2		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	19.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	396	19	21	736	53	13	1	7	24	2	12
Future Vol, veh/h	24	396	19	21	736	53	13	1	7	24	2	12
Conflicting Peds, #/hr	7	0	11	11	0	7	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	6	6	6	3	3	3	14	14	14	2	2	2
Mvmt Flow	29	471	23	25	876	63	15	1	8	29	2	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	946	0	0	505	0	0	1042	1547	258	1258	1527	479
Stage 1	-	-	-	-	-	-	551	551	-	965	965	-
Stage 2	-	-	-	-	-	-	491	996	-	293	562	-
Critical Hdwy	4.22	-	-	4.16	-	-	7.78	6.78	7.18	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.78	5.78	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.78	5.78	-	6.54	5.54	-
Follow-up Hdwy	2.26	-	-	2.23	-	-	3.64	4.14	3.44	3.52	4.02	3.32
Pot Cap-1 Maneuver	697	-	-	1049	-	-	168	101	706	128	116	533
Stage 1	-	-	-	-	-	-	457	485	-	274	331	-
Stage 2	-	-	-	-	-	-	498	295	-	691	508	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	696	-	-	1049	-	-	146	89	699	114	102	528
Mov Cap-2 Maneuver	-	-	-	-	-	-	146	89	-	114	102	-
Stage 1	-	-	-	-	-	-	426	452	-	256	312	-
Stage 2	-	-	-	-	-	-	455	278	-	641	474	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.4	26.8	39
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	190	696	-	-	1049	-	-	150
HCM Lane V/C Ratio	0.132	0.041	-	-	0.024	-	-	0.302
HCM Control Delay (s)	26.8	10.4	0.3	-	8.5	0.2	-	39
HCM Lane LOS	D	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	359	55	72	722	25	0	7	42	20	10	22
Future Volume (veh/h)	12	359	55	72	722	25	0	7	42	20	10	22
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1827	1827	1900	1900	1776	1776	1900	1827	1827
Adj Flow Rate, veh/h	14	433	66	87	870	30	0	8	0	24	12	27
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	6	6	6	4	4	4	7	7	7	4	4	4
Cap, veh/h	434	1526	231	605	1763	61	0	205	174	281	88	179
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.00	0.12	0.00	0.12	0.12	0.12
Sat Flow, veh/h	592	2963	449	875	3423	118	0	1776	1509	794	766	1549
Grp Volume(v), veh/h	14	248	251	87	441	459	0	8	0	36	0	27
Grp Sat Flow(s),veh/h/ln	592	1703	1709	875	1736	1805	0	1776	1509	1560	0	1549
Q Serve(g_s), s	0.5	2.6	2.6	2.0	5.2	5.2	0.0	0.1	0.0	0.0	0.0	0.5
Cycle Q Clear(g_c), s	5.7	2.6	2.6	4.6	5.2	5.2	0.0	0.1	0.0	0.6	0.0	0.5
Prop In Lane	1.00		0.26	1.00		0.07	0.00		1.00	0.67		1.00
Lane Grp Cap(c), veh/h	434	877	880	605	894	930	0	205	174	370	0	179
V/C Ratio(X)	0.03	0.28	0.29	0.14	0.49	0.49	0.00	0.04	0.00	0.10	0.00	0.15
Avail Cap(c_a), veh/h	546	1199	1203	784	1249	1299	0	1458	1239	1423	0	1271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	4.4	4.4	5.7	5.0	5.0	0.0	12.4	0.0	12.6	0.0	12.6
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.1	0.4	0.4	0.0	0.1	0.0	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.2	1.2	0.5	2.6	2.7	0.0	0.1	0.0	0.3	0.0	0.2
LnGrp Delay(d),s/veh	6.9	4.5	4.5	5.8	5.4	5.4	0.0	12.5	0.0	12.8	0.0	13.0
LnGrp LOS	A	A	A	A	A	A		B		B		B
Approach Vol, veh/h		513			987			8			63	
Approach Delay, s/veh		4.6			5.4			12.5			12.9	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.4		9.3		22.4		9.3
Change Period (Y+Rc), s		6.1		5.6		* 6.1		5.6
Max Green Setting (Gmax), s		22.3		26.0		* 23		26.0
Max Q Clear Time (g_c+I1), s		7.7		2.6		7.2		2.1
Green Ext Time (p_c), s		8.2		0.2		8.5		0.2

Intersection Summary

HCM 2010 Ctrl Delay	5.5
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	24.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	419	3	32	652	0	4	0	14	140	45	164
Future Vol, veh/h	0	419	3	32	652	0	4	0	14	140	45	164
Conflicting Peds, #/hr	0	0	9	6	0	0	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	240	-	-	0	-	85	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	6	6	6	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	517	4	40	805	0	5	0	17	173	56	202

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	530	0	0	1039	-	269	1143	1414	404
Stage 1	-	-	-	-	-	-	528	-	-	884	884	-
Stage 2	-	-	-	-	-	-	511	-	-	259	530	-
Critical Hdwy	-	-	-	4.18	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.24	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	1020	-	0	185	0	729	~ 155	136	596
Stage 1	0	-	-	-	-	0	502	0	-	307	362	-
Stage 2	0	-	-	-	-	0	514	0	-	723	525	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1020	-	-	78	-	723	~ 147	130	595
Mov Cap-2 Maneuver	-	-	-	-	-	-	78	-	-	~ 147	130	-
Stage 1	-	-	-	-	-	-	502	-	-	307	348	-
Stage 2	-	-	-	-	-	-	273	-	-	706	521	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	19.9	102.2
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	78	723	-	-	1020	-	147	336
HCM Lane V/C Ratio	0.063	0.024	-	-	0.039	-	1.176	0.768
HCM Control Delay (s)	54.3	10.1	-	-	8.7	-	189.5	43.7
HCM Lane LOS	F	B	-	-	A	-	F	E
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	9.8	6.1

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	461	112	56	685	0	0
Future Vol, veh/h	461	112	56	685	0	0
Conflicting Peds, #/hr	0	10	10	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	5	5	2	2	4	4
Mvmt Flow	569	138	69	846	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	717	0	1209	364
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	561	-
Critical Hdwy	-	-	4.14	-	6.88	6.98
Critical Hdwy Stg 1	-	-	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-	5.88	-
Follow-up Hdwy	-	-	2.22	-	3.54	3.34
Pot Cap-1 Maneuver	-	-	880	-	172	627
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	529	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	880	-	157	621
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	488	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	880	-
HCM Lane V/C Ratio	-	-	-	0.079	-
HCM Control Delay (s)	0	-	-	9.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0.3	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	342	20	8	481	199	21	69	3	23	27	238
Future Volume (veh/h)	99	342	20	8	481	199	21	69	3	23	27	238
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1863	1863	1900	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	115	398	23	9	559	231	24	80	3	27	31	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	6	6	6
Cap, veh/h	193	1341	77	29	744	307	70	295	11	74	304	259
Arrive On Green	0.11	0.40	0.40	0.02	0.31	0.31	0.04	0.17	0.17	0.04	0.17	0.00
Sat Flow, veh/h	1757	3367	194	1774	2437	1004	1774	1783	67	1707	1792	1524
Grp Volume(v), veh/h	115	207	214	9	406	384	24	0	83	27	31	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1808	1774	1770	1672	1774	0	1850	1707	1792	1524
Q Serve(g_s), s	3.2	4.1	4.2	0.3	10.7	10.7	0.7	0.0	2.0	0.8	0.8	0.0
Cycle Q Clear(g_c), s	3.2	4.1	4.2	0.3	10.7	10.7	0.7	0.0	2.0	0.8	0.8	0.0
Prop In Lane	1.00		0.11	1.00		0.60	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	193	698	720	29	540	510	70	0	306	74	304	259
V/C Ratio(X)	0.60	0.30	0.30	0.31	0.75	0.75	0.34	0.00	0.27	0.36	0.10	0.00
Avail Cap(c_a), veh/h	242	698	720	241	652	616	241	0	968	248	955	812
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.9	10.6	10.6	25.1	16.2	16.2	24.1	0.0	18.8	24.0	18.1	0.0
Incr Delay (d2), s/veh	2.9	0.2	0.2	5.9	4.0	4.3	2.9	0.0	0.5	3.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.1	2.1	0.2	5.8	5.5	0.4	0.0	1.1	0.4	0.4	0.0
LnGrp Delay(d),s/veh	24.8	10.8	10.8	30.9	20.1	20.4	27.0	0.0	19.3	26.9	18.2	0.0
LnGrp LOS	C	B	B	C	C	C	C		B	C	B	
Approach Vol, veh/h		536			799			107			58	
Approach Delay, s/veh		13.8			20.4			21.0			22.3	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	25.7	6.6	13.4	10.8	20.8	6.8	13.1
Change Period (Y+Rc), s	5.1	5.1	4.6	4.6	5.1	5.1	4.6	4.6
Max Green Setting (Gmax), s	7.0	19.1	7.0	27.5	7.1	19.0	7.5	27.0
Max Q Clear Time (g_c+I1), s	2.3	6.2	2.7	2.8	5.2	12.7	2.8	4.0
Green Ext Time (p_c), s	0.0	6.2	0.0	0.6	0.0	3.0	0.0	0.5

Intersection Summary			
HCM 2010 Ctrl Delay		18.2	
HCM 2010 LOS		B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	325	88	94	425	131	54	358	56	112	664	132
Future Volume (veh/h)	87	325	88	94	425	131	54	358	56	112	664	132
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1808	1808	1808	1810	1810	1810	1863	1863	1863
Adj Flow Rate, veh/h	101	378	18	109	494	26	63	416	12	130	772	31
Adj No. of Lanes	1	2	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	3	3	3	5	5	5	2	2	2
Cap, veh/h	128	1022	453	133	531	450	106	968	432	149	1076	477
Arrive On Green	0.07	0.29	0.29	0.08	0.29	0.29	0.06	0.28	0.28	0.08	0.30	0.30
Sat Flow, veh/h	1774	3539	1570	1722	1808	1530	1723	3438	1535	1774	3539	1568
Grp Volume(v), veh/h	101	378	18	109	494	26	63	416	12	130	772	31
Grp Sat Flow(s),veh/h/ln	1774	1770	1570	1722	1808	1530	1723	1719	1535	1774	1770	1568
Q Serve(g_s), s	5.1	7.7	0.7	5.7	24.1	1.1	3.2	9.0	0.5	6.6	17.6	1.3
Cycle Q Clear(g_c), s	5.1	7.7	0.7	5.7	24.1	1.1	3.2	9.0	0.5	6.6	17.6	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	1022	453	133	531	450	106	968	432	149	1076	477
V/C Ratio(X)	0.79	0.37	0.04	0.82	0.93	0.06	0.60	0.43	0.03	0.88	0.72	0.07
Avail Cap(c_a), veh/h	137	1053	467	133	538	455	133	1288	575	149	1349	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	25.7	23.2	41.3	31.1	23.0	41.5	26.6	23.6	41.1	28.1	22.4
Incr Delay (d2), s/veh	24.9	0.2	0.0	32.0	22.7	0.1	5.3	0.3	0.0	40.0	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	3.8	0.3	3.9	15.3	0.5	1.7	4.3	0.2	4.9	8.8	0.6
LnGrp Delay(d),s/veh	66.4	25.9	23.3	73.3	53.9	23.1	46.8	27.0	23.6	81.1	29.5	22.5
LnGrp LOS	E	C	C	E	D	C	D	C	C	F	C	C
Approach Vol, veh/h		497			629			491			933	
Approach Delay, s/veh		34.1			56.0			29.4			36.5	
Approach LOS		C			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	31.7	13.1	32.3	11.7	33.7	12.6	32.8
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	7.6	34.0	7.0	27.0	7.0	34.6	7.0	27.0
Max Q Clear Time (g_c+I1), s	8.6	11.0	7.7	9.7	5.2	19.6	7.1	26.1
Green Ext Time (p_c), s	0.0	9.1	0.0	5.6	0.0	7.3	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	698	77	635	564	459	96	683	924	458	668	73
Future Volume (veh/h)	94	698	77	635	564	459	96	683	924	458	668	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1835	1835	1835	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	98	727	0	661	588	0	100	711	0	477	696	76
Adj No. of Lanes	1	2	1	2	2	1	1	2	2	2	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	831	372	624	753	337	124	834	1170	433	939	102
Arrive On Green	0.20	0.23	0.00	0.18	0.22	0.00	0.07	0.24	0.00	0.13	0.29	0.29
Sat Flow, veh/h	1774	3539	1583	3390	3486	1560	1774	3539	2787	3442	3217	351
Grp Volume(v), veh/h	98	727	0	661	588	0	100	711	0	477	383	389
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1695	1743	1560	1774	1770	1393	1721	1770	1798
Q Serve(g_s), s	5.6	23.9	0.0	22.2	19.2	0.0	6.7	23.2	0.0	15.2	23.6	23.6
Cycle Q Clear(g_c), s	5.6	23.9	0.0	22.2	19.2	0.0	6.7	23.2	0.0	15.2	23.6	23.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	360	831	372	624	753	337	124	834	1170	433	516	525
V/C Ratio(X)	0.27	0.88	0.00	1.06	0.78	0.00	0.81	0.85	0.00	1.10	0.74	0.74
Avail Cap(c_a), veh/h	360	909	407	624	1233	552	153	883	1208	433	516	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	44.5	0.0	49.2	44.6	0.0	55.3	44.1	0.0	52.7	38.6	38.6
Incr Delay (d2), s/veh	0.4	9.0	0.0	53.0	1.8	0.0	22.1	7.7	0.0	73.2	5.6	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	12.7	0.0	14.9	9.4	0.0	4.0	12.3	0.0	11.6	12.3	12.5
LnGrp Delay(d),s/veh	41.0	53.4	0.0	102.2	46.4	0.0	77.4	51.8	0.0	126.0	44.3	44.2
LnGrp LOS	D	D		F	D		E	D		F	D	D
Approach Vol, veh/h		825			1249			811			1249	
Approach Delay, s/veh		52.0			76.0			55.0			75.5	
Approach LOS		D			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	35.2	29.0	34.4	15.2	42.0	30.6	32.9
Change Period (Y+Rc), s	6.8	6.8	6.8	6.1	6.8	6.8	6.1	6.8
Max Green Setting (Gmax), s	15.2	30.1	22.2	31.0	10.4	34.9	10.5	42.7
Max Q Clear Time (g_c+I1), s	17.2	25.2	24.2	25.9	8.7	25.6	7.6	21.2
Green Ext Time (p_c), s	0.0	3.2	0.0	2.1	0.0	6.0	1.4	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	66.9
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	351	17	52	5	14	13	163	1389	11	19	883	441
Future Volume (veh/h)	351	17	52	5	14	13	163	1389	11	19	883	441
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	366	18	54	5	15	14	170	1447	11	20	920	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	6	559	47	124	87	198	1391	11	55	1083	484
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.11	0.39	0.39	0.03	0.31	0.00
Sat Flow, veh/h	362	18	1570	0	348	244	1774	3600	27	1774	3539	1583
Grp Volume(v), veh/h	384	0	54	34	0	0	170	711	747	20	920	0
Grp Sat Flow(s),veh/h/ln	380	0	1570	592	0	0	1774	1770	1857	1774	1770	1583
Q Serve(g_s), s	0.0	0.0	2.0	0.0	0.0	0.0	8.2	33.6	33.6	1.0	21.2	0.0
Cycle Q Clear(g_c), s	31.0	0.0	2.0	31.0	0.0	0.0	8.2	33.6	33.6	1.0	21.2	0.0
Prop In Lane	0.95		1.00	0.15		0.41	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	216	0	559	258	0	0	198	684	718	55	1083	484
V/C Ratio(X)	1.78	0.00	0.10	0.13	0.00	0.00	0.86	1.04	1.04	0.37	0.85	0.00
Avail Cap(c_a), veh/h	216	0	559	258	0	0	198	684	718	143	1204	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.8	0.0	18.7	20.8	0.0	0.0	38.0	26.7	26.7	41.3	28.3	0.0
Incr Delay (d2), s/veh	367.3	0.0	0.1	0.2	0.0	0.0	29.6	45.1	44.6	4.0	5.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.2	0.0	0.9	0.6	0.0	0.0	5.6	24.9	26.0	0.5	11.2	0.0
LnGrp Delay(d),s/veh	401.1	0.0	18.7	21.0	0.0	0.0	67.6	71.8	71.2	45.4	33.8	0.0
LnGrp LOS	F		B	C			E	F	F	D	C	
Approach Vol, veh/h		438			34			1628			940	
Approach Delay, s/veh		353.9			21.0			71.1			34.1	
Approach LOS		F			C			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.5	40.4		37.1	16.5	33.4		37.1
Change Period (Y+Rc), s	6.8	6.8		6.1	6.8	6.8		6.1
Max Green Setting (Gmax), s	7.0	32.3		31.0	9.7	29.6		31.0
Max Q Clear Time (g_c+I1), s	3.0	35.6		33.0	10.2	23.2		33.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	99.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	70	160	476	120	148	304	1146	666	108	1049	24
Future Volume (veh/h)	27	70	160	476	120	148	304	1146	666	108	1049	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	28	74	10	501	126	21	320	1206	299	114	1104	25
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	158	126	565	306	255	347	1709	754	138	1867	42
Arrive On Green	0.08	0.08	0.08	0.16	0.16	0.16	0.20	0.48	0.48	0.08	0.37	0.37
Sat Flow, veh/h	1774	1863	1493	3442	1863	1551	1774	3539	1562	1774	5114	116
Grp Volume(v), veh/h	28	74	10	501	126	21	320	1206	299	114	732	397
Grp Sat Flow(s),veh/h/ln	1774	1863	1493	1721	1863	1551	1774	1770	1562	1774	1695	1840
Q Serve(g_s), s	1.9	4.8	0.8	18.2	7.8	1.5	22.7	34.2	15.7	8.1	22.4	22.4
Cycle Q Clear(g_c), s	1.9	4.8	0.8	18.2	7.8	1.5	22.7	34.2	15.7	8.1	22.4	22.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	150	158	126	565	306	255	347	1709	754	138	1238	672
V/C Ratio(X)	0.19	0.47	0.08	0.89	0.41	0.08	0.92	0.71	0.40	0.83	0.59	0.59
Avail Cap(c_a), veh/h	305	320	257	592	320	267	398	1709	754	159	1238	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	55.9	54.0	52.3	48.0	45.3	50.5	26.0	21.2	58.2	32.9	32.9
Incr Delay (d2), s/veh	0.6	2.2	0.3	14.8	0.9	0.1	24.8	2.5	1.6	25.7	2.1	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.6	0.3	9.9	4.1	0.6	13.5	17.2	7.1	5.0	10.8	12.1
LnGrp Delay(d),s/veh	55.1	58.0	54.3	67.1	48.9	45.5	75.4	28.4	22.7	83.9	35.0	36.7
LnGrp LOS	E	E	D	E	D	D	E	C	C	F	C	D
Approach Vol, veh/h		112			648			1825			1243	
Approach Delay, s/veh		57.0			62.8			35.7			40.0	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.1	67.9		16.9	31.1	52.8		27.1
Change Period (Y+Rc), s	6.1	6.1		6.1	6.1	6.1		6.1
Max Green Setting (Gmax), s	11.5	48.1		22.0	28.7	30.9		22.0
Max Q Clear Time (g_c+I1), s	10.1	36.2		6.8	24.7	24.4		20.2
Green Ext Time (p_c), s	0.0	10.4		0.3	0.4	5.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	42.3
HCM 2010 LOS	D

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	28	1534	54	120	816
Future Vol, veh/h	16	28	1534	54	120	816
Conflicting Peds, #/hr	0	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	350	195	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	29	1565	55	122	833

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2232	789	0	0	1571	0
Stage 1	1571	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	36	333	-	-	416	-
Stage 1	157	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	25	331	-	-	416	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	156	-	-	-	-	-
Stage 2	336	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27	0	2.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	107	331	416	-
HCM Lane V/C Ratio	-	-	0.153	0.086	0.294	-
HCM Control Delay (s)	-	-	44.6	16.9	17.2	-
HCM Lane LOS	-	-	E	C	C	-
HCM 95th %tile Q(veh)	-	-	0.5	0.3	1.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	331	112	103	266	236	199	1441	65	124	910	175
Future Volume (veh/h)	277	331	112	103	266	236	199	1441	65	124	910	175
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1844	1881	1881	1881
Adj Flow Rate, veh/h	292	348	21	108	280	0	209	1517	29	131	958	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	336	430	359	126	375	318	238	1572	692	146	1409	630
Arrive On Green	0.10	0.23	0.23	0.07	0.20	0.00	0.14	0.45	0.45	0.08	0.39	0.00
Sat Flow, veh/h	3476	1881	1572	1747	1835	1560	1756	3504	1543	1792	3575	1599
Grp Volume(v), veh/h	292	348	21	108	280	0	209	1517	29	131	958	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1572	1747	1835	1560	1756	1752	1543	1792	1787	1599
Q Serve(g_s), s	9.2	19.4	1.2	6.8	15.8	0.0	12.9	46.6	1.2	8.0	24.5	0.0
Cycle Q Clear(g_c), s	9.2	19.4	1.2	6.8	15.8	0.0	12.9	46.6	1.2	8.0	24.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	336	430	359	126	375	318	238	1572	692	146	1409	630
V/C Ratio(X)	0.87	0.81	0.06	0.85	0.75	0.00	0.88	0.97	0.04	0.90	0.68	0.00
Avail Cap(c_a), veh/h	336	493	412	126	448	381	284	1594	702	146	1409	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.2	40.4	33.3	50.7	41.3	0.0	46.9	29.6	17.1	50.3	27.7	0.0
Incr Delay (d2), s/veh	20.4	9.1	0.1	39.4	6.0	0.0	21.5	15.0	0.0	45.4	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	11.1	0.5	4.7	8.6	0.0	7.7	25.6	0.5	5.8	12.4	0.0
LnGrp Delay(d),s/veh	69.7	49.4	33.4	90.1	47.3	0.0	68.4	44.6	17.2	95.7	29.1	0.0
LnGrp LOS	E	D	C	F	D		E	D	B	F	C	
Approach Vol, veh/h		661			388			1755			1089	
Approach Delay, s/veh		57.9			59.2			47.0			37.1	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	55.0	12.2	30.2	19.2	49.0	14.9	27.5
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 9	50.3	* 8	29.0	* 18	41.4	* 11	* 27
Max Q Clear Time (g_c+I1), s	10.0	48.6	8.8	21.4	14.9	26.5	11.2	17.8
Green Ext Time (p_c), s	0.0	1.0	0.0	2.7	0.1	12.9	0.0	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	47.3
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	48	220	30	70	59	311	1200	26	33	593	205
Future Volume (veh/h)	330	48	220	30	70	59	311	1200	26	33	593	205
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.96	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	375	0	51	31	72	19	321	1237	27	34	611	0
Adj No. of Lanes	2	0	1	0	1	1	1	2	0	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	520	0	230	66	153	180	360	1572	34	45	942	421
Arrive On Green	0.15	0.00	0.15	0.12	0.12	0.12	0.20	0.44	0.44	0.03	0.27	0.00
Sat Flow, veh/h	3548	0	1567	552	1283	1515	1774	3540	77	1774	3539	1583
Grp Volume(v), veh/h	375	0	51	103	0	19	321	618	646	34	611	0
Grp Sat Flow(s),veh/h/ln	1774	0	1567	1835	0	1515	1774	1770	1848	1774	1770	1583
Q Serve(g_s), s	9.4	0.0	2.7	4.9	0.0	1.0	16.5	27.9	27.9	1.8	14.3	0.0
Cycle Q Clear(g_c), s	9.4	0.0	2.7	4.9	0.0	1.0	16.5	27.9	27.9	1.8	14.3	0.0
Prop In Lane	1.00		1.00	0.30		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	520	0	230	218	0	180	360	786	821	45	942	421
V/C Ratio(X)	0.72	0.00	0.22	0.47	0.00	0.11	0.89	0.79	0.79	0.76	0.65	0.00
Avail Cap(c_a), veh/h	1025	0	453	530	0	438	469	890	929	80	1004	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.1	0.0	35.2	38.4	0.0	36.7	36.2	22.2	22.2	45.3	30.4	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.5	1.6	0.0	0.3	15.6	4.2	4.1	23.2	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	1.2	2.6	0.0	0.5	9.6	14.5	15.1	1.2	7.1	0.0
LnGrp Delay(d),s/veh	40.0	0.0	35.7	40.0	0.0	37.0	51.9	26.4	26.3	68.5	31.8	0.0
LnGrp LOS	D		D	D		D	D	C	C	E	C	
Approach Vol, veh/h		426			122			1585			645	
Approach Delay, s/veh		39.5			39.5			31.5			33.7	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.1	48.3		19.3	25.8	31.7		16.7
Change Period (Y+Rc), s	6.8	6.8		5.6	6.8	6.8		5.6
Max Green Setting (Gmax), s	4.2	47.0		27.0	24.7	26.5		27.0
Max Q Clear Time (g_c+I1), s	3.8	29.9		11.4	18.5	16.3		6.9
Green Ext Time (p_c), s	0.0	11.6		1.4	0.5	7.7		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	33.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection

Int Delay, s/veh 20.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	2	226	0	0	0	577	163	18	3	117	84
Future Vol, veh/h	55	2	226	0	0	0	577	163	18	3	117	84
Conflicting Peds, #/hr	0	0	0	0	0	0	7	0	7	7	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	2	243	0	0	0	620	175	19	3	126	90

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	1610	1626	178				223	0	0	202	0	0
Stage 1	184	184	-				-	-	-	-	-	-
Stage 2	1426	1442	-				-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.56	-				-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-				-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	82	100	855				1346	-	-	1370	-	-
Stage 1	809	740	-				-	-	-	-	-	-
Stage 2	165	194	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 52	53	849				1346	-	-	1370	-	-
Mov Cap-2 Maneuver	~ 52	53	-				-	-	-	-	-	-
Stage 1	433	733	-				-	-	-	-	-	-
Stage 2	89	105	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	71.2	7.6	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1346	-	-	52	849	1370	-	-
HCM Lane V/C Ratio	0.461	-	-	1.179	0.286	0.002	-	-
HCM Control Delay (s)	9.9	-	-	$ 310.2	10.9	7.6	0	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	2.5	-	-	5.4	1.2	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	994	307	395	512	0	765
Future Volume (vph)	994	307	395	512	0	765
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			-3%	-3%	
Total Lost time (s)	5.6	4.0	5.6	5.6		5.6
Lane Util. Factor	0.91	1.00	0.97	0.95		0.88
Frpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	1.00		0.85
Flt Protected	1.00	1.00	0.95	1.00		1.00
Satd. Flow (prot)	5111	1591	3485	3592		2828
Flt Permitted	1.00	1.00	0.95	1.00		1.00
Satd. Flow (perm)	5111	1591	3485	3592		2828
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1057	327	420	545	0	814
RTOR Reduction (vph)	0	0	0	0	0	29
Lane Group Flow (vph)	1057	327	420	545	0	785
Confl. Peds. (#/hr)						13
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Turn Type	NA	Free	Prot	NA		Over
Protected Phases	6		8	2 8		8
Permitted Phases		Free				8
Actuated Green, G (s)	17.2	46.8	18.4	46.8		18.4
Effective Green, g (s)	17.2	46.8	18.4	46.8		18.4
Actuated g/C Ratio	0.37	1.00	0.39	1.00		0.39
Clearance Time (s)	5.6		5.6			5.6
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	1878	1591	1370	3592		1111
v/s Ratio Prot	c0.21		0.12	0.15		c0.28
v/s Ratio Perm		0.21				
v/c Ratio	0.56	0.21	0.31	0.15		0.71
Uniform Delay, d1	11.8	0.0	9.8	0.0		11.9
Progression Factor	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	0.4	0.3	0.1	0.0		2.1
Delay (s)	12.2	0.3	9.9	0.0		14.0
Level of Service	B	A	A	A		B
Approach Delay (s)	9.4			4.3	14.0	
Approach LOS	A			A	B	

Intersection Summary

HCM 2000 Control Delay	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	46.8	Sum of lost time (s)	11.2
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	15	380	24	421	19	1116	623	308	510	26
Future Volume (veh/h)	0	0	15	380	24	421	19	1116	623	308	510	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1776	1776	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	405	0	156	19	1139	0	314	520	27
Adj No. of Lanes	0	1	1	2	0	1	1	2	2	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	7	7	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	2	48	667	0	289	54	1412	1112	359	1953	101
Arrive On Green	0.00	0.00	0.00	0.19	0.00	0.19	0.03	0.40	0.00	0.20	0.57	0.57
Sat Flow, veh/h	0	1776	1509	3548	0	1540	1774	3539	2787	1774	3422	177
Grp Volume(v), veh/h	0	0	0	405	0	156	19	1139	0	314	268	279
Grp Sat Flow(s),veh/h/ln	0	1776	1509	1774	0	1540	1774	1770	1393	1774	1770	1830
Q Serve(g_s), s	0.0	0.0	0.0	7.6	0.0	6.6	0.8	20.7	0.0	12.4	5.6	5.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.6	0.0	6.6	0.8	20.7	0.0	12.4	5.6	5.6
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	0	2	48	667	0	289	54	1412	1112	359	1010	1044
V/C Ratio(X)	0.00	0.00	0.00	0.61	0.00	0.54	0.35	0.81	0.00	0.87	0.27	0.27
Avail Cap(c_a), veh/h	0	49	88	1271	0	552	196	1546	1218	416	1010	1044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	27.0	0.0	26.6	34.5	19.3	0.0	28.0	7.9	7.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.9	0.0	1.6	3.8	3.0	0.0	16.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.8	0.0	2.9	0.4	10.6	0.0	7.8	2.7	2.8
LnGrp Delay(d),s/veh	0.0	0.0	0.0	27.9	0.0	28.2	38.2	22.3	0.0	44.7	8.0	8.0
LnGrp LOS				C		C	D	C		D	A	A
Approach Vol, veh/h		0			561			1158			861	
Approach Delay, s/veh		0.0			28.0			22.6			21.4	
Approach LOS					C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.8	34.0		0.0	7.3	46.5		18.7
Change Period (Y+Rc), s	5.1	5.1		3.0	5.1	5.1		5.1
Max Green Setting (Gmax), s	17.0	31.7		2.0	8.0	40.7		26.0
Max Q Clear Time (g_c+I1), s	14.4	22.7		0.0	2.8	7.6		9.6
Green Ext Time (p_c), s	0.3	6.2		0.0	0.0	15.7		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	9.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	887	21	17	782	55	13	1	24	68	2	26
Future Vol, veh/h	19	887	21	17	782	55	13	1	24	68	2	26
Conflicting Peds, #/hr	10	0	8	8	0	10	6	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	954	23	18	841	59	14	1	26	73	2	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	910	0	0	984	0	0	1478	1961	497	1436	1942	466
Stage 1	-	-	-	-	-	-	1014	1014	-	917	917	-
Stage 2	-	-	-	-	-	-	464	947	-	519	1025	-
Critical Hdwy	4.16	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.23	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	738	-	-	698	-	-	88	63	519	94	64	543
Stage 1	-	-	-	-	-	-	256	314	-	293	349	-
Stage 2	-	-	-	-	-	-	548	338	-	508	311	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	734	-	-	697	-	-	73	55	515	80	56	535
Mov Cap-2 Maneuver	-	-	-	-	-	-	73	55	-	80	56	-
Stage 1	-	-	-	-	-	-	239	293	-	273	328	-
Stage 2	-	-	-	-	-	-	486	317	-	451	290	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.5	36.1	166
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	156	734	-	-	697	-	-	103
HCM Lane V/C Ratio	0.262	0.028	-	-	0.026	-	-	1.002
HCM Control Delay (s)	36.1	10	0.3	-	10.3	0.3	-	166
HCM Lane LOS	E	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	869	87	58	595	18	212	12	104	57	12	41
Future Volume (veh/h)	22	869	87	58	595	18	212	12	104	57	12	41
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	24	945	95	63	647	20	230	13	0	62	13	45
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	409	1493	150	280	1597	49	483	19	462	528	98	459
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.29	0.29	0.00	0.29	0.29	0.29
Sat Flow, veh/h	761	3243	326	534	3469	107	1145	65	1583	1332	336	1574
Grp Volume(v), veh/h	24	516	524	63	327	340	243	0	0	75	0	45
Grp Sat Flow(s),veh/h/ln	761	1770	1799	534	1752	1823	1210	0	1583	1668	0	1574
Q Serve(g_s), s	1.0	10.5	10.5	4.8	5.8	5.8	7.6	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s	6.9	10.5	10.5	15.3	5.8	5.8	9.1	0.0	0.0	1.5	0.0	1.0
Prop In Lane	1.00		0.18	1.00		0.06	0.95		1.00	0.83		1.00
Lane Grp Cap(c), veh/h	409	815	828	280	807	840	501	0	462	626	0	459
V/C Ratio(X)	0.06	0.63	0.63	0.23	0.40	0.41	0.48	0.00	0.00	0.12	0.00	0.10
Avail Cap(c_a), veh/h	418	836	850	292	847	881	852	0	872	1003	0	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.7	9.7	9.7	15.5	8.4	8.4	15.7	0.0	0.0	12.3	0.0	12.2
Incr Delay (d2), s/veh	0.1	1.5	1.5	0.4	0.3	0.3	0.7	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.4	5.4	0.7	2.9	3.0	2.9	0.0	0.0	0.7	0.0	0.4
LnGrp Delay(d),s/veh	10.8	11.2	11.2	15.9	8.8	8.8	16.4	0.0	0.0	12.4	0.0	12.3
LnGrp LOS	B	B	B	B	A	A	B			B		B
Approach Vol, veh/h		1064			730			243			120	
Approach Delay, s/veh		11.2			9.4			16.4			12.4	
Approach LOS		B			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		27.8		19.4		27.8		19.4
Change Period (Y+Rc), s		6.1		5.6		* 6.1		5.6
Max Green Setting (Gmax), s		22.3		26.0		* 23		26.0
Max Q Clear Time (g_c+I1), s		12.5		3.5		17.3		11.1
Green Ext Time (p_c), s		7.2		2.0		4.4		1.8

Intersection Summary

HCM 2010 Ctrl Delay	11.2
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Int Delay, s/veh 84.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1023	11	27	569	0	4	0	49	272	64	147
Future Vol, veh/h	0	1023	11	27	569	0	4	0	49	272	64	147
Conflicting Peds, #/hr	0	0	8	8	0	0	1	0	3	3	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	240	-	-	0	-	85	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	1044	11	28	581	0	4	0	50	278	65	150

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1063	0	0	1436	-	539	1161	1699	291
Stage 1	-	-	-	-	-	-	1057	-	-	636	636	-
Stage 2	-	-	-	-	-	-	379	-	-	525	1063	-
Critical Hdwy	-	-	-	4.18	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.24	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	639	-	0	94	0	487	~ 150	91	706
Stage 1	0	-	-	-	-	0	240	0	-	433	470	-
Stage 2	0	-	-	-	-	0	615	0	-	504	298	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	637	-	-	27	-	482	~ 130	86	705
Mov Cap-2 Maneuver	-	-	-	-	-	-	27	-	-	~ 130	86	-
Stage 1	-	-	-	-	-	-	240	-	-	433	449	-
Stage 2	-	-	-	-	-	-	395	-	-	450	296	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	24.4	$ 376.6
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	27	482	-	-	637	-	130	221
HCM Lane V/C Ratio	0.151	0.104	-	-	0.043	-	2.135	0.974
HCM Control Delay (s)	160.8	13.3	-	-	10.9	-	$ 591.1	100.2
HCM Lane LOS	F	B	-	-	B	-	F	F
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0.1	-	23	8.6

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1203	185	78	597	0	0
Future Vol, veh/h	1203	185	78	597	0	0
Conflicting Peds, #/hr	0	11	11	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	5	5	2	2
Mvmt Flow	1240	191	80	615	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1442	0	1816	726
Stage 1	-	-	-	-	1347	-
Stage 2	-	-	-	-	469	-
Critical Hdwy	-	-	4.2	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.25	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	451	-	69	367
Stage 1	-	-	-	-	207	-
Stage 2	-	-	-	-	596	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	451	-	56	363
Mov Cap-2 Maneuver	-	-	-	-	56	-
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	490	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	451	-
HCM Lane V/C Ratio	-	-	-	0.178	-
HCM Control Delay (s)	0	-	-	14.7	-
HCM Lane LOS	A	-	-	B	-
HCM 95th %tile Q(veh)	-	-	-	0.6	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	887	49	28	390	325	47	232	37	98	45	238
Future Volume (veh/h)	266	887	49	28	390	325	47	232	37	98	45	238
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1776	1776	1776
Adj Flow Rate, veh/h	271	905	50	29	398	332	48	237	38	100	46	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	7	7	7
Cap, veh/h	323	1426	79	79	511	422	496	471	75	298	535	454
Arrive On Green	0.18	0.42	0.42	0.04	0.28	0.28	0.30	0.30	0.30	0.30	0.30	0.00
Sat Flow, veh/h	1774	3409	188	1774	1824	1507	1351	1563	251	1039	1776	1509
Grp Volume(v), veh/h	271	470	485	29	386	344	48	0	275	100	46	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1828	1774	1770	1561	1351	0	1813	1039	1776	1509
Q Serve(g_s), s	9.2	13.2	13.2	1.0	12.6	12.7	1.7	0.0	7.8	5.5	1.2	0.0
Cycle Q Clear(g_c), s	9.2	13.2	13.2	1.0	12.6	12.7	2.8	0.0	7.8	13.3	1.2	0.0
Prop In Lane	1.00		0.10	1.00		0.97	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	323	740	765	79	496	438	496	0	546	298	535	454
V/C Ratio(X)	0.84	0.63	0.63	0.37	0.78	0.79	0.10	0.00	0.50	0.34	0.09	0.00
Avail Cap(c_a), veh/h	422	740	765	198	517	456	672	0	782	433	765	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.7	14.4	14.4	29.1	20.7	20.8	16.7	0.0	18.0	23.5	15.7	0.0
Incr Delay (d2), s/veh	11.0	1.8	1.7	2.9	7.1	8.5	0.1	0.0	0.7	0.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	6.8	7.0	0.5	7.1	6.5	0.6	0.0	4.0	1.6	0.6	0.0
LnGrp Delay(d),s/veh	35.7	16.2	16.2	32.0	27.9	29.3	16.8	0.0	18.8	24.2	15.8	0.0
LnGrp LOS	D	B	B	C	C	C	B		B	C	B	
Approach Vol, veh/h		1226			759			323			146	
Approach Delay, s/veh		20.5			28.7			18.5			21.5	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	31.3		23.5	16.5	22.7		23.5
Change Period (Y+Rc), s	5.1	5.1		4.6	5.1	5.1		4.6
Max Green Setting (Gmax), s	7.0	26.2		27.0	14.9	18.3		27.0
Max Q Clear Time (g_c+I1), s	3.0	15.2		15.3	11.2	14.7		9.8
Green Ext Time (p_c), s	0.0	7.5		2.0	0.3	2.8		2.3

Intersection Summary	
HCM 2010 Ctrl Delay	22.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	681	58	103	321	224	60	629	170	214	416	81
Future Volume (veh/h)	227	681	58	103	321	224	60	629	170	214	416	81
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1825	1825	1825	1845	1845	1845	1810	1810	1810
Adj Flow Rate, veh/h	236	709	13	107	334	46	62	655	62	223	433	26
Adj No. of Lanes	1	2	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	5	5	5
Cap, veh/h	210	1004	442	133	442	372	101	975	434	204	1167	509
Arrive On Green	0.12	0.28	0.28	0.08	0.24	0.24	0.06	0.28	0.28	0.12	0.34	0.34
Sat Flow, veh/h	1774	3539	1558	1739	1825	1534	1757	3505	1560	1723	3438	1500
Grp Volume(v), veh/h	236	709	13	107	334	46	62	655	62	223	433	26
Grp Sat Flow(s),veh/h/ln	1774	1770	1558	1739	1825	1534	1757	1752	1560	1723	1719	1500
Q Serve(g_s), s	11.9	18.0	0.6	6.1	17.1	2.4	3.5	16.7	3.0	11.9	9.6	1.2
Cycle Q Clear(g_c), s	11.9	18.0	0.6	6.1	17.1	2.4	3.5	16.7	3.0	11.9	9.6	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	1004	442	133	442	372	101	975	434	204	1167	509
V/C Ratio(X)	1.12	0.71	0.03	0.80	0.76	0.12	0.62	0.67	0.14	1.09	0.37	0.05
Avail Cap(c_a), veh/h	210	1021	450	171	490	412	166	1214	540	204	1273	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	32.2	26.0	45.6	35.3	29.8	46.3	32.2	27.3	44.3	25.1	22.3
Incr Delay (d2), s/veh	99.2	2.2	0.0	18.6	6.0	0.1	6.0	1.0	0.1	90.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	9.1	0.3	3.6	9.4	1.0	1.9	8.2	1.3	10.7	4.5	0.5
LnGrp Delay(d),s/veh	143.5	34.4	26.0	64.2	41.3	29.9	52.3	33.2	27.4	134.3	25.3	22.4
LnGrp LOS	F	C	C	E	D	C	D	C	C	F	C	C
Approach Vol, veh/h		958			487			779			682	
Approach Delay, s/veh		61.2			45.3			34.3			60.8	
Approach LOS		E			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	34.1	13.8	34.6	11.9	40.2	18.0	30.4
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	11.9	34.8	9.9	29.0	9.5	37.2	11.9	27.0
Max Q Clear Time (g_c+I1), s	13.9	18.7	8.1	20.0	5.5	11.6	13.9	19.1
Green Ext Time (p_c), s	0.0	7.1	0.0	4.6	0.0	8.7	0.0	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	51.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	315	67	783	466	215	42	516	431	222	856	45
Future Volume (veh/h)	129	315	67	783	466	215	42	516	431	222	856	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1835	1835	1835	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	159	389	0	967	575	0	52	637	0	274	1057	56
Adj No. of Lanes	1	2	1	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	438	572	256	1028	760	340	86	1131	832	310	1306	69
Arrive On Green	0.25	0.16	0.00	0.30	0.22	0.00	0.05	0.22	0.00	0.09	0.26	0.26
Sat Flow, veh/h	1774	3539	1583	3390	3486	1560	1774	5085	1583	3442	4944	262
Grp Volume(v), veh/h	159	389	0	967	575	0	52	637	0	274	724	389
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1695	1743	1560	1774	1695	1583	1721	1695	1816
Q Serve(g_s), s	8.8	12.3	0.0	33.0	18.4	0.0	3.4	13.2	0.0	9.4	23.8	23.8
Cycle Q Clear(g_c), s	8.8	12.3	0.0	33.0	18.4	0.0	3.4	13.2	0.0	9.4	23.8	23.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	438	572	256	1028	760	340	86	1131	832	310	895	480
V/C Ratio(X)	0.36	0.68	0.00	0.94	0.76	0.00	0.61	0.56	0.00	0.88	0.81	0.81
Avail Cap(c_a), veh/h	438	923	413	1061	1388	621	107	1267	874	310	944	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	46.9	0.0	40.4	43.5	0.0	55.4	41.1	0.0	53.4	40.9	40.9
Incr Delay (d2), s/veh	0.5	1.4	0.0	15.3	1.6	0.0	6.7	0.5	0.0	24.6	5.1	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	6.1	0.0	17.6	9.0	0.0	1.8	6.2	0.0	5.5	11.8	13.2
LnGrp Delay(d),s/veh	37.5	48.4	0.0	55.6	45.1	0.0	62.2	41.5	0.0	78.1	46.0	50.2
LnGrp LOS	D	D		E	D		E	D		E	D	D
Approach Vol, veh/h		548			1542			689			1387	
Approach Delay, s/veh		45.2			51.7			43.1			53.5	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	33.2	42.8	25.3	12.5	38.2	35.4	32.7
Change Period (Y+Rc), s	6.8	6.8	6.8	6.1	6.8	6.8	6.1	6.8
Max Green Setting (Gmax), s	10.7	29.6	37.2	31.0	7.2	33.1	20.9	47.3
Max Q Clear Time (g_c+I1), s	11.4	15.2	35.0	14.3	5.4	25.8	10.8	20.4
Green Ext Time (p_c), s	0.0	9.6	1.0	2.0	0.0	5.6	2.2	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	50.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	698	77	635	564	459	96	683	924	458	668	73
Future Volume (veh/h)	94	698	77	635	564	459	96	683	924	458	668	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1835	1835	1835	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	98	727	0	661	588	0	100	711	0	477	696	76
Adj No. of Lanes	1	2	1	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	417	806	360	752	747	334	124	1003	663	511	1284	139
Arrive On Green	0.24	0.23	0.00	0.22	0.21	0.00	0.07	0.20	0.00	0.15	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	3390	3486	1560	1774	5085	1583	3442	4656	504
Grp Volume(v), veh/h	98	727	0	661	588	0	100	711	0	477	505	267
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1695	1743	1560	1774	1695	1583	1721	1695	1770
Q Serve(g_s), s	5.8	25.8	0.0	24.4	20.6	0.0	7.2	16.9	0.0	17.7	16.4	16.6
Cycle Q Clear(g_c), s	5.8	25.8	0.0	24.4	20.6	0.0	7.2	16.9	0.0	17.7	16.4	16.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	417	806	360	752	747	334	124	1003	663	511	935	488
V/C Ratio(X)	0.23	0.90	0.00	0.88	0.79	0.00	0.81	0.71	0.00	0.93	0.54	0.55
Avail Cap(c_a), veh/h	417	848	379	1106	1547	692	219	1223	732	511	935	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	48.6	0.0	48.7	48.0	0.0	59.3	48.5	0.0	54.4	39.9	39.9
Incr Delay (d2), s/veh	0.3	12.5	0.0	5.8	1.9	0.0	11.5	1.5	0.0	24.5	0.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	14.0	0.0	12.0	10.2	0.0	3.9	8.0	0.0	10.1	7.7	8.3
LnGrp Delay(d),s/veh	40.3	61.0	0.0	54.5	49.9	0.0	70.8	49.9	0.0	78.9	40.5	41.2
LnGrp LOS	D	E		D	D		E	D		E	D	D
Approach Vol, veh/h		825			1249			811			1249	
Approach Delay, s/veh		58.6			52.3			52.5			55.3	
Approach LOS		E			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	32.3	35.5	35.6	15.8	42.5	36.5	34.5
Change Period (Y+Rc), s	6.8	6.8	6.8	6.1	6.8	6.8	6.1	6.8
Max Green Setting (Gmax), s	19.2	31.1	42.2	31.0	16.0	34.3	15.8	57.4
Max Q Clear Time (g_c+I1), s	19.7	18.9	26.4	27.8	9.2	18.6	7.8	22.6
Green Ext Time (p_c), s	0.0	6.0	2.3	1.4	0.1	8.9	3.2	4.5

Intersection Summary	
HCM 2010 Ctrl Delay	54.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	2	100	9	8	19	30	778	4	6	1336	430
Future Volume (veh/h)	297	2	100	9	8	19	30	778	4	6	1336	430
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	338	2	114	10	9	22	34	884	5	7	1518	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	2	351	19	17	41	74	1724	10	22	1588	710
Arrive On Green	0.22	0.22	0.22	0.05	0.05	0.05	0.04	0.48	0.48	0.01	0.45	0.00
Sat Flow, veh/h	1764	10	1575	406	366	893	1774	3608	20	1774	3539	1583
Grp Volume(v), veh/h	340	0	114	41	0	0	34	434	455	7	1518	0
Grp Sat Flow(s),veh/h/ln	1775	0	1575	1665	0	0	1774	1770	1859	1774	1770	1583
Q Serve(g_s), s	19.7	0.0	6.5	2.6	0.0	0.0	2.0	18.2	18.2	0.4	44.4	0.0
Cycle Q Clear(g_c), s	19.7	0.0	6.5	2.6	0.0	0.0	2.0	18.2	18.2	0.4	44.4	0.0
Prop In Lane	0.99		1.00	0.24		0.54	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	396	0	351	77	0	0	74	846	888	22	1588	710
V/C Ratio(X)	0.86	0.00	0.32	0.53	0.00	0.00	0.46	0.51	0.51	0.32	0.96	0.00
Avail Cap(c_a), veh/h	513	0	456	109	0	0	116	846	888	116	1625	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.0	0.0	34.9	50.0	0.0	0.0	50.2	19.3	19.3	52.5	28.5	0.0
Incr Delay (d2), s/veh	11.1	0.0	0.5	5.7	0.0	0.0	4.4	0.5	0.5	8.2	13.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	0.0	2.9	1.3	0.0	0.0	1.1	8.9	9.4	0.3	24.4	0.0
LnGrp Delay(d),s/veh	51.1	0.0	35.4	55.7	0.0	0.0	54.6	19.9	19.8	60.7	41.8	0.0
LnGrp LOS	D		D	E			D	B	B	E	D	
Approach Vol, veh/h		454			41			923			1525	
Approach Delay, s/veh		47.2			55.7			21.1			41.9	
Approach LOS		D			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	58.0		30.0	11.3	54.9		11.0
Change Period (Y+Rc), s	6.8	6.8		6.1	6.8	6.8		6.1
Max Green Setting (Gmax), s	7.0	49.2		31.0	7.0	49.2		7.0
Max Q Clear Time (g_c+I1), s	2.4	20.2		21.7	4.0	46.4		4.6
Green Ext Time (p_c), s	0.0	21.7		1.7	0.0	1.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	351	17	52	5	14	13	163	1389	11	19	883	441
Future Volume (veh/h)	351	17	52	5	14	13	163	1389	11	19	883	441
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.95	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	366	18	54	5	15	14	170	1447	11	20	920	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	20	384	10	31	29	200	1606	12	52	1282	574
Arrive On Green	0.25	0.25	0.25	0.04	0.04	0.04	0.11	0.45	0.45	0.03	0.36	0.00
Sat Flow, veh/h	1695	83	1564	248	745	695	1774	3600	27	1774	3539	1583
Grp Volume(v), veh/h	384	0	54	34	0	0	170	711	747	20	920	0
Grp Sat Flow(s),veh/h/ln	1778	0	1564	1688	0	0	1774	1770	1857	1774	1770	1583
Q Serve(g_s), s	22.6	0.0	2.9	2.1	0.0	0.0	10.2	40.4	40.4	1.2	24.3	0.0
Cycle Q Clear(g_c), s	22.6	0.0	2.9	2.1	0.0	0.0	10.2	40.4	40.4	1.2	24.3	0.0
Prop In Lane	0.95		1.00	0.15		0.41	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	437	0	384	70	0	0	200	789	829	52	1282	574
V/C Ratio(X)	0.88	0.00	0.14	0.49	0.00	0.00	0.85	0.90	0.90	0.39	0.72	0.00
Avail Cap(c_a), veh/h	509	0	448	109	0	0	252	800	840	114	1327	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.4	0.0	32.0	50.9	0.0	0.0	47.2	27.8	27.9	51.7	29.8	0.0
Incr Delay (d2), s/veh	14.5	0.0	0.2	5.2	0.0	0.0	19.3	13.2	12.8	4.6	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	0.0	1.3	1.1	0.0	0.0	6.1	22.4	23.7	0.7	12.2	0.0
LnGrp Delay(d),s/veh	53.9	0.0	32.2	56.1	0.0	0.0	66.5	41.0	40.6	56.4	31.6	0.0
LnGrp LOS	D		C	E			E	D	D	E	C	
Approach Vol, veh/h		438			34			1628			940	
Approach Delay, s/veh		51.2			56.1			43.5			32.2	
Approach LOS		D			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	55.2		32.8	19.1	46.1		10.6
Change Period (Y+Rc), s	6.8	6.8		6.1	6.8	6.8		6.1
Max Green Setting (Gmax), s	7.0	49.1		31.1	15.4	40.7		7.0
Max Q Clear Time (g_c+I1), s	3.2	42.4		24.6	12.2	26.3		4.1
Green Ext Time (p_c), s	0.0	6.0		1.4	0.1	12.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	300	179	116	336	88	94	623	64	107	1045	194
Future Volume (veh/h)	169	300	179	116	336	88	94	623	64	107	1045	194
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1881	1881	1881	1919
Adj Flow Rate, veh/h	184	326	57	126	365	0	102	677	70	116	1136	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	508	430	158	488	415	171	1466	150	180	1638	0
Arrive On Green	0.09	0.27	0.27	0.09	0.27	0.00	0.10	0.32	0.32	0.10	0.32	0.00
Sat Flow, veh/h	3476	1881	1592	1747	1835	1560	1756	4635	475	1792	5305	0
Grp Volume(v), veh/h	184	326	57	126	365	0	102	489	258	116	1136	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1592	1747	1835	1560	1756	1678	1754	1792	1712	0
Q Serve(g_s), s	4.2	12.8	2.3	5.9	15.3	0.0	4.7	9.8	9.9	5.2	16.2	0.0
Cycle Q Clear(g_c), s	4.2	12.8	2.3	5.9	15.3	0.0	4.7	9.8	9.9	5.2	16.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		0.00
Lane Grp Cap(c), veh/h	327	508	430	158	488	415	171	1061	555	180	1638	0
V/C Ratio(X)	0.56	0.64	0.13	0.80	0.75	0.00	0.60	0.46	0.47	0.65	0.69	0.00
Avail Cap(c_a), veh/h	336	651	551	184	666	566	189	1174	614	197	1809	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.3	27.0	23.2	37.3	28.2	0.0	36.2	22.9	23.0	36.2	24.9	0.0
Incr Delay (d2), s/veh	1.7	1.6	0.2	17.8	3.5	0.0	3.5	0.3	0.6	5.5	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	6.8	1.0	3.6	8.2	0.0	2.4	4.5	4.9	2.9	7.8	0.0
LnGrp Delay(d),s/veh	38.0	28.7	23.3	55.1	31.7	0.0	39.7	23.2	23.6	41.7	26.0	0.0
LnGrp LOS	D	C	C	E	C		D	C	C	D	C	
Approach Vol, veh/h		567			491			849			1252	
Approach Delay, s/veh		31.1			37.7			25.3			27.4	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	31.9	11.8	27.5	12.4	32.1	12.1	27.2
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 9.2	29.3	* 8.8	29.0	* 9	29.5	* 8.1	* 30
Max Q Clear Time (g_c+I1), s	7.2	11.9	7.9	14.8	6.7	18.2	6.2	17.3
Green Ext Time (p_c), s	0.0	11.8	0.0	4.5	0.0	8.5	0.1	4.4

Intersection Summary	
HCM 2010 Ctrl Delay	29.1
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	331	112	103	266	236	199	1441	65	124	910	175
Future Volume (veh/h)	277	331	112	103	266	236	199	1441	65	124	910	175
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1881	1881	1881	1919
Adj Flow Rate, veh/h	292	348	24	108	280	0	209	1517	68	131	958	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	365	462	386	139	404	343	243	1900	85	165	1739	0
Arrive On Green	0.11	0.25	0.25	0.08	0.22	0.00	0.14	0.39	0.39	0.09	0.34	0.00
Sat Flow, veh/h	3476	1881	1574	1747	1835	1560	1756	4935	221	1792	5305	0
Grp Volume(v), veh/h	292	348	24	108	280	0	209	1032	553	131	958	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1574	1747	1835	1560	1756	1678	1800	1792	1712	0
Q Serve(g_s), s	7.8	16.2	1.1	5.7	13.3	0.0	11.0	25.8	25.8	6.8	14.3	0.0
Cycle Q Clear(g_c), s	7.8	16.2	1.1	5.7	13.3	0.0	11.0	25.8	25.8	6.8	14.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		0.00
Lane Grp Cap(c), veh/h	365	462	386	139	404	343	243	1292	693	165	1739	0
V/C Ratio(X)	0.80	0.75	0.06	0.78	0.69	0.00	0.86	0.80	0.80	0.79	0.55	0.00
Avail Cap(c_a), veh/h	434	579	484	163	520	442	308	1335	716	205	1739	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.3	33.0	27.3	42.7	33.9	0.0	39.8	25.8	25.8	42.0	25.4	0.0
Incr Delay (d2), s/veh	8.2	4.7	0.1	16.7	3.1	0.0	16.4	3.4	6.2	14.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	9.0	0.5	3.4	7.0	0.0	6.5	12.5	14.0	4.0	6.8	0.0
LnGrp Delay(d),s/veh	49.5	37.7	27.4	59.4	37.1	0.0	56.3	29.2	32.0	56.4	25.8	0.0
LnGrp LOS	D	D	C	E	D		E	C	C	E	C	
Approach Vol, veh/h		664			388			1794			1089	
Approach Delay, s/veh		42.5			43.3			33.2			29.5	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	41.8	11.7	28.1	17.3	37.4	14.1	25.7
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 11	37.6	* 8.8	29.1	* 17	31.8	* 12	* 27
Max Q Clear Time (g_c+I1), s	8.8	27.8	7.7	18.2	13.0	16.3	9.8	15.3
Green Ext Time (p_c), s	0.0	8.6	0.0	3.4	0.1	13.2	0.2	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	34.8
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	2	196	0	0	0	295	64	7	1	83	41
Future Volume (veh/h)	17	2	196	0	0	0	295	64	7	1	83	41
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1776	1776				1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	18	2	25				314	68	7	1	88	44
Adj No. of Lanes	0	1	1				1	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7				2	2	2	2	2	2
Cap, veh/h	118	13	116				855	650	67	174	458	227
Arrive On Green	0.08	0.08	0.08				0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1529	170	1509				1244	1660	171	4	1169	580
Grp Volume(v), veh/h	20	0	25				314	0	75	133	0	0
Grp Sat Flow(s),veh/h/ln	1699	0	1509				1244	0	1831	1753	0	0
Q Serve(g_s), s	0.2	0.0	0.3				2.7	0.0	0.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	0.3				3.7	0.0	0.5	1.1	0.0	0.0
Prop In Lane	0.90		1.00				1.00		0.09	0.01		0.33
Lane Grp Cap(c), veh/h	131	0	116				855	0	717	859	0	0
V/C Ratio(X)	0.15	0.00	0.22				0.37	0.00	0.10	0.15	0.00	0.00
Avail Cap(c_a), veh/h	1451	0	1289				1595	0	1807	1900	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	9.1				4.9	0.0	4.1	4.2	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.9				0.3	0.0	0.1	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2				1.5	0.0	0.3	0.5	0.0	0.0
LnGrp Delay(d),s/veh	9.6	0.0	10.0				5.2	0.0	4.1	4.3	0.0	0.0
LnGrp LOS	A		B				A		A	A		
Approach Vol, veh/h		45						389			133	
Approach Delay, s/veh		9.9						5.0			4.3	
Approach LOS		A						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		13.9		7.2		13.9		
Change Period (Y+Rc), s		5.6		5.6		5.6		
Max Green Setting (Gmax), s		20.8		18.0		20.8		
Max Q Clear Time (g_c+I1), s		5.7		2.3		3.1		
Green Ext Time (p_c), s		2.1		0.1		2.2		

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	2	226	0	0	0	577	163	18	3	117	84
Future Volume (veh/h)	55	2	226	0	0	0	577	163	18	3	117	84
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1792	1792				1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	59	2	23				620	175	19	3	126	90
Adj No. of Lanes	0	1	1				1	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	6	6				2	2	2	2	2	2
Cap, veh/h	178	6	164				917	990	108	98	609	427
Arrive On Green	0.11	0.11	0.11				0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1654	56	1524				1156	1651	179	4	1015	711
Grp Volume(v), veh/h	61	0	23				620	0	194	219	0	0
Grp Sat Flow(s),veh/h/ln	1710	0	1524				1156	0	1830	1730	0	0
Q Serve(g_s), s	1.3	0.0	0.5				13.0	0.0	1.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.5				15.2	0.0	1.8	2.2	0.0	0.0
Prop In Lane	0.97		1.00				1.00		0.10	0.01		0.41
Lane Grp Cap(c), veh/h	185	0	164				917	0	1098	1133	0	0
V/C Ratio(X)	0.33	0.00	0.14				0.68	0.00	0.18	0.19	0.00	0.00
Avail Cap(c_a), veh/h	802	0	715				1453	0	1947	1931	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.8	0.0	15.5				5.7	0.0	3.4	3.5	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.4				0.9	0.0	0.1	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.2				5.2	0.0	0.9	1.1	0.0	0.0
LnGrp Delay(d),s/veh	16.9	0.0	15.9				6.6	0.0	3.5	3.6	0.0	0.0
LnGrp LOS	B		B				A		A	A		
Approach Vol, veh/h		84						814			219	
Approach Delay, s/veh		16.6						5.9			3.6	
Approach LOS		B						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		28.6		9.7		28.6		
Change Period (Y+Rc), s		5.6		5.6		5.6		
Max Green Setting (Gmax), s		40.8		18.0		40.8		
Max Q Clear Time (g_c+I1), s		17.2		3.3		4.2		
Green Ext Time (p_c), s		5.8		0.3		6.3		

Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	396	19	21	736	53	13	1	7	24	2	12
Future Volume (veh/h)	24	396	19	21	736	53	13	1	7	24	2	12
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1792	1900	1900	1845	1900	1900	1667	1900	1900	1863	1900
Adj Flow Rate, veh/h	29	471	23	25	876	63	15	1	8	29	2	14
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	3	3	3	14	14	14	2	2	2
Cap, veh/h	155	1713	82	129	1795	127	240	30	49	262	23	50
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	67	3041	145	32	3188	226	634	280	457	818	217	468
Grp Volume(v), veh/h	268	0	255	508	0	456	24	0	0	45	0	0
Grp Sat Flow(s),veh/h/ln	1649	0	1604	1810	0	1636	1370	0	0	1503	0	0
Q Serve(g_s), s	0.0	0.0	2.8	0.0	0.0	5.7	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	2.6	0.0	2.8	5.6	0.0	5.7	0.5	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.11		0.09	0.05		0.14	0.62		0.33	0.64		0.31
Lane Grp Cap(c), veh/h	1046	0	903	1131	0	921	319	0	0	335	0	0
V/C Ratio(X)	0.26	0.00	0.28	0.45	0.00	0.50	0.08	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1638	0	1555	1842	0	1586	3101	0	0	3450	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.8	0.0	3.8	4.5	0.0	4.5	13.7	0.0	0.0	13.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.3	0.0	0.4	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.2	2.9	0.0	2.6	0.2	0.0	0.0	0.4	0.0	0.0
LnGrp Delay(d),s/veh	3.9	0.0	4.0	4.7	0.0	4.9	13.8	0.0	0.0	14.1	0.0	0.0
LnGrp LOS	A		A	A		A	B			B		
Approach Vol, veh/h		523			964			24			45	
Approach Delay, s/veh		4.0			4.8			13.8			14.1	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		24.7		9.2		24.7		9.2
Change Period (Y+Rc), s		5.6		5.6		5.6		5.6
Max Green Setting (Gmax), s		32.9		75.9		32.9		75.9
Max Q Clear Time (g_c+I1), s		4.8		2.9		7.7		2.5
Green Ext Time (p_c), s		12.0		0.4		11.4		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	887	21	17	782	55	13	1	24	68	2	26
Future Volume (veh/h)	19	887	21	17	782	55	13	1	24	68	2	26
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	20	954	23	18	841	59	14	1	26	73	2	28
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	1718	41	119	1648	114	188	47	164	321	34	66
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	23	3358	80	22	3222	223	291	284	997	868	206	401
Grp Volume(v), veh/h	519	0	478	481	0	437	41	0	0	103	0	0
Grp Sat Flow(s),veh/h/ln	1798	0	1664	1814	0	1653	1572	0	0	1474	0	0
Q Serve(g_s), s	0.0	0.0	6.8	0.0	0.0	6.1	0.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	6.6	0.0	6.8	5.9	0.0	6.1	0.7	0.0	0.0	2.0	0.0	0.0
Prop In Lane	0.04		0.05	0.04		0.14	0.34		0.63	0.71		0.27
Lane Grp Cap(c), veh/h	1028	0	851	1036	0	845	398	0	0	420	0	0
V/C Ratio(X)	0.50	0.00	0.56	0.46	0.00	0.52	0.10	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	1183	0	1002	1192	0	996	934	0	0	929	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.7	0.0	5.8	5.6	0.0	5.6	12.4	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.6	0.3	0.0	0.5	0.1	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	3.2	3.0	0.0	2.8	0.3	0.0	0.0	0.9	0.0	0.0
LnGrp Delay(d),s/veh	6.1	0.0	6.4	5.9	0.0	6.1	12.5	0.0	0.0	13.2	0.0	0.0
LnGrp LOS	A		A	A		A	B			B		
Approach Vol, veh/h		997			918			41			103	
Approach Delay, s/veh		6.2			6.0			12.5			13.2	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		23.3		11.3		23.3		11.3
Change Period (Y+Rc), s		5.6		5.6		5.6		5.6
Max Green Setting (Gmax), s		20.8		18.0		20.8		18.0
Max Q Clear Time (g_c+I1), s		8.8		4.0		8.1		2.7
Green Ext Time (p_c), s		8.8		0.6		9.3		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	419	3	32	652	0	4	0	14	140	45	164
Future Volume (veh/h)	0	419	3	32	652	0	4	0	14	140	45	164
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1792	1900	1827	1827	0	1900	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	517	4	40	805	0	5	0	17	173	56	202
Adj No. of Lanes	0	2	0	1	2	0	0	1	1	1	1	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	6	6	4	4	0	2	2	2	2	2	2
Cap, veh/h	0	1373	11	427	1376	0	401	0	515	451	116	417
Arrive On Green	0.00	0.40	0.40	0.40	0.40	0.00	0.33	0.00	0.33	0.33	0.33	0.33
Sat Flow, veh/h	0	3553	27	856	3563	0	683	0	1580	1388	355	1279
Grp Volume(v), veh/h	0	254	267	40	805	0	5	0	17	173	0	258
Grp Sat Flow(s),veh/h/ln	0	1703	1787	856	1736	0	683	0	1580	1388	0	1634
Q Serve(g_s), s	0.0	4.3	4.3	1.4	7.3	0.0	0.1	0.0	0.3	4.6	0.0	5.1
Cycle Q Clear(g_c), s	0.0	4.3	4.3	5.7	7.3	0.0	5.2	0.0	0.3	9.8	0.0	5.1
Prop In Lane	0.00		0.01	1.00		0.00	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	0	675	708	427	1376	0	401	0	515	451	0	532
V/C Ratio(X)	0.00	0.38	0.38	0.09	0.59	0.00	0.01	0.00	0.03	0.38	0.00	0.48
Avail Cap(c_a), veh/h	0	862	905	521	1757	0	547	0	722	633	0	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.6	8.6	10.6	9.6	0.0	13.0	0.0	9.3	14.9	0.0	10.9
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.1	0.4	0.0	0.0	0.0	0.0	0.5	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.0	2.1	0.3	3.5	0.0	0.0	0.0	0.1	1.8	0.0	2.4
LnGrp Delay(d),s/veh	0.0	9.0	9.0	10.7	10.0	0.0	13.0	0.0	9.3	15.4	0.0	11.6
LnGrp LOS		A	A	B	A		B		A	B		B
Approach Vol, veh/h		521			845			22			431	
Approach Delay, s/veh		9.0			10.0			10.1			13.1	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		21.6		18.7		21.6		18.7
Change Period (Y+Rc), s		5.6		5.6		5.6		5.6
Max Green Setting (Gmax), s		20.4		18.4		20.4		18.4
Max Q Clear Time (g_c+I1), s		6.3		11.8		9.3		7.2
Green Ext Time (p_c), s		7.6		1.2		6.4		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	10.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1023	11	27	569	0	4	0	49	272	64	147
Future Volume (veh/h)	0	1023	11	27	569	0	4	0	49	272	64	147
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1827	1827	0	1900	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	1044	11	28	581	0	4	0	50	278	65	150
Adj No. of Lanes	0	2	0	1	2	0	0	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	4	4	0	2	2	2	2	2	2
Cap, veh/h	0	1556	16	246	1505	0	431	0	548	474	174	401
Arrive On Green	0.00	0.43	0.43	0.43	0.43	0.00	0.35	0.00	0.35	0.35	0.35	0.35
Sat Flow, veh/h	0	3681	38	522	3563	0	834	0	1579	1347	500	1155
Grp Volume(v), veh/h	0	515	540	28	581	0	4	0	50	278	0	215
Grp Sat Flow(s),veh/h/ln	0	1770	1856	522	1736	0	834	0	1579	1347	0	1655
Q Serve(g_s), s	0.0	11.9	11.9	2.3	5.8	0.0	0.1	0.0	1.1	10.0	0.0	5.0
Cycle Q Clear(g_c), s	0.0	11.9	11.9	14.2	5.8	0.0	5.1	0.0	1.1	15.1	0.0	5.0
Prop In Lane	0.00		0.02	1.00		0.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	0	767	805	246	1505	0	431	0	548	474	0	575
V/C Ratio(X)	0.00	0.67	0.67	0.11	0.39	0.00	0.01	0.00	0.09	0.59	0.00	0.37
Avail Cap(c_a), veh/h	0	845	886	269	1658	0	468	0	600	518	0	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.6	11.6	17.2	9.8	0.0	14.4	0.0	11.2	18.2	0.0	12.5
Incr Delay (d2), s/veh	0.0	1.8	1.7	0.2	0.2	0.0	0.0	0.0	0.1	1.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.1	6.4	0.3	2.8	0.0	0.0	0.0	0.5	3.9	0.0	2.3
LnGrp Delay(d),s/veh	0.0	13.4	13.3	17.4	10.0	0.0	14.4	0.0	11.3	19.7	0.0	12.9
LnGrp LOS		B	B	B	B		B		B	B		B
Approach Vol, veh/h		1055			609			54			493	
Approach Delay, s/veh		13.3			10.3			11.5			16.7	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		27.8		23.3		27.8		23.3
Change Period (Y+Rc), s		5.6		5.6		5.6		5.6
Max Green Setting (Gmax), s		24.4		19.4		24.4		19.4
Max Q Clear Time (g_c+I1), s		13.9		17.1		16.2		7.1
Green Ext Time (p_c), s		7.3		0.6		6.0		2.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

I. Intersection Level of Service Calculations – Cumulative Without Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	579	112	269	823	489	80	720	382	566	1082	92
Future Volume (veh/h)	238	579	112	269	823	489	80	720	382	566	1082	92
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1835	1835	1835	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	251	609	0	283	866	0	84	758	0	596	1139	97
Adj No. of Lanes	1	2	1	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	1108	496	350	895	709	107	853	429	682	1458	124
Arrive On Green	0.16	0.31	0.00	0.10	0.26	0.00	0.06	0.17	0.00	0.20	0.31	0.31
Sat Flow, veh/h	1774	3539	1583	3390	3486	1560	1774	5085	1583	3442	4774	406
Grp Volume(v), veh/h	251	609	0	283	866	0	84	758	0	596	809	427
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1695	1743	1560	1774	1695	1583	1721	1695	1790
Q Serve(g_s), s	16.8	17.4	0.0	9.9	29.9	0.0	5.7	17.7	0.0	20.4	26.5	26.5
Cycle Q Clear(g_c), s	16.8	17.4	0.0	9.9	29.9	0.0	5.7	17.7	0.0	20.4	26.5	26.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	283	1108	496	350	895	709	107	853	429	682	1036	547
V/C Ratio(X)	0.89	0.55	0.00	0.81	0.97	0.00	0.78	0.89	0.00	0.87	0.78	0.78
Avail Cap(c_a), veh/h	341	1108	496	588	895	709	266	908	446	911	1036	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	34.7	0.0	53.3	44.7	0.0	56.3	49.5	0.0	47.3	38.5	38.5
Incr Delay (d2), s/veh	20.6	0.6	0.0	4.5	22.6	0.0	11.8	10.3	0.0	7.4	3.9	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	8.5	0.0	4.9	17.1	0.0	3.1	9.1	0.0	10.4	12.9	14.2
LnGrp Delay(d),s/veh	70.6	35.2	0.0	57.8	67.3	0.0	68.2	59.8	0.0	54.7	42.4	45.7
LnGrp LOS	E	D		E	E		E	E		D	D	D
Approach Vol, veh/h		860			1149			842			1832	
Approach Delay, s/veh		45.6			64.9			60.6			47.2	
Approach LOS		D			E			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.9	27.2	19.4	44.2	14.1	43.9	25.5	38.0
Change Period (Y+Rc), s	6.8	6.8	6.8	6.1	6.8	6.8	6.1	6.8
Max Green Setting (Gmax), s	32.2	21.7	21.1	33.5	18.2	35.7	23.4	31.2
Max Q Clear Time (g_c+I1), s	22.4	19.7	11.9	19.4	7.7	28.5	18.8	31.9
Green Ext Time (p_c), s	1.7	0.6	0.6	4.1	0.1	5.8	0.6	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		53.7
HCM 2010 LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	4	108	11	9	21	31	1088	6	18	1294	257
Future Volume (veh/h)	130	4	108	11	9	21	31	1088	6	18	1294	257
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	141	4	117	12	10	23	34	1183	7	20	1407	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	7	377	86	79	107	85	1655	10	57	1568	701
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.05	0.46	0.46	0.03	0.44	0.00
Sat Flow, veh/h	867	31	1575	100	328	447	1774	3607	21	1774	3539	1583
Grp Volume(v), veh/h	145	0	117	45	0	0	34	580	610	20	1407	0
Grp Sat Flow(s),veh/h/ln	898	0	1575	875	0	0	1774	1770	1859	1774	1770	1583
Q Serve(g_s), s	0.1	0.0	4.5	0.2	0.0	0.0	1.4	19.3	19.3	0.8	26.8	0.0
Cycle Q Clear(g_c), s	13.3	0.0	4.5	13.4	0.0	0.0	1.4	19.3	19.3	0.8	26.8	0.0
Prop In Lane	0.97		1.00	0.27		0.51	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	312	0	377	272	0	0	85	812	853	57	1568	701
V/C Ratio(X)	0.46	0.00	0.31	0.17	0.00	0.00	0.40	0.71	0.71	0.35	0.90	0.00
Avail Cap(c_a), veh/h	568	0	670	556	0	0	170	812	853	170	1568	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.1	0.0	22.8	22.1	0.0	0.0	33.7	15.9	15.9	34.6	18.8	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.5	0.3	0.0	0.0	3.1	5.3	5.1	3.7	8.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	2.0	0.7	0.0	0.0	0.7	10.6	11.0	0.5	14.7	0.0
LnGrp Delay(d),s/veh	27.2	0.0	23.3	22.4	0.0	0.0	36.8	21.2	21.0	38.3	27.3	0.0
LnGrp LOS	C		C	C			D	C	C	D	C	
Approach Vol, veh/h		262			45			1224			1427	
Approach Delay, s/veh		25.5			22.4			21.5			27.4	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.1	40.3		23.7	10.3	39.1		23.7
Change Period (Y+Rc), s	6.8	6.8		6.1	6.8	6.8		6.1
Max Green Setting (Gmax), s	7.0	32.3		31.0	7.0	32.3		31.0
Max Q Clear Time (g_c+I1), s	2.8	21.3		15.3	3.4	28.8		15.4
Green Ext Time (p_c), s	0.0	9.9		1.3	0.0	3.3		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	24.7
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	21	152	677	85	40	182	709	417	69	1035	12
Future Volume (veh/h)	15	21	152	677	85	40	182	709	417	69	1035	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	17	23	17	752	94	8	202	788	122	77	1150	13
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	110	92	751	406	344	210	1569	695	102	1983	22
Arrive On Green	0.06	0.06	0.06	0.22	0.22	0.22	0.12	0.44	0.44	0.06	0.38	0.38
Sat Flow, veh/h	1774	1863	1561	3442	1863	1575	1774	3539	1567	1774	5183	59
Grp Volume(v), veh/h	17	23	17	752	94	8	202	788	122	77	752	411
Grp Sat Flow(s),veh/h/ln	1774	1863	1561	1721	1863	1575	1774	1770	1567	1774	1695	1852
Q Serve(g_s), s	1.0	1.3	1.1	24.0	4.6	0.4	12.5	17.5	5.2	4.7	19.4	19.4
Cycle Q Clear(g_c), s	1.0	1.3	1.1	24.0	4.6	0.4	12.5	17.5	5.2	4.7	19.4	19.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	105	110	92	751	406	344	210	1569	695	102	1297	709
V/C Ratio(X)	0.16	0.21	0.18	1.00	0.23	0.02	0.96	0.50	0.18	0.75	0.58	0.58
Avail Cap(c_a), veh/h	355	373	312	751	406	344	210	1569	695	121	1297	709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	49.3	49.2	43.0	35.4	33.8	48.3	21.9	18.5	51.1	26.9	26.9
Incr Delay (d2), s/veh	0.7	0.9	0.9	33.2	0.3	0.0	51.6	1.2	0.6	19.7	1.9	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.7	0.5	14.8	2.4	0.2	9.1	8.8	2.3	2.9	9.4	10.6
LnGrp Delay(d),s/veh	49.9	50.2	50.2	76.2	35.7	33.8	99.8	23.1	19.0	70.8	28.8	30.4
LnGrp LOS	D	D	D	F	D	C	F	C	B	E	C	C
Approach Vol, veh/h		57			854			1112			1240	
Approach Delay, s/veh		50.1			71.3			36.6			32.0	
Approach LOS		D			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.4	54.9		12.6	19.1	48.2		30.1
Change Period (Y+Rc), s	6.1	6.1		6.1	6.1	6.1		6.1
Max Green Setting (Gmax), s	7.5	32.1		22.0	13.0	26.6		24.0
Max Q Clear Time (g_c+I1), s	6.7	19.5		3.3	14.5	21.4		26.0
Green Ext Time (p_c), s	0.0	9.6		0.1	0.0	4.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	44.2
HCM 2010 LOS	D

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	108	1160	100	181	1827
Future Vol, veh/h	34	108	1160	100	181	1827
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	350	195	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	121	1303	112	203	2053

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2741	657	0	0	1308	0
Stage 1	1308	-	-	-	-	-
Stage 2	1433	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 16	407	-	-	525	-
Stage 1	217	-	-	-	-	-
Stage 2	186	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 10	405	-	-	525	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	216	-	-	-	-	-
Stage 2	114	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	37.6	0	1.5
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	72	405	525	-
HCM Lane V/C Ratio	-	-	0.531	0.3	0.387	-
HCM Control Delay (s)	-	-	101.3	17.6	16.1	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	2.2	1.2	1.8	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	376	236	136	391	109	161	715	73	113	1295	201
Future Volume (veh/h)	164	376	236	136	391	109	161	715	73	113	1295	201
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1881	1881	1881	1919
Adj Flow Rate, veh/h	173	396	127	143	412	0	169	753	77	119	1363	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	510	431	177	525	446	202	1543	157	166	1594	0
Arrive On Green	0.09	0.27	0.27	0.10	0.29	0.00	0.12	0.33	0.33	0.09	0.31	0.00
Sat Flow, veh/h	3476	1881	1592	1747	1835	1560	1756	4640	471	1792	5305	0
Grp Volume(v), veh/h	173	396	127	143	412	0	169	543	287	119	1363	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1592	1747	1835	1560	1756	1678	1755	1792	1712	0
Q Serve(g_s), s	4.4	17.9	5.8	7.4	19.1	0.0	8.7	11.9	12.0	6.0	23.0	0.0
Cycle Q Clear(g_c), s	4.4	17.9	5.8	7.4	19.1	0.0	8.7	11.9	12.0	6.0	23.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		0.00
Lane Grp Cap(c), veh/h	298	510	431	177	525	446	202	1116	584	166	1594	0
V/C Ratio(X)	0.58	0.78	0.29	0.81	0.78	0.00	0.84	0.49	0.49	0.72	0.85	0.00
Avail Cap(c_a), veh/h	606	593	502	356	646	549	244	1116	584	287	1702	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.6	31.1	26.7	40.6	30.3	0.0	40.0	24.5	24.6	40.7	29.9	0.0
Incr Delay (d2), s/veh	1.3	5.9	0.5	6.5	5.5	0.0	17.8	0.3	0.6	4.2	4.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	10.2	2.6	3.9	10.4	0.0	5.2	5.6	5.9	3.1	11.5	0.0
LnGrp Delay(d),s/veh	41.9	37.0	27.1	47.1	35.8	0.0	57.8	24.9	25.2	44.9	34.2	0.0
LnGrp LOS	D	D	C	D	D		E	C	C	D	C	
Approach Vol, veh/h		696			555			999			1482	
Approach Delay, s/veh		36.4			38.7			30.5			35.0	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	36.1	13.5	29.9	14.8	34.1	12.1	31.3
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 15	28.6	* 19	29.1	* 13	30.6	* 16	* 33
Max Q Clear Time (g_c+I1), s	8.0	14.0	9.4	19.9	10.7	25.0	6.4	21.1
Green Ext Time (p_c), s	0.1	11.5	0.2	4.3	0.1	3.7	0.3	4.9

Intersection Summary			
HCM 2010 Ctrl Delay		34.6	
HCM 2010 LOS		C	

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	376	22	244	21	21	26	195	850	9	27	1378	458
Future Volume (veh/h)	376	22	244	21	21	26	195	850	9	27	1378	458
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	445	0	108	24	24	0	222	966	10	31	1566	0
Adj No. of Lanes	2	0	1	0	1	1	1	2	0	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	6	6	6
Cap, veh/h	560	0	247	35	35	61	226	2059	21	38	1597	714
Arrive On Green	0.16	0.00	0.16	0.04	0.04	0.00	0.13	0.57	0.57	0.02	0.47	0.00
Sat Flow, veh/h	3548	0	1565	909	909	1583	1774	3589	37	1707	3406	1524
Grp Volume(v), veh/h	445	0	108	48	0	0	222	476	500	31	1566	0
Grp Sat Flow(s),veh/h/ln	1774	0	1565	1817	0	1583	1774	1770	1856	1707	1703	1524
Q Serve(g_s), s	14.4	0.0	7.5	3.1	0.0	0.0	14.9	18.8	18.8	2.2	54.0	0.0
Cycle Q Clear(g_c), s	14.4	0.0	7.5	3.1	0.0	0.0	14.9	18.8	18.8	2.2	54.0	0.0
Prop In Lane	1.00		1.00	0.50		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	560	0	247	70	0	61	226	1015	1065	38	1597	714
V/C Ratio(X)	0.79	0.00	0.44	0.69	0.00	0.00	0.98	0.47	0.47	0.81	0.98	0.00
Avail Cap(c_a), veh/h	802	0	354	411	0	358	226	1015	1065	101	1597	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.4	0.0	45.5	56.7	0.0	0.0	52.0	14.9	14.9	58.1	31.2	0.0
Incr Delay (d2), s/veh	3.6	0.0	1.2	11.3	0.0	0.0	55.0	0.3	0.3	31.6	18.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	3.3	1.8	0.0	0.0	10.7	9.2	9.7	1.4	29.2	0.0
LnGrp Delay(d),s/veh	52.0	0.0	46.7	68.1	0.0	0.0	107.0	15.2	15.2	89.8	49.3	0.0
LnGrp LOS	D		D	E			F	B	B	F	D	
Approach Vol, veh/h		553			48			1198			1597	
Approach Delay, s/veh		51.0			68.1			32.2			50.0	
Approach LOS		D			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.5	75.3		24.5	22.0	62.8		10.2
Change Period (Y+Rc), s	6.8	6.8		5.6	6.8	6.8		5.6
Max Green Setting (Gmax), s	7.1	64.1		27.0	15.2	56.0		27.0
Max Q Clear Time (g_c+I1), s	4.2	20.8		16.4	16.9	56.0		5.1
Green Ext Time (p_c), s	0.0	30.8		1.6	0.0	0.0		0.2

Intersection Summary

HCM 2010 Ctrl Delay		44.2	
HCM 2010 LOS		D	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection

Int Delay, s/veh 8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	2	288	0	0	0	361	188	7	1	241	181
Future Vol, veh/h	45	2	288	0	0	0	361	188	7	1	241	181
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	7	7	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	7	7	7	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	2	303	0	0	0	380	198	7	1	254	191

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	1318	1328	354				449	0	0	212	0	0
Stage 1	356	356	-				-	-	-	-	-	-
Stage 2	962	972	-				-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.47	5.57	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-				-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	169	152	679				1111	-	-	1358	-	-
Stage 1	698	620	-				-	-	-	-	-	-
Stage 2	363	324	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	110	0	676				1111	-	-	1358	-	-
Mov Cap-2 Maneuver	110	0	-				-	-	-	-	-	-
Stage 1	694	0	-				-	-	-	-	-	-
Stage 2	238	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.3	6.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1111	-	-	110	676	1358	-	-
HCM Lane V/C Ratio	0.342	-	-	0.45	0.448	0.001	-	-
HCM Control Delay (s)	9.9	-	-	62.1	14.6	7.7	0	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	1.5	-	-	1.9	2.3	0	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	691	300	848	1104	0	486
Future Volume (vph)	691	300	848	1104	0	486
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			-3%	-3%	
Total Lost time (s)	5.6	4.0	5.6	5.6		5.6
Lane Util. Factor	0.91	1.00	0.97	0.95		0.88
Frpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	1.00		0.85
Flt Protected	1.00	1.00	0.95	1.00		1.00
Satd. Flow (prot)	5111	1591	3485	3592		2828
Flt Permitted	1.00	1.00	0.95	1.00		1.00
Satd. Flow (perm)	5111	1591	3485	3592		2828
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	785	341	964	1255	0	552
RTOR Reduction (vph)	0	0	0	0	0	51
Lane Group Flow (vph)	785	341	964	1255	0	502
Confl. Peds. (#/hr)						9
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Turn Type	NA	Free	Prot	NA		Over
Protected Phases	6		8	2 8		8
Permitted Phases		Free				8
Actuated Green, G (s)	16.3	55.0	27.5	55.0		27.5
Effective Green, g (s)	16.3	55.0	27.5	55.0		27.5
Actuated g/C Ratio	0.30	1.00	0.50	1.00		0.50
Clearance Time (s)	5.6		5.6			5.6
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	1514	1591	1742	3592		1414
v/s Ratio Prot	c0.15		c0.28	0.35		0.18
v/s Ratio Perm		0.21				
v/c Ratio	0.52	0.21	0.55	0.35		0.35
Uniform Delay, d1	16.1	0.0	9.5	0.0		8.4
Progression Factor	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	0.3	0.3	0.4	0.1		0.2
Delay (s)	16.4	0.3	9.9	0.1		8.5
Level of Service	B	A	A	A		A
Approach Delay (s)	11.5			4.3	8.5	
Approach LOS	B			A	A	

Intersection Summary

HCM 2000 Control Delay	7.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	573	31	204	16	871	291	211	1375	15
Future Volume (veh/h)	0	0	4	573	31	204	16	871	291	211	1375	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1827	1827	1827	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	676	0	75	18	990	0	240	1562	17
Adj No. of Lanes	0	1	1	2	0	1	1	2	2	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	0	2	48	844	0	373	51	1426	1123	281	1908	21
Arrive On Green	0.00	0.00	0.00	0.24	0.00	0.24	0.03	0.40	0.00	0.16	0.53	0.53
Sat Flow, veh/h	0	1863	1583	3480	0	1539	1774	3539	2787	1774	3586	39
Grp Volume(v), veh/h	0	0	0	676	0	75	18	990	0	240	770	809
Grp Sat Flow(s),veh/h/ln	0	1863	1583	1740	0	1539	1774	1770	1393	1774	1770	1856
Q Serve(g_s), s	0.0	0.0	0.0	14.2	0.0	3.0	0.8	18.1	0.0	10.3	28.1	28.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	14.2	0.0	3.0	0.8	18.1	0.0	10.3	28.1	28.2
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	0	2	48	844	0	373	51	1426	1123	281	942	987
V/C Ratio(X)	0.00	0.00	0.00	0.80	0.00	0.20	0.35	0.69	0.00	0.86	0.82	0.82
Avail Cap(c_a), veh/h	0	48	87	1162	0	514	182	1572	1238	321	942	987
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	27.7	0.0	23.5	37.1	19.3	0.0	31.9	15.1	15.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.9	0.0	0.3	4.0	1.2	0.0	17.9	5.7	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	7.2	0.0	1.3	0.4	9.0	0.0	6.4	15.0	15.7
LnGrp Delay(d),s/veh	0.0	0.0	0.0	30.6	0.0	23.8	41.1	20.5	0.0	49.9	20.8	20.7
LnGrp LOS				C		C	D	C		D	C	C
Approach Vol, veh/h		0			751			1008			1819	
Approach Delay, s/veh		0.0			29.9			20.8			24.6	
Approach LOS					C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.4	36.5		0.0	7.4	46.5		24.0
Change Period (Y+Rc), s	5.1	5.1		3.0	5.1	5.1		5.1
Max Green Setting (Gmax), s	14.1	34.6		2.0	8.0	40.7		26.0
Max Q Clear Time (g_c+I1), s	12.3	20.1		0.0	2.8	30.2		16.2
Green Ext Time (p_c), s	0.1	11.3		0.0	0.0	9.5		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	468	19	21	784	27	13	1	7	20	2	11
Future Vol, veh/h	15	468	19	21	784	27	13	1	7	20	2	11
Conflicting Peds, #/hr	7	0	11	11	0	7	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	6	6	3	3	3	14	14	14	2	2	2
Mvmt Flow	17	532	22	24	891	31	15	1	8	23	2	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	929	0	0	564	0	0	1084	1564	288	1262	1560	470
Stage 1	-	-	-	-	-	-	588	588	-	961	961	-
Stage 2	-	-	-	-	-	-	496	976	-	301	599	-
Critical Hdwy	4.22	-	-	4.16	-	-	7.78	6.78	7.18	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.78	5.78	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.78	5.78	-	6.54	5.54	-
Follow-up Hdwy	2.26	-	-	2.23	-	-	3.64	4.14	3.44	3.52	4.02	3.32
Pot Cap-1 Maneuver	708	-	-	997	-	-	156	99	674	127	111	540
Stage 1	-	-	-	-	-	-	433	465	-	275	333	-
Stage 2	-	-	-	-	-	-	494	302	-	683	489	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	707	-	-	997	-	-	138	89	667	116	100	535
Mov Cap-2 Maneuver	-	-	-	-	-	-	138	89	-	116	100	-
Stage 1	-	-	-	-	-	-	413	444	-	264	314	-
Stage 2	-	-	-	-	-	-	454	285	-	650	467	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	27.9	35.5
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	181	707	-	-	997	-	-	155
HCM Lane V/C Ratio	0.132	0.024	-	-	0.024	-	-	0.242
HCM Control Delay (s)	27.9	10.2	0.2	-	8.7	0.2	-	35.5
HCM Lane LOS	D	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	395	83	146	725	28	88	18	130	23	11	19
Future Volume (veh/h)	18	395	83	146	725	28	88	18	130	23	11	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1827	1827	1900	1900	1776	1776	1900	1827	1827
Adj Flow Rate, veh/h	20	449	94	166	824	32	100	20	0	26	12	22
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	6	6	6	4	4	4	7	7	7	4	4	4
Cap, veh/h	413	1420	295	543	1724	67	357	55	260	327	119	267
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.17	0.17	0.00	0.17	0.17	0.17
Sat Flow, veh/h	617	2804	583	840	3406	132	1019	317	1509	933	692	1548
Grp Volume(v), veh/h	20	271	272	166	420	436	120	0	0	38	0	22
Grp Sat Flow(s),veh/h/ln	617	1703	1684	840	1736	1802	1336	0	1509	1625	0	1548
Q Serve(g_s), s	0.8	3.4	3.5	5.3	5.7	5.7	2.4	0.0	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	6.5	3.4	3.5	8.7	5.7	5.7	3.0	0.0	0.0	0.6	0.0	0.4
Prop In Lane	1.00		0.35	1.00		0.07	0.83		1.00	0.68		1.00
Lane Grp Cap(c), veh/h	413	862	853	543	879	912	412	0	260	447	0	267
V/C Ratio(X)	0.05	0.31	0.32	0.31	0.48	0.48	0.29	0.00	0.00	0.09	0.00	0.08
Avail Cap(c_a), veh/h	473	1029	1018	637	1072	1114	1160	0	1090	1258	0	1118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	5.3	5.3	7.9	5.9	5.9	13.8	0.0	0.0	12.7	0.0	12.6
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.3	0.4	0.4	0.4	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.6	1.6	1.2	2.8	2.9	1.1	0.0	0.0	0.3	0.0	0.2
LnGrp Delay(d),s/veh	8.0	5.5	5.5	8.2	6.3	6.2	14.1	0.0	0.0	12.8	0.0	12.8
LnGrp LOS	A	A	A	A	A	A	B			B		B
Approach Vol, veh/h		563			1022			120			60	
Approach Delay, s/veh		5.6			6.6			14.1			12.8	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		11.9		24.5		11.9		24.5
Change Period (Y+Rc), s		5.6		6.1		5.6		* 6.1
Max Green Setting (Gmax), s		26.3		22.0		26.3		* 23
Max Q Clear Time (g_c+I1), s		5.0		8.5		2.6		10.7
Green Ext Time (p_c), s		0.9		8.1		0.9		7.4

Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	44.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	544	3	32	673	0	4	0	14	195	45	221
Future Vol, veh/h	0	544	3	32	673	0	4	0	14	195	45	221
Conflicting Peds, #/hr	0	0	9	6	0	0	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	240	-	-	0	-	85	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	6	6	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	618	3	36	765	0	5	0	16	222	51	251

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	631	0	0	1112	-	320	1147	1469	384
Stage 1	-	-	-	-	-	-	629	-	-	838	838	-
Stage 2	-	-	-	-	-	-	483	-	-	309	631	-
Critical Hdwy	-	-	-	4.18	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.24	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	934	-	0	163	0	676	~ 154	126	614
Stage 1	0	-	-	-	-	0	437	0	-	327	380	-
Stage 2	0	-	-	-	-	0	534	0	-	676	473	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	934	-	-	62	-	670	~ 146	120	613
Mov Cap-2 Maneuver	-	-	-	-	-	-	62	-	-	~ 146	120	-
Stage 1	-	-	-	-	-	-	437	-	-	327	365	-
Stage 2	-	-	-	-	-	-	260	-	-	660	469	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	23.2	164
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	62	670	-	-	934	-	146	362
HCM Lane V/C Ratio	0.073	0.024	-	-	0.039	-	1.518	0.835
HCM Control Delay (s)	67.6	10.5	-	-	9	-	$ 320.5	49.3
HCM Lane LOS	F	B	-	-	A	-	F	E
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	15	7.5

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	617	136	74	704	0	0
Future Vol, veh/h	617	136	74	704	0	0
Conflicting Peds, #/hr	0	10	10	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	5	5	2	2	4	4
Mvmt Flow	701	155	84	800	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	866	0	1356	438
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	568	-
Critical Hdwy	-	-	4.14	-	7.58	6.98
Critical Hdwy Stg 1	-	-	-	-	6.58	-
Critical Hdwy Stg 2	-	-	-	-	6.58	-
Follow-up Hdwy	-	-	2.22	-	3.54	3.34
Pot Cap-1 Maneuver	-	-	773	-	106	561
Stage 1	-	-	-	-	346	-
Stage 2	-	-	-	-	470	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	773	-	96	556
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	346	-
Stage 2	-	-	-	-	419	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	773	-
HCM Lane V/C Ratio	-	-	-	0.109	-
HCM Control Delay (s)	0	-	-	10.2	-
HCM Lane LOS	A	-	-	B	-
HCM 95th %tile Q(veh)	-	-	-	0.4	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	382	25	8	492	337	23	78	3	210	56	264
Future Volume (veh/h)	210	382	25	8	492	337	23	78	3	210	56	264
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1863	1863	1900	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	233	424	28	9	547	374	26	87	3	233	62	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	6	6	6
Cap, veh/h	281	1539	101	29	636	434	457	504	17	422	505	429
Arrive On Green	0.16	0.46	0.46	0.02	0.32	0.32	0.28	0.28	0.28	0.28	0.28	0.00
Sat Flow, veh/h	1757	3337	220	1774	2003	1369	1329	1790	62	1246	1792	1524
Grp Volume(v), veh/h	233	222	230	9	483	438	26	0	90	233	62	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1804	1774	1770	1603	1329	0	1851	1246	1792	1524
Q Serve(g_s), s	7.9	4.8	4.8	0.3	15.7	15.8	0.9	0.0	2.3	10.7	1.6	0.0
Cycle Q Clear(g_c), s	7.9	4.8	4.8	0.3	15.7	15.8	2.5	0.0	2.3	12.9	1.6	0.0
Prop In Lane	1.00		0.12	1.00		0.85	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	281	808	832	29	561	509	457	0	521	422	505	429
V/C Ratio(X)	0.83	0.27	0.28	0.31	0.86	0.86	0.06	0.00	0.17	0.55	0.12	0.00
Avail Cap(c_a), veh/h	341	808	832	202	614	556	667	0	814	619	788	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.0	10.2	10.2	29.9	19.7	19.7	17.3	0.0	16.7	21.5	16.4	0.0
Incr Delay (d2), s/veh	13.3	0.2	0.2	6.0	11.2	12.2	0.1	0.0	0.2	1.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	2.3	2.4	0.2	9.4	8.7	0.3	0.0	1.2	3.8	0.8	0.0
LnGrp Delay(d),s/veh	38.2	10.4	10.4	35.9	30.9	31.9	17.4	0.0	16.8	22.7	16.5	0.0
LnGrp LOS	D	B	B	D	C	C	B		B	C	B	
Approach Vol, veh/h		685			930			116			295	
Approach Delay, s/veh		19.9			31.4			16.9			21.4	
Approach LOS		B			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	33.4		21.9	14.9	24.6		21.9
Change Period (Y+Rc), s	5.1	5.1		4.6	5.1	5.1		4.6
Max Green Setting (Gmax), s	7.0	26.2		27.0	11.9	21.3		27.0
Max Q Clear Time (g_c+I1), s	2.3	6.8		14.9	9.9	17.8		4.5
Green Ext Time (p_c), s	0.0	9.1		1.4	0.1	1.7		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	25.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	416	244	134	563	92	108	569	56	58	837	153
Future Volume (veh/h)	130	416	244	134	563	92	108	569	56	58	837	153
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1808	1808	1808	1810	1810	1810	1863	1863	1863
Adj Flow Rate, veh/h	144	462	271	149	626	102	120	632	62	64	930	170
Adj No. of Lanes	1	2	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	3	3	3	5	5	5	2	2	2
Cap, veh/h	153	1155	513	177	620	525	130	1082	483	92	1030	456
Arrive On Green	0.09	0.33	0.33	0.10	0.34	0.34	0.08	0.31	0.31	0.05	0.29	0.29
Sat Flow, veh/h	1774	3539	1572	1722	1808	1531	1723	3438	1535	1774	3539	1567
Grp Volume(v), veh/h	144	462	271	149	626	102	120	632	62	64	930	170
Grp Sat Flow(s),veh/h/ln	1774	1770	1572	1722	1808	1531	1723	1719	1535	1774	1770	1567
Q Serve(g_s), s	9.6	12.1	16.7	10.1	40.9	5.6	8.3	18.4	3.4	4.2	30.2	10.3
Cycle Q Clear(g_c), s	9.6	12.1	16.7	10.1	40.9	5.6	8.3	18.4	3.4	4.2	30.2	10.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	1155	513	177	620	525	130	1082	483	92	1030	456
V/C Ratio(X)	0.94	0.40	0.53	0.84	1.01	0.19	0.92	0.58	0.13	0.70	0.90	0.37
Avail Cap(c_a), veh/h	153	1155	513	271	620	525	130	1082	483	104	1050	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.2	31.1	32.7	52.6	39.2	27.6	54.8	34.3	29.2	55.7	40.7	33.6
Incr Delay (d2), s/veh	55.1	0.2	1.0	13.5	38.7	0.2	55.9	0.8	0.1	16.1	10.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	5.9	7.4	5.5	27.0	2.4	6.0	8.8	1.5	2.5	16.3	4.5
LnGrp Delay(d),s/veh	109.3	31.4	33.7	66.1	78.0	27.8	110.8	35.1	29.3	71.8	51.4	34.1
LnGrp LOS	F	C	C	E	F	C	F	D	C	E	D	C
Approach Vol, veh/h		877			877			814			1164	
Approach Delay, s/veh		44.9			70.1			45.8			50.0	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	43.7	18.3	45.1	15.1	40.8	16.4	47.0
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	7.0	37.4	18.8	32.4	9.0	35.4	10.3	40.9
Max Q Clear Time (g_c+I1), s	6.2	20.4	12.1	18.7	10.3	32.2	11.6	42.9
Green Ext Time (p_c), s	0.0	10.8	0.2	7.3	0.0	2.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	52.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	870	87	248	801	683	138	758	653	697	750	125
Future Volume (veh/h)	116	870	87	248	801	683	138	758	653	697	750	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1835	1835	1835	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	118	888	0	253	817	0	141	773	0	711	765	112
Adj No. of Lanes	1	2	1	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	964	431	319	976	437	168	1021	467	767	1474	214
Arrive On Green	0.09	0.27	0.00	0.09	0.28	0.00	0.09	0.20	0.00	0.22	0.33	0.33
Sat Flow, veh/h	1774	3539	1583	3390	3486	1560	1774	5085	1583	3442	4483	651
Grp Volume(v), veh/h	118	888	0	253	817	0	141	773	0	711	577	300
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1695	1743	1560	1774	1695	1583	1721	1695	1744
Q Serve(g_s), s	8.2	30.8	0.0	9.2	27.8	0.0	9.9	18.1	0.0	25.5	17.4	17.6
Cycle Q Clear(g_c), s	8.2	30.8	0.0	9.2	27.8	0.0	9.9	18.1	0.0	25.5	17.4	17.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	154	964	431	319	976	437	168	1021	467	767	1114	573
V/C Ratio(X)	0.77	0.92	0.00	0.79	0.84	0.00	0.84	0.76	0.00	0.93	0.52	0.52
Avail Cap(c_a), veh/h	154	995	445	623	1320	590	285	1224	530	801	1114	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	44.6	0.0	56.0	42.8	0.0	56.2	47.6	0.0	48.0	34.3	34.4
Incr Delay (d2), s/veh	20.7	13.2	0.0	4.5	3.6	0.0	10.4	2.3	0.0	16.3	0.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	16.8	0.0	4.5	13.9	0.0	5.3	8.7	0.0	13.9	8.2	8.6
LnGrp Delay(d),s/veh	77.1	57.9	0.0	60.4	46.4	0.0	66.6	49.8	0.0	64.3	34.7	35.2
LnGrp LOS	E	E		E	D		E	D		E	C	D
Approach Vol, veh/h		1006			1070			914			1588	
Approach Delay, s/veh		60.1			49.7			52.4			48.1	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.0	32.1	18.7	40.5	18.8	48.3	17.0	42.1
Change Period (Y+Rc), s	6.8	6.8	6.8	6.1	6.8	6.8	6.1	6.8
Max Green Setting (Gmax), s	29.4	30.4	23.2	35.5	20.3	39.5	10.9	47.8
Max Q Clear Time (g_c+I1), s	27.5	20.1	11.2	32.8	11.9	19.6	10.2	29.8
Green Ext Time (p_c), s	0.6	4.8	0.7	1.6	0.2	11.4	0.4	5.5

Intersection Summary	
HCM 2010 Ctrl Delay	52.0
HCM 2010 LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	19	53	9	16	15	169	1603	13	19	627	244
Future Volume (veh/h)	139	19	53	9	16	15	169	1603	13	19	627	244
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	142	19	54	9	16	15	172	1636	13	19	640	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	29	462	62	103	70	208	1659	13	52	1320	591
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.12	0.46	0.46	0.03	0.37	0.00
Sat Flow, veh/h	588	97	1567	46	349	237	1774	3598	29	1774	3539	1583
Grp Volume(v), veh/h	161	0	54	40	0	0	172	804	845	19	640	0
Grp Sat Flow(s),veh/h/ln	685	0	1567	632	0	0	1774	1770	1857	1774	1770	1583
Q Serve(g_s), s	0.4	0.0	2.3	0.4	0.0	0.0	8.7	41.2	41.3	1.0	12.7	0.0
Cycle Q Clear(g_c), s	24.0	0.0	2.3	24.1	0.0	0.0	8.7	41.2	41.3	1.0	12.7	0.0
Prop In Lane	0.88		1.00	0.22		0.37	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	276	0	462	234	0	0	208	816	856	52	1320	591
V/C Ratio(X)	0.58	0.00	0.12	0.17	0.00	0.00	0.83	0.99	0.99	0.37	0.48	0.00
Avail Cap(c_a), veh/h	337	0	530	303	0	0	348	816	856	135	1320	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.3	0.0	23.6	24.9	0.0	0.0	39.6	24.4	24.4	43.7	22.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.1	0.3	0.0	0.0	8.1	27.8	27.4	4.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	1.0	0.8	0.0	0.0	4.7	26.2	27.4	0.5	6.3	0.0
LnGrp Delay(d),s/veh	33.2	0.0	23.7	25.3	0.0	0.0	47.7	52.2	51.9	48.0	22.3	0.0
LnGrp LOS	C		C	C			D	D	D	D	C	
Approach Vol, veh/h		215			40			1821			659	
Approach Delay, s/veh		30.8			25.3			51.6			23.0	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.5	49.1		33.4	17.6	41.0		33.4
Change Period (Y+Rc), s	6.8	6.8		6.1	6.8	6.8		6.1
Max Green Setting (Gmax), s	7.0	42.3		31.0	18.0	31.3		31.0
Max Q Clear Time (g_c+I1), s	3.0	43.3		26.0	10.7	14.7		26.1
Green Ext Time (p_c), s	0.0	0.0		0.5	0.3	13.5		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	42.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	70	160	476	120	156	304	1408	661	117	1217	24
Future Volume (veh/h)	27	70	160	476	120	156	304	1408	661	117	1217	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	28	72	13	491	124	24	313	1452	313	121	1255	25
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	156	125	558	302	252	336	1748	771	123	1919	38
Arrive On Green	0.08	0.08	0.08	0.16	0.16	0.16	0.19	0.49	0.49	0.07	0.37	0.37
Sat Flow, veh/h	1774	1863	1493	3442	1863	1551	1774	3539	1562	1774	5131	102
Grp Volume(v), veh/h	28	72	13	491	124	24	313	1452	313	121	829	451
Grp Sat Flow(s),veh/h/ln	1774	1863	1493	1721	1863	1551	1774	1770	1562	1774	1695	1843
Q Serve(g_s), s	1.9	4.7	1.0	17.8	7.6	1.7	22.2	45.1	16.2	8.7	25.9	26.0
Cycle Q Clear(g_c), s	1.9	4.7	1.0	17.8	7.6	1.7	22.2	45.1	16.2	8.7	25.9	26.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	149	156	125	558	302	252	336	1748	771	123	1268	689
V/C Ratio(X)	0.19	0.46	0.10	0.88	0.41	0.10	0.93	0.83	0.41	0.98	0.65	0.65
Avail Cap(c_a), veh/h	305	320	257	592	320	267	337	1748	771	123	1268	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	55.9	54.2	52.4	48.1	45.6	51.1	27.8	20.5	59.5	33.2	33.2
Incr Delay (d2), s/veh	0.6	2.1	0.4	13.8	0.9	0.2	31.9	4.8	1.6	74.9	2.6	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.5	0.4	9.5	4.0	0.7	13.8	23.1	7.3	6.8	12.6	14.1
LnGrp Delay(d),s/veh	55.2	58.0	54.6	66.1	49.0	45.8	83.0	32.6	22.1	134.3	35.8	38.0
LnGrp LOS	E	E	D	E	D	D	F	C	C	F	D	D
Approach Vol, veh/h		113			639			2078			1401	
Approach Delay, s/veh		56.9			62.1			38.6			45.0	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	69.3		16.8	30.3	54.0		26.9
Change Period (Y+Rc), s	6.1	6.1		6.1	6.1	6.1		6.1
Max Green Setting (Gmax), s	8.9	50.7		22.0	24.3	35.3		22.0
Max Q Clear Time (g_c+I1), s	10.7	47.1		6.7	24.2	28.0		19.8
Green Ext Time (p_c), s	0.0	3.5		0.4	0.0	7.0		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	44.8
HCM 2010 LOS	D

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	28	2029	54	120	1118
Future Vol, veh/h	16	28	2029	54	120	1118
Conflicting Peds, #/hr	0	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	350	195	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	29	2070	55	122	1141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2891	1041	0	0	2076	0
Stage 1	2076	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 13	227	-	-	264	-
Stage 1	82	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 7	226	-	-	264	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	82	-	-	-	-	-
Stage 2	213	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	48.1	0	2.9
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	57	226	264	-
HCM Lane V/C Ratio	-	-	0.286	0.126	0.464	-
HCM Control Delay (s)	-	-	91.8	23.2	29.9	-
HCM Lane LOS	-	-	F	C	D	-
HCM 95th %tile Q(veh)	-	-	1	0.4	2.3	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	334	423	156	113	371	273	252	1349	93	160	872	192
Future Volume (veh/h)	334	423	156	113	371	273	252	1349	93	160	872	192
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1881	1881	1881	1919
Adj Flow Rate, veh/h	341	432	67	115	379	0	257	1377	95	163	890	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	407	527	441	142	448	381	289	1652	114	194	1479	0
Arrive On Green	0.12	0.28	0.28	0.08	0.24	0.00	0.16	0.34	0.34	0.11	0.29	0.00
Sat Flow, veh/h	3476	1881	1577	1747	1835	1560	1756	4803	331	1792	5305	0
Grp Volume(v), veh/h	341	432	67	115	379	0	257	962	510	163	890	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1577	1747	1835	1560	1756	1678	1778	1792	1712	0
Q Serve(g_s), s	9.6	21.6	3.2	6.5	19.8	0.0	14.4	26.5	26.5	9.0	15.0	0.0
Cycle Q Clear(g_c), s	9.6	21.6	3.2	6.5	19.8	0.0	14.4	26.5	26.5	9.0	15.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.00
Lane Grp Cap(c), veh/h	407	527	441	142	448	381	289	1155	611	194	1479	0
V/C Ratio(X)	0.84	0.82	0.15	0.81	0.85	0.00	0.89	0.83	0.83	0.84	0.60	0.00
Avail Cap(c_a), veh/h	443	551	462	153	477	405	336	1180	625	228	1479	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.4	33.8	27.2	45.4	36.2	0.0	41.0	30.3	30.3	43.9	30.8	0.0
Incr Delay (d2), s/veh	11.9	9.5	0.2	24.4	13.0	0.0	21.2	5.2	9.3	19.6	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	12.5	1.4	4.1	11.6	0.0	8.7	13.0	14.5	5.5	7.2	0.0
LnGrp Delay(d),s/veh	55.3	43.3	27.4	69.8	49.2	0.0	62.2	35.5	39.6	63.5	31.5	0.0
LnGrp LOS	E	D	C	E	D		E	D	D	E	C	
Approach Vol, veh/h		840			494			1729			1053	
Approach Delay, s/veh		46.9			54.0			40.7			36.4	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	39.9	12.4	33.0	20.7	34.3	16.0	29.4
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 13	35.3	* 8.8	29.4	* 19	28.9	* 13	* 26
Max Q Clear Time (g_c+I1), s	11.0	28.5	8.5	23.6	16.4	17.0	11.6	21.8
Green Ext Time (p_c), s	0.1	6.1	0.0	2.9	0.2	10.1	0.1	2.3

Intersection Summary			
HCM 2010 Ctrl Delay		42.5	
HCM 2010 LOS		D	

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	377	46	321	21	57	45	369	1678	25	31	772	345
Future Volume (veh/h)	377	46	321	21	57	45	369	1678	25	31	772	345
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.95	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	423	0	140	22	59	4	380	1730	26	32	796	0
Adj No. of Lanes	2	0	1	0	1	1	1	2	0	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	533	0	235	49	132	148	409	1886	28	40	1135	508
Arrive On Green	0.15	0.00	0.15	0.10	0.10	0.10	0.23	0.53	0.53	0.02	0.32	0.00
Sat Flow, veh/h	3548	0	1568	499	1339	1501	1774	3569	54	1774	3539	1583
Grp Volume(v), veh/h	423	0	140	81	0	4	380	856	900	32	796	0
Grp Sat Flow(s),veh/h/ln	1774	0	1568	1838	0	1501	1774	1770	1853	1774	1770	1583
Q Serve(g_s), s	14.3	0.0	10.3	5.2	0.0	0.3	26.0	54.8	55.2	2.2	24.5	0.0
Cycle Q Clear(g_c), s	14.3	0.0	10.3	5.2	0.0	0.3	26.0	54.8	55.2	2.2	24.5	0.0
Prop In Lane	1.00		1.00	0.27		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	533	0	235	181	0	148	409	935	979	40	1135	508
V/C Ratio(X)	0.79	0.00	0.59	0.45	0.00	0.03	0.93	0.92	0.92	0.79	0.70	0.00
Avail Cap(c_a), veh/h	772	0	341	400	0	327	475	958	1003	57	1135	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.9	0.0	49.2	52.7	0.0	50.5	46.7	26.7	26.8	60.3	36.9	0.0
Incr Delay (d2), s/veh	3.6	0.0	2.4	1.7	0.0	0.1	23.0	13.0	12.9	37.5	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	4.6	2.7	0.0	0.1	15.4	30.0	31.5	1.5	12.2	0.0
LnGrp Delay(d),s/veh	54.5	0.0	51.6	54.4	0.0	50.6	69.7	39.7	39.7	97.9	38.9	0.0
LnGrp LOS	D		D	D		D	E	D	D	F	D	
Approach Vol, veh/h		563			85			2136			828	
Approach Delay, s/veh		53.8			54.3			45.0			41.2	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	72.4		24.2	35.4	46.6		17.8
Change Period (Y+Rc), s	6.8	6.8		5.6	6.8	6.8		5.6
Max Green Setting (Gmax), s	4.0	67.2		27.0	33.2	38.0		27.0
Max Q Clear Time (g_c+I1), s	4.2	57.2		16.3	28.0	26.5		7.2
Green Ext Time (p_c), s	0.0	8.3		1.6	0.6	10.3		0.3

Intersection Summary		
HCM 2010 Ctrl Delay		45.7
HCM 2010 LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection

Int Delay, s/veh 424.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	139	2	264	0	0	0	696	485	18	3	306	190
Future Vol, veh/h	139	2	264	0	0	0	696	485	18	3	306	190
Conflicting Peds, #/hr	0	0	0	0	0	0	7	0	7	7	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	145	2	275	0	0	0	725	505	19	3	319	198

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	2396	2412	425				524	0	0	531	0	0
Stage 1	431	431	-				-	-	-	-	-	-
Stage 2	1965	1981	-				-	-	-	-	-	-
Critical Hdwy	6.46	6.56	6.26				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.46	5.56	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.46	5.56	-				-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 36	32	621				1043	-	-	1036	-	-
Stage 1	647	576	-				-	-	-	-	-	-
Stage 2	~ 117	104	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 11	0	617				1043	-	-	1036	-	-
Mov Cap-2 Maneuver	~ 11	0	-				-	-	-	-	-	-
Stage 1	640	0	-				-	-	-	-	-	-
Stage 2	~ 35	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 2177.1	9.2	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1043	-	-	11	617	1036	-	-
HCM Lane V/C Ratio	0.695	-	-	13.352	0.446	0.003	-	-
HCM Control Delay (s)	15.9	-	-	$ 6224.5	15.4	8.5	0	-
HCM Lane LOS	C	-	-	F	C	A	A	-
HCM 95th %tile Q(veh)	5.9	-	-	19.8	2.3	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1575	509	579	687	0	824
Future Volume (vph)	1575	509	579	687	0	824
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			-3%	-3%	
Total Lost time (s)	5.6	4.0	5.6	5.6		5.6
Lane Util. Factor	0.91	1.00	0.97	0.95		0.88
Frpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	1.00		0.85
Flt Protected	1.00	1.00	0.95	1.00		1.00
Satd. Flow (prot)	5111	1591	3485	3592		2828
Flt Permitted	1.00	1.00	0.95	1.00		1.00
Satd. Flow (perm)	5111	1591	3485	3592		2828
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1641	530	603	716	0	858
RTOR Reduction (vph)	0	0	0	0	0	5
Lane Group Flow (vph)	1641	530	603	716	0	853
Confl. Peds. (#/hr)						13
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Turn Type	NA	Free	Prot	NA		Over
Protected Phases	6		8	2 8		8
Permitted Phases		Free				8
Actuated Green, G (s)	25.2	59.8	23.4	59.8		23.4
Effective Green, g (s)	25.2	59.8	23.4	59.8		23.4
Actuated g/C Ratio	0.42	1.00	0.39	1.00		0.39
Clearance Time (s)	5.6		5.6			5.6
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	2153	1591	1363	3592		1106
v/s Ratio Prot	c0.32		0.17	0.20		c0.30
v/s Ratio Perm		0.33				
v/c Ratio	0.76	0.33	0.44	0.20		0.77
Uniform Delay, d1	14.7	0.0	13.4	0.0		15.9
Progression Factor	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	1.6	0.6	0.2	0.0		3.4
Delay (s)	16.4	0.6	13.6	0.0		19.2
Level of Service	B	A	B	A		B
Approach Delay (s)	12.5			6.2	19.2	
Approach LOS	B			A	B	

Intersection Summary

HCM 2000 Control Delay	11.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	59.8	Sum of lost time (s)	11.2
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	15	415	24	446	19	1774	695	327	862	26
Future Volume (veh/h)	0	0	15	415	24	446	19	1774	695	327	862	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1776	1776	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	440	0	219	19	1810	0	334	880	27
Adj No. of Lanes	0	1	1	2	0	1	1	2	2	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	7	7	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	41	596	0	258	47	1847	1454	351	2431	75
Arrive On Green	0.00	0.00	0.00	0.17	0.00	0.17	0.03	0.52	0.00	0.20	0.69	0.69
Sat Flow, veh/h	0	1776	1509	3548	0	1535	1774	3539	2787	1774	3505	108
Grp Volume(v), veh/h	0	0	0	440	0	219	19	1810	0	334	444	463
Grp Sat Flow(s),veh/h/ln	0	1776	1509	1774	0	1535	1774	1770	1393	1774	1770	1843
Q Serve(g_s), s	0.0	0.0	0.0	16.1	0.0	18.9	1.4	68.3	0.0	25.4	14.0	14.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	16.1	0.0	18.9	1.4	68.3	0.0	25.4	14.0	14.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	0	1	41	596	0	258	47	1847	1454	351	1227	1278
V/C Ratio(X)	0.00	0.00	0.00	0.74	0.00	0.85	0.41	0.98	0.00	0.95	0.36	0.36
Avail Cap(c_a), veh/h	0	26	62	676	0	293	104	1860	1464	351	1227	1278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	53.9	0.0	55.1	65.4	31.9	0.0	54.1	8.6	8.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.7	0.0	18.6	5.6	16.3	0.0	35.4	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	8.2	0.0	9.3	0.8	37.4	0.0	15.9	6.8	7.1
LnGrp Delay(d),s/veh	0.0	0.0	0.0	57.6	0.0	73.7	71.0	48.2	0.0	89.5	8.7	8.7
LnGrp LOS				E		E	E	D		F	A	A
Approach Vol, veh/h		0			659			1829			1241	
Approach Delay, s/veh		0.0			63.0			48.4			30.5	
Approach LOS					E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	32.1	76.3		0.0	8.7	99.7		28.0
Change Period (Y+Rc), s	5.1	5.1		3.0	5.1	5.1		5.1
Max Green Setting (Gmax), s	27.0	71.7		2.0	8.0	90.7		26.0
Max Q Clear Time (g_c+I1), s	27.4	70.3		0.0	3.4	16.0		20.9
Green Ext Time (p_c), s	0.0	0.9		0.0	0.0	49.2		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	972	25	20	847	61	16	1	29	54	2	22
Future Vol, veh/h	22	972	25	20	847	61	16	1	29	54	2	22
Conflicting Peds, #/hr	10	0	8	8	0	10	6	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	1023	26	21	892	64	17	1	31	57	2	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	966	0	0	1057	0	0	1586	2099	534	1535	2080	494
Stage 1	-	-	-	-	-	-	1091	1091	-	976	976	-
Stage 2	-	-	-	-	-	-	495	1008	-	559	1104	-
Critical Hdwy	4.16	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.23	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	703	-	-	655	-	-	73	51	491	79	53	521
Stage 1	-	-	-	-	-	-	229	289	-	270	327	-
Stage 2	-	-	-	-	-	-	525	316	-	481	285	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	699	-	-	654	-	-	59	43	487	64	45	513
Mov Cap-2 Maneuver	-	-	-	-	-	-	59	43	-	64	45	-
Stage 1	-	-	-	-	-	-	209	264	-	246	301	-
Stage 2	-	-	-	-	-	-	460	291	-	413	260	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.6	48.3	180.2
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	130	699	-	-	654	-	-	84
HCM Lane V/C Ratio	0.372	0.033	-	-	0.032	-	-	0.977
HCM Control Delay (s)	48.3	10.3	0.4	-	10.7	0.4	-	180.2
HCM Lane LOS	E	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0.1	-	-	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	896	103	145	645	22	236	14	143	74	14	22
Future Volume (veh/h)	18	896	103	145	645	22	236	14	143	74	14	22
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	19	943	108	153	679	23	248	15	0	78	15	23
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	435	1793	205	299	1939	66	405	19	439	479	84	436
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.00	0.28	0.28	0.28
Sat Flow, veh/h	739	3196	366	529	3457	117	1112	67	1583	1398	305	1573
Grp Volume(v), veh/h	19	522	529	153	344	358	263	0	0	93	0	23
Grp Sat Flow(s),veh/h/ln	739	1770	1793	529	1752	1822	1180	0	1583	1702	0	1573
Q Serve(g_s), s	1.0	13.3	13.3	18.3	7.8	7.8	13.0	0.0	0.0	0.0	0.0	0.8
Cycle Q Clear(g_c), s	8.8	13.3	13.3	31.6	7.8	7.8	15.9	0.0	0.0	2.9	0.0	0.8
Prop In Lane	1.00		0.20	1.00		0.06	0.94		1.00	0.84		1.00
Lane Grp Cap(c), veh/h	435	993	1006	299	983	1022	424	0	439	564	0	436
V/C Ratio(X)	0.04	0.53	0.53	0.51	0.35	0.35	0.62	0.00	0.00	0.17	0.00	0.05
Avail Cap(c_a), veh/h	448	1025	1039	312	1027	1068	545	0	578	691	0	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.1	9.9	9.9	19.7	8.7	8.7	26.0	0.0	0.0	19.9	0.0	19.2
Incr Delay (d2), s/veh	0.0	0.5	0.5	1.4	0.2	0.2	1.5	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.5	6.6	2.8	3.8	3.9	5.1	0.0	0.0	1.4	0.0	0.3
LnGrp Delay(d),s/veh	11.1	10.4	10.3	21.1	8.9	8.9	27.5	0.0	0.0	20.1	0.0	19.2
LnGrp LOS	B	B	B	C	A	A	C			C		B
Approach Vol, veh/h		1070			855			263			116	
Approach Delay, s/veh		10.4			11.1			27.5			19.9	
Approach LOS		B			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.7		46.7		25.7		46.7
Change Period (Y+Rc), s		5.6		6.1		5.6		* 6.1
Max Green Setting (Gmax), s		26.4		41.9		26.4		* 42
Max Q Clear Time (g_c+I1), s		17.9		15.3		4.9		33.6
Green Ext Time (p_c), s		1.4		16.1		2.2		6.9

Intersection Summary

HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	228											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1145	13	32	636	0	5	0	59	364	77	172
Future Vol, veh/h	0	1145	13	32	636	0	5	0	59	364	77	172
Conflicting Peds, #/hr	0	0	8	8	0	0	1	0	3	3	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	240	-	-	0	-	85	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	1168	13	33	649	0	5	0	60	371	79	176

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1190	0	0	1613	-	602	1301	1904	325
Stage 1	-	-	-	-	-	-	1183	-	-	714	714	-
Stage 2	-	-	-	-	-	-	430	-	-	587	1190	-
Critical Hdwy	-	-	-	4.18	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.24	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	571	-	0	69	0	443	~ 118	~ 68	671
Stage 1	0	-	-	-	-	0	201	0	-	388	433	-
Stage 2	0	-	-	-	-	0	574	0	-	463	259	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	569	-	-	-	-	438	~ 97	~ 64	670
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	~ 97	~ 64	-
Stage 1	-	-	-	-	-	-	201	-	-	388	408	-
Stage 2	-	-	-	-	-	-	322	-	-	398	257	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6		$ 930.2
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	438	-	-	569	-	97	171
HCM Lane V/C Ratio	-	0.137	-	-	0.057	-	3.829	1.486
HCM Control Delay (s)	-	14.5	-	-	11.7	-	$ 1363.6	296.7
HCM Lane LOS	-	B	-	-	B	-	F	F
HCM 95th %tile Q(veh)	-	0.5	-	-	0.2	-	38	16.2

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1405	204	91	668	0	0
Future Vol, veh/h	1405	204	91	668	0	0
Conflicting Peds, #/hr	0	11	11	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	5	5	2	2
Mvmt Flow	1448	210	94	689	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1670	0	2097	840
Stage 1	-	-	-	-	1565	-
Stage 2	-	-	-	-	532	-
Critical Hdwy	-	-	4.2	-	7.54	6.94
Critical Hdwy Stg 1	-	-	-	-	6.54	-
Critical Hdwy Stg 2	-	-	-	-	6.54	-
Follow-up Hdwy	-	-	2.25	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	367	-	30	309
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	499	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	367	-	24	306
Mov Cap-2 Maneuver	-	-	-	-	24	-
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	371	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	367	-
HCM Lane V/C Ratio	-	-	-	0.256	-
HCM Control Delay (s)	0	-	-	18.1	-
HCM Lane LOS	A	-	-	C	-
HCM 95th %tile Q(veh)	-	-	-	1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	369	980	56	32	429	623	52	270	43	276	53	278
Future Volume (veh/h)	369	980	56	32	429	623	52	270	43	276	53	278
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1776	1776	1776
Adj Flow Rate, veh/h	377	1000	57	33	438	636	53	276	44	282	54	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	7	7	7
Cap, veh/h	371	1552	88	75	511	449	520	554	88	287	629	534
Arrive On Green	0.21	0.46	0.46	0.04	0.29	0.29	0.35	0.35	0.35	0.35	0.35	0.00
Sat Flow, veh/h	1774	3403	194	1774	1770	1553	1341	1565	249	999	1776	1509
Grp Volume(v), veh/h	377	520	537	33	438	636	53	0	320	282	54	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1827	1774	1770	1553	1341	0	1814	999	1776	1509
Q Serve(g_s), s	20.9	22.6	22.6	1.8	23.4	28.9	2.7	0.0	13.8	21.6	2.0	0.0
Cycle Q Clear(g_c), s	20.9	22.6	22.6	1.8	23.4	28.9	4.8	0.0	13.8	35.4	2.0	0.0
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	371	807	833	75	511	449	520	0	642	287	629	534
V/C Ratio(X)	1.02	0.64	0.64	0.44	0.86	1.42	0.10	0.00	0.50	0.98	0.09	0.00
Avail Cap(c_a), veh/h	371	807	833	124	511	449	520	0	642	287	629	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.5	21.0	21.0	46.8	33.6	35.6	23.1	0.0	25.3	41.8	21.5	0.0
Incr Delay (d2), s/veh	51.1	1.8	1.7	4.1	13.5	200.4	0.1	0.0	0.6	47.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.5	11.4	11.7	1.0	13.3	37.3	1.0	0.0	7.0	11.6	1.0	0.0
LnGrp Delay(d),s/veh	90.7	22.7	22.7	50.8	47.1	235.9	23.2	0.0	25.9	89.6	21.6	0.0
LnGrp LOS	F	C	C	D	D	F	C		C	F	C	
Approach Vol, veh/h		1434			1107			373			336	
Approach Delay, s/veh		40.6			155.7			25.5			78.6	
Approach LOS		D			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.3	50.7		40.0	26.0	34.0		40.0
Change Period (Y+Rc), s	5.1	5.1		4.6	5.1	5.1		4.6
Max Green Setting (Gmax), s	7.0	42.8		35.4	20.9	28.9		35.4
Max Q Clear Time (g_c+I1), s	3.8	24.6		37.4	22.9	30.9		15.8
Green Ext Time (p_c), s	0.0	13.4		0.0	0.0	0.0		3.8

Intersection Summary		
HCM 2010 Ctrl Delay		82.0
HCM 2010 LOS		F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	799	135	241	570	194	129	869	82	153	627	308
Future Volume (veh/h)	87	799	135	241	570	194	129	869	82	153	627	308
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1825	1825	1825	1845	1845	1845	1810	1810	1810
Adj Flow Rate, veh/h	91	832	141	251	594	202	134	905	85	159	653	321
Adj No. of Lanes	1	2	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	5	5	5
Cap, veh/h	111	920	404	275	649	548	160	988	440	183	1022	444
Arrive On Green	0.06	0.26	0.26	0.16	0.36	0.36	0.09	0.28	0.28	0.11	0.30	0.30
Sat Flow, veh/h	1774	3539	1556	1739	1825	1540	1757	3505	1560	1723	3438	1494
Grp Volume(v), veh/h	91	832	141	251	594	202	134	905	85	159	653	321
Grp Sat Flow(s),veh/h/ln	1774	1770	1556	1739	1825	1540	1757	1752	1560	1723	1719	1494
Q Serve(g_s), s	6.4	28.7	9.3	17.9	39.2	12.3	9.5	31.5	5.2	11.5	20.8	24.3
Cycle Q Clear(g_c), s	6.4	28.7	9.3	17.9	39.2	12.3	9.5	31.5	5.2	11.5	20.8	24.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	920	404	275	649	548	160	988	440	183	1022	444
V/C Ratio(X)	0.82	0.90	0.35	0.91	0.91	0.37	0.84	0.92	0.19	0.87	0.64	0.72
Avail Cap(c_a), veh/h	111	923	406	288	664	560	221	1053	468	190	1022	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.4	45.2	38.0	52.2	38.8	30.2	56.4	43.9	34.4	55.5	38.5	39.7
Incr Delay (d2), s/veh	36.4	12.2	0.5	30.4	17.2	0.4	17.8	11.8	0.2	31.3	1.3	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	15.5	4.1	11.0	22.9	5.3	5.4	16.8	2.3	7.1	10.1	10.7
LnGrp Delay(d),s/veh	94.8	57.4	38.5	82.6	56.0	30.6	74.3	55.6	34.6	86.8	39.8	45.4
LnGrp LOS	F	E	D	F	E	C	E	E	C	F	D	D
Approach Vol, veh/h		1064			1047			1124			1133	
Approach Delay, s/veh		58.1			57.5			56.3			48.0	
Approach LOS		E			E			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	41.7	26.1	38.9	17.6	43.6	14.0	51.0
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	13.9	37.9	20.9	32.9	15.9	35.9	7.9	45.9
Max Q Clear Time (g_c+I1), s	13.5	33.5	19.9	30.7	11.5	26.3	8.4	41.2
Green Ext Time (p_c), s	0.0	2.0	0.1	1.8	0.1	7.3	0.0	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	54.9
HCM 2010 LOS	D

J. Intersection Level of Service Calculations – Cumulative Plus Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	238	579	112	276	823	489	80	721	383	566	1090	92
Future Volume (veh/h)	238	579	112	276	823	489	80	721	383	566	1090	92
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1835	1835	1835	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	251	609	0	291	866	0	84	759	0	596	1147	97
Adj No. of Lanes	1	2	1	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	1099	492	358	894	709	107	854	433	682	1460	123
Arrive On Green	0.16	0.31	0.00	0.11	0.26	0.00	0.06	0.17	0.00	0.20	0.31	0.31
Sat Flow, veh/h	1774	3539	1583	3390	3486	1560	1774	5085	1583	3442	4777	404
Grp Volume(v), veh/h	251	609	0	291	866	0	84	759	0	596	814	430
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1695	1743	1560	1774	1695	1583	1721	1695	1791
Q Serve(g_s), s	16.8	17.4	0.0	10.2	29.9	0.0	5.7	17.8	0.0	20.4	26.7	26.7
Cycle Q Clear(g_c), s	16.8	17.4	0.0	10.2	29.9	0.0	5.7	17.8	0.0	20.4	26.7	26.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	283	1099	492	358	894	709	107	854	433	682	1036	547
V/C Ratio(X)	0.89	0.55	0.00	0.81	0.97	0.00	0.78	0.89	0.00	0.87	0.79	0.79
Avail Cap(c_a), veh/h	341	1099	492	588	894	709	265	907	450	911	1036	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	34.9	0.0	53.2	44.7	0.0	56.4	49.5	0.0	47.3	38.6	38.6
Incr Delay (d2), s/veh	20.6	0.6	0.0	4.5	22.6	0.0	11.8	10.4	0.0	7.4	4.1	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	8.6	0.0	5.0	17.2	0.0	3.1	9.1	0.0	10.4	13.0	14.3
LnGrp Delay(d),s/veh	70.7	35.5	0.0	57.7	67.3	0.0	68.2	59.9	0.0	54.7	42.6	46.1
LnGrp LOS	E	D		E	E		E	E		D	D	D
Approach Vol, veh/h		860			1157			843			1840	
Approach Delay, s/veh		45.8			64.9			60.7			47.4	
Approach LOS		D			E			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.9	27.2	19.7	43.9	14.1	44.0	25.5	38.0
Change Period (Y+Rc), s	6.8	6.8	6.8	6.1	6.8	6.8	6.1	6.8
Max Green Setting (Gmax), s	32.2	21.7	21.1	33.5	18.2	35.7	23.4	31.2
Max Q Clear Time (g_c+I1), s	22.4	19.8	12.2	19.4	7.7	28.7	18.8	31.9
Green Ext Time (p_c), s	1.7	0.6	0.6	4.1	0.1	5.7	0.6	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	53.8
HCM 2010 LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	4	108	11	9	21	31	1090	6	18	1309	257
Future Volume (veh/h)	130	4	108	11	9	21	31	1090	6	18	1309	257
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	141	4	117	12	10	23	34	1185	7	20	1423	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	7	377	86	79	107	85	1655	10	57	1568	701
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.05	0.46	0.46	0.03	0.44	0.00
Sat Flow, veh/h	867	31	1575	100	328	447	1774	3607	21	1774	3539	1583
Grp Volume(v), veh/h	145	0	117	45	0	0	34	581	611	20	1423	0
Grp Sat Flow(s),veh/h/ln	898	0	1575	875	0	0	1774	1770	1859	1774	1770	1583
Q Serve(g_s), s	0.1	0.0	4.5	0.2	0.0	0.0	1.4	19.3	19.3	0.8	27.3	0.0
Cycle Q Clear(g_c), s	13.3	0.0	4.5	13.4	0.0	0.0	1.4	19.3	19.3	0.8	27.3	0.0
Prop In Lane	0.97		1.00	0.27		0.51	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	312	0	377	272	0	0	85	812	853	57	1568	701
V/C Ratio(X)	0.46	0.00	0.31	0.17	0.00	0.00	0.40	0.72	0.72	0.35	0.91	0.00
Avail Cap(c_a), veh/h	568	0	670	556	0	0	170	812	853	170	1568	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.1	0.0	22.8	22.1	0.0	0.0	33.7	15.9	15.9	34.6	18.9	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.5	0.3	0.0	0.0	3.1	5.4	5.1	3.7	9.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	2.0	0.7	0.0	0.0	0.7	10.6	11.1	0.5	15.3	0.0
LnGrp Delay(d),s/veh	27.2	0.0	23.3	22.4	0.0	0.0	36.8	21.3	21.0	38.3	28.2	0.0
LnGrp LOS	C		C	C			D	C	C	D	C	
Approach Vol, veh/h		262			45			1226			1443	
Approach Delay, s/veh		25.5			22.4			21.6			28.3	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.1	40.3		23.7	10.3	39.1		23.7
Change Period (Y+Rc), s	6.8	6.8		6.1	6.8	6.8		6.1
Max Green Setting (Gmax), s	7.0	32.3		31.0	7.0	32.3		31.0
Max Q Clear Time (g_c+I1), s	2.8	21.3		15.3	3.4	29.3		15.4
Green Ext Time (p_c), s	0.0	9.9		1.3	0.0	2.8		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	25.2
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	21	152	677	85	40	182	710	417	69	1041	12
Future Volume (veh/h)	15	21	152	677	85	40	182	710	417	69	1041	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	17	23	17	752	94	8	202	789	122	77	1157	13
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	110	92	751	406	344	210	1569	695	102	1983	22
Arrive On Green	0.06	0.06	0.06	0.22	0.22	0.22	0.12	0.44	0.44	0.06	0.38	0.38
Sat Flow, veh/h	1774	1863	1561	3442	1863	1575	1774	3539	1567	1774	5184	58
Grp Volume(v), veh/h	17	23	17	752	94	8	202	789	122	77	757	413
Grp Sat Flow(s),veh/h/ln	1774	1863	1561	1721	1863	1575	1774	1770	1567	1774	1695	1852
Q Serve(g_s), s	1.0	1.3	1.1	24.0	4.6	0.4	12.5	17.6	5.2	4.7	19.5	19.5
Cycle Q Clear(g_c), s	1.0	1.3	1.1	24.0	4.6	0.4	12.5	17.6	5.2	4.7	19.5	19.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	105	110	92	751	406	344	210	1569	695	102	1297	709
V/C Ratio(X)	0.16	0.21	0.18	1.00	0.23	0.02	0.96	0.50	0.18	0.75	0.58	0.58
Avail Cap(c_a), veh/h	355	373	312	751	406	344	210	1569	695	121	1297	709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	49.3	49.2	43.0	35.4	33.8	48.3	21.9	18.5	51.1	27.0	27.0
Incr Delay (d2), s/veh	0.7	0.9	0.9	33.2	0.3	0.0	51.6	1.2	0.6	19.7	1.9	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.7	0.5	14.8	2.4	0.2	9.1	8.8	2.3	2.9	9.5	10.7
LnGrp Delay(d),s/veh	49.9	50.2	50.2	76.2	35.7	33.8	99.8	23.1	19.0	70.8	28.9	30.5
LnGrp LOS	D	D	D	F	D	C	F	C	B	E	C	C
Approach Vol, veh/h		57			854			1113			1247	
Approach Delay, s/veh		50.1			71.3			36.6			32.0	
Approach LOS		D			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.4	54.9		12.6	19.1	48.2		30.1
Change Period (Y+Rc), s	6.1	6.1		6.1	6.1	6.1		6.1
Max Green Setting (Gmax), s	7.5	32.1		22.0	13.0	26.6		24.0
Max Q Clear Time (g_c+I1), s	6.7	19.6		3.3	14.5	21.5		26.0
Green Ext Time (p_c), s	0.0	9.6		0.1	0.0	4.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	44.2
HCM 2010 LOS	D

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	108	1162	100	181	1842
Future Vol, veh/h	34	108	1162	100	181	1842
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	350	195	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	121	1306	112	203	2070

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2753	658	0	0	1311	0
Stage 1	1311	-	-	-	-	-
Stage 2	1442	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 16	407	-	-	524	-
Stage 1	216	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 10	405	-	-	524	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	215	-	-	-	-	-
Stage 2	113	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	37.6	0	1.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	72	405	524	-
HCM Lane V/C Ratio	-	-	0.531	0.3	0.388	-
HCM Control Delay (s)	-	-	101.3	17.6	16.2	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	2.2	1.2	1.8	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	378	236	136	391	111	161	715	73	126	1295	201
Future Volume (veh/h)	164	378	236	136	391	111	161	715	73	126	1295	201
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1881	1881	1881	1919
Adj Flow Rate, veh/h	173	398	127	143	412	0	169	753	77	133	1363	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	295	509	431	176	525	446	202	1552	158	168	1608	0
Arrive On Green	0.08	0.27	0.27	0.10	0.29	0.00	0.11	0.33	0.33	0.09	0.31	0.00
Sat Flow, veh/h	3476	1881	1592	1747	1835	1560	1756	4640	471	1792	5305	0
Grp Volume(v), veh/h	173	398	127	143	412	0	169	543	287	133	1363	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1592	1747	1835	1560	1756	1678	1755	1792	1712	0
Q Serve(g_s), s	4.5	18.2	5.9	7.5	19.2	0.0	8.8	12.0	12.1	6.8	23.1	0.0
Cycle Q Clear(g_c), s	4.5	18.2	5.9	7.5	19.2	0.0	8.8	12.0	12.1	6.8	23.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		0.00
Lane Grp Cap(c), veh/h	295	509	431	176	525	446	202	1122	587	168	1608	0
V/C Ratio(X)	0.59	0.78	0.29	0.81	0.78	0.00	0.84	0.48	0.49	0.79	0.85	0.00
Avail Cap(c_a), veh/h	567	588	498	336	640	544	241	1122	587	302	1737	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.0	31.4	26.9	41.0	30.6	0.0	40.4	24.6	24.7	41.3	29.9	0.0
Incr Delay (d2), s/veh	1.4	6.2	0.5	6.6	5.6	0.0	18.2	0.3	0.6	6.2	3.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	10.3	2.6	3.9	10.5	0.0	5.3	5.6	5.9	3.7	11.4	0.0
LnGrp Delay(d),s/veh	42.4	37.7	27.4	47.6	36.2	0.0	58.6	24.9	25.3	47.5	33.8	0.0
LnGrp LOS	D	D	C	D	D		E	C	C	D	C	
Approach Vol, veh/h		698			555			999			1496	
Approach Delay, s/veh		37.0			39.1			30.7			35.0	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	36.5	13.6	30.1	14.9	34.5	12.1	31.6
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 16	28.6	* 18	29.1	* 13	31.5	* 15	* 33
Max Q Clear Time (g_c+I1), s	8.8	14.1	9.5	20.2	10.8	25.1	6.5	21.2
Green Ext Time (p_c), s	0.1	11.5	0.2	4.2	0.1	4.0	0.3	4.9

Intersection Summary			
HCM 2010 Ctrl Delay		34.8	
HCM 2010 LOS		C	

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	376	37	244	23	23	28	195	850	18	42	1378	458
Future Volume (veh/h)	376	37	244	23	23	28	195	850	18	42	1378	458
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	457	0	108	26	26	2	222	966	20	48	1566	0
Adj No. of Lanes	2	0	1	0	1	1	1	2	0	1	2	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	6	6	6
Cap, veh/h	570	0	251	38	38	66	224	1971	41	61	1584	709
Arrive On Green	0.16	0.00	0.16	0.04	0.04	0.04	0.13	0.56	0.56	0.04	0.47	0.00
Sat Flow, veh/h	3548	0	1566	909	909	1572	1774	3546	73	1707	3406	1524
Grp Volume(v), veh/h	457	0	108	52	0	2	222	482	504	48	1566	0
Grp Sat Flow(s),veh/h/ln	1774	0	1566	1817	0	1572	1774	1770	1850	1707	1703	1524
Q Serve(g_s), s	14.9	0.0	7.5	3.4	0.0	0.1	15.0	20.0	20.0	3.4	54.8	0.0
Cycle Q Clear(g_c), s	14.9	0.0	7.5	3.4	0.0	0.1	15.0	20.0	20.0	3.4	54.8	0.0
Prop In Lane	1.00		1.00	0.50		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	570	0	251	76	0	66	224	984	1028	61	1584	709
V/C Ratio(X)	0.80	0.00	0.43	0.68	0.00	0.03	0.99	0.49	0.49	0.79	0.99	0.00
Avail Cap(c_a), veh/h	796	0	351	408	0	353	224	984	1028	101	1584	709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.7	0.0	45.6	56.9	0.0	55.3	52.5	16.3	16.3	57.6	31.9	0.0
Incr Delay (d2), s/veh	4.1	0.0	1.2	10.2	0.0	0.2	57.5	0.4	0.4	19.8	19.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	3.3	1.9	0.0	0.1	10.9	9.9	10.3	1.9	30.0	0.0
LnGrp Delay(d),s/veh	52.8	0.0	46.7	67.1	0.0	55.5	110.0	16.7	16.7	77.4	51.7	0.0
LnGrp LOS	D		D	E		E	F	B	B	E	D	
Approach Vol, veh/h		565			54			1208			1614	
Approach Delay, s/veh		51.6			66.7			33.8			52.5	
Approach LOS		D			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.1	73.7		24.9	22.0	62.8		10.6
Change Period (Y+Rc), s	6.8	6.8		5.6	6.8	6.8		5.6
Max Green Setting (Gmax), s	7.1	64.1		27.0	15.2	56.0		27.0
Max Q Clear Time (g_c+I1), s	5.4	22.0		16.9	17.0	56.8		5.4
Green Ext Time (p_c), s	0.0	30.2		1.6	0.0	0.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	46.0
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	2	299	0	0	0	361	188	7	1	241	181
Future Vol, veh/h	45	2	299	0	0	0	361	188	7	1	241	181
Conflicting Peds, #/hr	0	0	0	0	0	0	5	0	7	7	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	7	7	7	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	2	315	0	0	0	380	198	7	1	254	191

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	1318	1328	354				449	0	0	212	0	0
Stage 1	356	356	-				-	-	-	-	-	-
Stage 2	962	972	-				-	-	-	-	-	-
Critical Hdwy	6.47	6.57	6.27				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.47	5.57	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.47	5.57	-				-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	169	152	679				1111	-	-	1358	-	-
Stage 1	698	620	-				-	-	-	-	-	-
Stage 2	363	324	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	110	0	676				1111	-	-	1358	-	-
Mov Cap-2 Maneuver	110	0	-				-	-	-	-	-	-
Stage 1	694	0	-				-	-	-	-	-	-
Stage 2	238	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.3	6.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1111	-	-	110	676	1358	-	-
HCM Lane V/C Ratio	0.342	-	-	0.45	0.466	0.001	-	-
HCM Control Delay (s)	9.9	-	-	62.1	14.9	7.7	0	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	1.5	-	-	1.9	2.5	0	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	701	300	849	1106	0	494
Future Volume (vph)	701	300	849	1106	0	494
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			-3%	-3%	
Total Lost time (s)	5.6	4.0	5.6	5.6		5.6
Lane Util. Factor	0.91	1.00	0.97	0.95		0.88
Frpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	1.00		0.85
Flt Protected	1.00	1.00	0.95	1.00		1.00
Satd. Flow (prot)	5111	1591	3485	3592		2828
Flt Permitted	1.00	1.00	0.95	1.00		1.00
Satd. Flow (perm)	5111	1591	3485	3592		2828
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	797	341	965	1257	0	561
RTOR Reduction (vph)	0	0	0	0	0	48
Lane Group Flow (vph)	797	341	965	1257	0	513
Confl. Peds. (#/hr)						9
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Turn Type	NA	Free	Prot	NA		Over
Protected Phases	6		8	2 8		8
Permitted Phases		Free				8
Actuated Green, G (s)	16.3	55.0	27.5	55.0		27.5
Effective Green, g (s)	16.3	55.0	27.5	55.0		27.5
Actuated g/C Ratio	0.30	1.00	0.50	1.00		0.50
Clearance Time (s)	5.6		5.6			5.6
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	1514	1591	1742	3592		1414
v/s Ratio Prot	c0.16		c0.28	0.35		0.18
v/s Ratio Perm		0.21				
v/c Ratio	0.53	0.21	0.55	0.35		0.36
Uniform Delay, d1	16.1	0.0	9.5	0.0		8.4
Progression Factor	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	0.3	0.3	0.4	0.1		0.2
Delay (s)	16.5	0.3	9.9	0.1		8.6
Level of Service	B	A	A	A		A
Approach Delay (s)	11.6			4.3	8.6	
Approach LOS	B			A	A	

Intersection Summary			
HCM 2000 Control Delay	7.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	574	31	204	16	880	300	211	1377	15
Future Volume (veh/h)	0	0	4	574	31	204	16	880	300	211	1377	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1827	1827	1827	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	677	0	75	18	1000	0	240	1565	17
Adj No. of Lanes	0	1	1	2	0	1	1	2	2	1	2	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	0	2	48	844	0	374	51	1426	1123	281	1908	21
Arrive On Green	0.00	0.00	0.00	0.24	0.00	0.24	0.03	0.40	0.00	0.16	0.53	0.53
Sat Flow, veh/h	0	1863	1583	3480	0	1539	1774	3539	2787	1774	3586	39
Grp Volume(v), veh/h	0	0	0	677	0	75	18	1000	0	240	772	810
Grp Sat Flow(s),veh/h/ln	0	1863	1583	1740	0	1539	1774	1770	1393	1774	1770	1856
Q Serve(g_s), s	0.0	0.0	0.0	14.3	0.0	3.0	0.8	18.3	0.0	10.3	28.2	28.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	14.3	0.0	3.0	0.8	18.3	0.0	10.3	28.2	28.3
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	0	2	48	844	0	374	51	1426	1123	281	942	987
V/C Ratio(X)	0.00	0.00	0.00	0.80	0.00	0.20	0.35	0.70	0.00	0.86	0.82	0.82
Avail Cap(c_a), veh/h	0	48	87	1160	0	513	182	1571	1237	321	942	987
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	27.8	0.0	23.5	37.1	19.4	0.0	32.0	15.1	15.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.9	0.0	0.3	4.0	1.3	0.0	18.0	5.8	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	7.2	0.0	1.3	0.4	9.1	0.0	6.4	15.0	15.9
LnGrp Delay(d),s/veh	0.0	0.0	0.0	30.7	0.0	23.8	41.2	20.6	0.0	49.9	20.9	20.8
LnGrp LOS				C		C	D	C		D	C	C
Approach Vol, veh/h		0			752			1018			1822	
Approach Delay, s/veh		0.0			30.0			21.0			24.7	
Approach LOS					C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.4	36.5		0.0	7.4	46.6		24.0
Change Period (Y+Rc), s	5.1	5.1		3.0	5.1	5.1		5.1
Max Green Setting (Gmax), s	14.1	34.6		2.0	8.0	40.7		26.0
Max Q Clear Time (g_c+I1), s	12.3	20.3		0.0	2.8	30.3		16.3
Green Ext Time (p_c), s	0.1	11.1		0.0	0.0	9.4		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.7
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	468	19	21	784	53	13	1	7	24	2	12
Future Vol, veh/h	24	468	19	21	784	53	13	1	7	24	2	12
Conflicting Peds, #/hr	7	0	11	11	0	7	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	6	6	3	3	3	14	14	14	2	2	2
Mvmt Flow	27	532	22	24	891	60	15	1	8	27	2	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	958	0	0	564	0	0	1104	1614	288	1297	1595	485
Stage 1	-	-	-	-	-	-	608	608	-	976	976	-
Stage 2	-	-	-	-	-	-	496	1006	-	321	619	-
Critical Hdwy	4.22	-	-	4.16	-	-	7.78	6.78	7.18	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.78	5.78	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.78	5.78	-	6.54	5.54	-
Follow-up Hdwy	2.26	-	-	2.23	-	-	3.64	4.14	3.44	3.52	4.02	3.32
Pot Cap-1 Maneuver	690	-	-	997	-	-	151	92	674	119	106	528
Stage 1	-	-	-	-	-	-	421	455	-	270	327	-
Stage 2	-	-	-	-	-	-	494	292	-	665	478	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	689	-	-	997	-	-	131	81	667	106	93	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	81	-	106	93	-
Stage 1	-	-	-	-	-	-	393	425	-	253	308	-
Stage 2	-	-	-	-	-	-	452	275	-	618	446	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.4	29.3	41.8
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	172	689	-	-	997	-	-	140
HCM Lane V/C Ratio	0.139	0.04	-	-	0.024	-	-	0.308
HCM Control Delay (s)	29.3	10.4	0.3	-	8.7	0.2	-	41.8
HCM Lane LOS	D	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-	-	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	399	83	146	751	28	88	18	130	23	11	19
Future Volume (veh/h)	18	399	83	146	751	28	88	18	130	23	11	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1827	1827	1900	1900	1776	1776	1900	1827	1827
Adj Flow Rate, veh/h	20	453	94	166	853	32	100	20	0	26	12	22
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	6	6	6	4	4	4	7	7	7	4	4	4
Cap, veh/h	404	1428	294	543	1734	65	356	54	259	326	119	266
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.17	0.17	0.00	0.17	0.17	0.17
Sat Flow, veh/h	600	2809	579	837	3411	128	1019	316	1509	933	692	1548
Grp Volume(v), veh/h	20	273	274	166	434	451	120	0	0	38	0	22
Grp Sat Flow(s),veh/h/ln	600	1703	1685	837	1736	1803	1335	0	1509	1625	0	1548
Q Serve(g_s), s	0.8	3.4	3.5	5.3	6.0	6.0	2.4	0.0	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	6.8	3.4	3.5	8.8	6.0	6.0	3.1	0.0	0.0	0.6	0.0	0.4
Prop In Lane	1.00		0.34	1.00		0.07	0.83		1.00	0.68		1.00
Lane Grp Cap(c), veh/h	404	866	856	543	882	917	410	0	259	445	0	266
V/C Ratio(X)	0.05	0.32	0.32	0.31	0.49	0.49	0.29	0.00	0.00	0.09	0.00	0.08
Avail Cap(c_a), veh/h	459	1024	1013	632	1067	1109	1155	0	1085	1253	0	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.1	5.3	5.3	7.9	5.9	5.9	13.8	0.0	0.0	12.8	0.0	12.7
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.3	0.4	0.4	0.4	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.6	1.6	1.2	2.9	3.0	1.1	0.0	0.0	0.3	0.0	0.2
LnGrp Delay(d),s/veh	8.2	5.5	5.5	8.2	6.3	6.3	14.2	0.0	0.0	12.9	0.0	12.9
LnGrp LOS	A	A	A	A	A	A	B			B		B
Approach Vol, veh/h		567			1051			120			60	
Approach Delay, s/veh		5.6			6.6			14.2			12.9	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		11.9		24.7		11.9		24.7
Change Period (Y+Rc), s		5.6		6.1		5.6		* 6.1
Max Green Setting (Gmax), s		26.3		22.0		26.3		* 23
Max Q Clear Time (g_c+I1), s		5.1		8.8		2.6		10.8
Green Ext Time (p_c), s		0.9		8.2		0.9		7.5

Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	48.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	548	3	32	699	0	4	0	14	195	45	221
Future Vol, veh/h	0	548	3	32	699	0	4	0	14	195	45	221
Conflicting Peds, #/hr	0	0	9	6	0	0	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	240	-	-	0	-	85	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	6	6	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	623	3	36	794	0	5	0	16	222	51	251

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	635	0	0	1130	-	322	1178	1502	399
Stage 1	-	-	-	-	-	-	633	-	-	867	867	-
Stage 2	-	-	-	-	-	-	497	-	-	311	635	-
Critical Hdwy	-	-	-	4.18	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.24	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	931	-	0	158	0	674	~ 146	121	601
Stage 1	0	-	-	-	-	0	434	0	-	314	368	-
Stage 2	0	-	-	-	-	0	523	0	-	674	471	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	931	-	-	58	-	668	~ 138	115	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	58	-	-	~ 138	115	-
Stage 1	-	-	-	-	-	-	434	-	-	314	354	-
Stage 2	-	-	-	-	-	-	250	-	-	658	467	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	24.2	184.3
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	58	668	-	-	931	-	138	350
HCM Lane V/C Ratio	0.078	0.024	-	-	0.039	-	1.606	0.864
HCM Control Delay (s)	72.3	10.5	-	-	9	-	$ 360.8	54.9
HCM Lane LOS	F	B	-	-	A	-	F	F
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	15.7	8.1

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	619	138	74	730	0	0
Future Vol, veh/h	619	138	74	730	0	0
Conflicting Peds, #/hr	0	10	10	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	5	5	2	2	4	4
Mvmt Flow	703	157	84	830	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	870	0	1375	440
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	583	-
Critical Hdwy	-	-	4.14	-	6.88	6.98
Critical Hdwy Stg 1	-	-	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-	5.88	-
Follow-up Hdwy	-	-	2.22	-	3.54	3.34
Pot Cap-1 Maneuver	-	-	770	-	134	559
Stage 1	-	-	-	-	402	-
Stage 2	-	-	-	-	516	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	770	-	118	554
Mov Cap-2 Maneuver	-	-	-	-	118	-
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	460	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	770	-
HCM Lane V/C Ratio	-	-	-	0.109	-
HCM Control Delay (s)	0	-	-	10.2	-
HCM Lane LOS	A	-	-	B	-
HCM 95th %tile Q(veh)	-	-	-	0.4	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	384	25	8	507	337	23	78	3	210	56	275
Future Volume (veh/h)	210	384	25	8	507	337	23	78	3	210	56	275
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1863	1863	1900	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	233	427	28	9	563	374	26	87	3	233	62	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	6	6	6
Cap, veh/h	281	1546	101	29	648	430	456	503	17	421	504	428
Arrive On Green	0.16	0.46	0.46	0.02	0.32	0.32	0.28	0.28	0.28	0.28	0.28	0.00
Sat Flow, veh/h	1757	3338	218	1774	2029	1348	1329	1790	62	1246	1792	1524
Grp Volume(v), veh/h	233	223	232	9	491	446	26	0	90	233	62	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1804	1774	1770	1607	1329	0	1851	1246	1792	1524
Q Serve(g_s), s	7.9	4.8	4.9	0.3	16.1	16.1	0.9	0.0	2.3	10.7	1.6	0.0
Cycle Q Clear(g_c), s	7.9	4.8	4.9	0.3	16.1	16.1	2.5	0.0	2.3	13.0	1.6	0.0
Prop In Lane	1.00		0.12	1.00		0.84	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	281	811	835	29	565	513	456	0	520	421	504	428
V/C Ratio(X)	0.83	0.28	0.28	0.31	0.87	0.87	0.06	0.00	0.17	0.55	0.12	0.00
Avail Cap(c_a), veh/h	338	811	835	201	610	554	663	0	809	615	784	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.1	10.2	10.2	30.0	19.8	19.8	17.5	0.0	16.8	21.7	16.5	0.0
Incr Delay (d2), s/veh	13.5	0.2	0.2	6.0	12.2	13.2	0.1	0.0	0.2	1.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	2.3	2.4	0.2	9.7	8.9	0.3	0.0	1.2	3.8	0.8	0.0
LnGrp Delay(d),s/veh	38.6	10.4	10.4	36.1	32.0	33.0	17.5	0.0	16.9	22.8	16.6	0.0
LnGrp LOS	D	B	B	D	C	C	B		B	C	B	
Approach Vol, veh/h		688			946			116			295	
Approach Delay, s/veh		19.9			32.5			17.1			21.5	
Approach LOS		B			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	33.7		22.0	15.0	24.8		22.0
Change Period (Y+Rc), s	5.1	5.1		4.6	5.1	5.1		4.6
Max Green Setting (Gmax), s	7.0	26.2		27.0	11.9	21.3		27.0
Max Q Clear Time (g_c+I1), s	2.3	6.9		15.0	9.9	18.1		4.5
Green Ext Time (p_c), s	0.0	9.2		1.4	0.1	1.6		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	25.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	416	244	134	563	92	108	577	56	58	838	153
Future Volume (veh/h)	130	416	244	134	563	92	108	577	56	58	838	153
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1808	1808	1808	1810	1810	1810	1863	1863	1863
Adj Flow Rate, veh/h	144	462	271	149	626	102	120	641	62	64	931	170
Adj No. of Lanes	1	2	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	3	3	3	5	5	5	2	2	2
Cap, veh/h	153	1183	525	177	634	537	130	1057	472	91	1004	445
Arrive On Green	0.09	0.33	0.33	0.10	0.35	0.35	0.08	0.31	0.31	0.05	0.28	0.28
Sat Flow, veh/h	1774	3539	1572	1722	1808	1531	1723	3438	1535	1774	3539	1567
Grp Volume(v), veh/h	144	462	271	149	626	102	120	641	62	64	931	170
Grp Sat Flow(s),veh/h/ln	1774	1770	1572	1722	1808	1531	1723	1719	1535	1774	1770	1567
Q Serve(g_s), s	9.6	11.9	16.6	10.2	41.1	5.5	8.3	19.0	3.5	4.2	30.6	10.4
Cycle Q Clear(g_c), s	9.6	11.9	16.6	10.2	41.1	5.5	8.3	19.0	3.5	4.2	30.6	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	1183	525	177	634	537	130	1057	472	91	1004	445
V/C Ratio(X)	0.94	0.39	0.52	0.84	0.99	0.19	0.92	0.61	0.13	0.70	0.93	0.38
Avail Cap(c_a), veh/h	153	1183	525	271	634	537	130	1057	472	104	1019	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.3	30.5	32.0	52.7	38.5	27.0	54.9	35.2	29.9	55.8	41.6	34.4
Incr Delay (d2), s/veh	55.5	0.2	0.9	13.5	32.5	0.2	56.4	1.0	0.1	16.3	13.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	5.9	7.3	5.5	26.2	2.4	6.0	9.1	1.5	2.5	16.8	4.6
LnGrp Delay(d),s/veh	109.8	30.7	32.9	66.2	71.1	27.2	111.3	36.2	30.0	72.0	55.5	34.9
LnGrp LOS	F	C	C	E	E	C	F	D	C	E	E	C
Approach Vol, veh/h		877			877			823			1165	
Approach Delay, s/veh		44.4			65.1			46.7			53.4	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	42.8	18.4	46.0	15.1	40.0	16.4	48.0
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	7.0	36.4	18.8	33.4	9.0	34.4	10.3	41.9
Max Q Clear Time (g_c+I1), s	6.2	21.0	12.2	18.6	10.3	32.6	11.6	43.1
Green Ext Time (p_c), s	0.0	10.1	0.2	7.6	0.0	1.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	52.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	870	87	249	801	683	138	765	660	697	751	125
Future Volume (veh/h)	116	870	87	249	801	683	138	765	660	697	751	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1835	1835	1835	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	118	888	0	254	817	0	141	781	0	711	766	112
Adj No. of Lanes	1	2	1	2	2	1	1	3	1	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	963	431	320	975	436	168	1022	468	767	1474	214
Arrive On Green	0.09	0.27	0.00	0.09	0.28	0.00	0.09	0.20	0.00	0.22	0.33	0.33
Sat Flow, veh/h	1774	3539	1583	3390	3486	1560	1774	5085	1583	3442	4483	651
Grp Volume(v), veh/h	118	888	0	254	817	0	141	781	0	711	578	300
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1695	1743	1560	1774	1695	1583	1721	1695	1744
Q Serve(g_s), s	8.2	30.8	0.0	9.3	27.9	0.0	9.9	18.3	0.0	25.6	17.4	17.6
Cycle Q Clear(g_c), s	8.2	30.8	0.0	9.3	27.9	0.0	9.9	18.3	0.0	25.6	17.4	17.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	154	963	431	320	975	436	168	1022	468	767	1115	573
V/C Ratio(X)	0.77	0.92	0.00	0.79	0.84	0.00	0.84	0.76	0.00	0.93	0.52	0.52
Avail Cap(c_a), veh/h	154	994	445	622	1318	590	285	1223	530	800	1115	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.5	44.7	0.0	56.0	42.8	0.0	56.2	47.7	0.0	48.1	34.3	34.4
Incr Delay (d2), s/veh	20.4	13.3	0.0	4.5	3.7	0.0	10.4	2.4	0.0	16.4	0.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	16.8	0.0	4.5	13.9	0.0	5.3	8.8	0.0	13.9	8.3	8.6
LnGrp Delay(d),s/veh	76.9	58.0	0.0	60.5	46.5	0.0	66.6	50.1	0.0	64.5	34.7	35.3
LnGrp LOS	E	E		E	D		E	D		E	C	D
Approach Vol, veh/h		1006			1071			922			1589	
Approach Delay, s/veh		60.2			49.8			52.6			48.1	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.0	32.2	18.7	40.5	18.8	48.4	17.1	42.2
Change Period (Y+Rc), s	6.8	6.8	6.8	6.1	6.8	6.8	6.1	6.8
Max Green Setting (Gmax), s	29.4	30.4	23.2	35.5	20.3	39.5	10.9	47.8
Max Q Clear Time (g_c+I1), s	27.6	20.3	11.3	32.8	11.9	19.6	10.2	29.9
Green Ext Time (p_c), s	0.6	4.7	0.7	1.6	0.2	11.5	0.4	5.5

Intersection Summary	
HCM 2010 Ctrl Delay	52.1
HCM 2010 LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	19	53	9	16	15	169	1617	13	19	629	244
Future Volume (veh/h)	139	19	53	9	16	15	169	1617	13	19	629	244
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	142	19	54	9	16	15	172	1650	13	19	642	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	29	463	61	103	70	208	1658	13	52	1319	590
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.12	0.46	0.46	0.03	0.37	0.00
Sat Flow, veh/h	586	97	1567	45	348	236	1774	3599	28	1774	3539	1583
Grp Volume(v), veh/h	161	0	54	40	0	0	172	811	852	19	642	0
Grp Sat Flow(s),veh/h/ln	683	0	1567	629	0	0	1774	1770	1857	1774	1770	1583
Q Serve(g_s), s	0.4	0.0	2.3	0.4	0.0	0.0	8.7	41.9	42.0	1.0	12.8	0.0
Cycle Q Clear(g_c), s	24.1	0.0	2.3	24.2	0.0	0.0	8.7	41.9	42.0	1.0	12.8	0.0
Prop In Lane	0.88		1.00	0.22		0.37	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	276	0	463	234	0	0	208	815	856	52	1319	590
V/C Ratio(X)	0.58	0.00	0.12	0.17	0.00	0.00	0.83	0.99	1.00	0.37	0.49	0.00
Avail Cap(c_a), veh/h	335	0	529	301	0	0	348	815	856	135	1319	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.3	0.0	23.6	24.9	0.0	0.0	39.6	24.6	24.7	43.7	22.1	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.1	0.3	0.0	0.0	8.1	30.1	29.7	4.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	1.0	0.8	0.0	0.0	4.7	27.1	28.4	0.5	6.3	0.0
LnGrp Delay(d),s/veh	33.3	0.0	23.7	25.3	0.0	0.0	47.7	54.7	54.4	48.0	22.4	0.0
LnGrp LOS	C		C	C			D	D	D	D	C	
Approach Vol, veh/h		215			40			1835			661	
Approach Delay, s/veh		30.9			25.3			53.9			23.1	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.5	49.1		33.5	17.6	41.0		33.5
Change Period (Y+Rc), s	6.8	6.8		6.1	6.8	6.8		6.1
Max Green Setting (Gmax), s	7.0	42.3		31.0	18.0	31.3		31.0
Max Q Clear Time (g_c+I1), s	3.0	44.0		26.1	10.7	14.8		26.2
Green Ext Time (p_c), s	0.0	0.0		0.5	0.3	13.5		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	44.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	70	160	476	120	156	304	1413	661	117	1218	24
Future Volume (veh/h)	27	70	160	476	120	156	304	1413	661	117	1218	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	28	72	13	491	124	24	313	1457	313	121	1256	25
Adj No. of Lanes	1	1	1	2	1	1	1	2	1	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	149	156	125	558	302	252	336	1748	771	123	1919	38
Arrive On Green	0.08	0.08	0.08	0.16	0.16	0.16	0.19	0.49	0.49	0.07	0.37	0.37
Sat Flow, veh/h	1774	1863	1493	3442	1863	1551	1774	3539	1562	1774	5131	102
Grp Volume(v), veh/h	28	72	13	491	124	24	313	1457	313	121	830	451
Grp Sat Flow(s),veh/h/ln	1774	1863	1493	1721	1863	1551	1774	1770	1562	1774	1695	1843
Q Serve(g_s), s	1.9	4.7	1.0	17.8	7.6	1.7	22.2	45.3	16.2	8.7	26.0	26.0
Cycle Q Clear(g_c), s	1.9	4.7	1.0	17.8	7.6	1.7	22.2	45.3	16.2	8.7	26.0	26.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	149	156	125	558	302	252	336	1748	771	123	1268	689
V/C Ratio(X)	0.19	0.46	0.10	0.88	0.41	0.10	0.93	0.83	0.41	0.98	0.65	0.65
Avail Cap(c_a), veh/h	305	320	257	592	320	267	337	1748	771	123	1268	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	55.9	54.2	52.4	48.1	45.6	51.1	27.9	20.5	59.5	33.2	33.2
Incr Delay (d2), s/veh	0.6	2.1	0.4	13.8	0.9	0.2	31.9	4.9	1.6	74.9	2.6	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.5	0.4	9.5	4.0	0.7	13.8	23.2	7.3	6.8	12.6	14.1
LnGrp Delay(d),s/veh	55.2	58.0	54.6	66.1	49.0	45.8	83.0	32.7	22.1	134.3	35.9	38.0
LnGrp LOS	E	E	D	E	D	D	F	C	C	F	D	D
Approach Vol, veh/h		113			639			2083			1402	
Approach Delay, s/veh		56.9			62.1			38.7			45.1	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	69.3		16.8	30.3	54.0		26.9
Change Period (Y+Rc), s	6.1	6.1		6.1	6.1	6.1		6.1
Max Green Setting (Gmax), s	8.9	50.7		22.0	24.3	35.3		22.0
Max Q Clear Time (g_c+I1), s	10.7	47.3		6.7	24.2	28.0		19.8
Green Ext Time (p_c), s	0.0	3.2		0.4	0.0	6.9		0.7

Intersection Summary			
HCM 2010 Ctrl Delay		44.8	
HCM 2010 LOS		D	

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	28	2043	54	120	1120
Future Vol, veh/h	16	28	2043	54	120	1120
Conflicting Peds, #/hr	0	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	350	195	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	29	2085	55	122	1143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2907	1048	0	0	2091	0
Stage 1	2091	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 12	224	-	-	261	-
Stage 1	81	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 6	223	-	-	261	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	81	-	-	-	-	-
Stage 2	210	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	49.1	0	2.9
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	56	223	261	-
HCM Lane V/C Ratio	-	-	0.292	0.128	0.469	-
HCM Control Delay (s)	-	-	93.8	23.5	30.4	-
HCM Lane LOS	-	-	F	C	D	-
HCM 95th %tile Q(veh)	-	-	1	0.4	2.3	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	334	423	156	113	372	285	252	1349	93	162	872	192
Future Volume (veh/h)	334	423	156	113	372	285	252	1349	93	162	872	192
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1881	1881	1881	1919
Adj Flow Rate, veh/h	341	432	67	115	380	0	257	1377	95	165	890	0
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	407	527	442	142	448	381	289	1648	114	196	1480	0
Arrive On Green	0.12	0.28	0.28	0.08	0.24	0.00	0.16	0.34	0.34	0.11	0.29	0.00
Sat Flow, veh/h	3476	1881	1577	1747	1835	1560	1756	4802	331	1792	5305	0
Grp Volume(v), veh/h	341	432	67	115	380	0	257	962	510	165	890	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1577	1747	1835	1560	1756	1678	1778	1792	1712	0
Q Serve(g_s), s	9.7	21.6	3.2	6.5	19.9	0.0	14.4	26.6	26.6	9.1	15.0	0.0
Cycle Q Clear(g_c), s	9.7	21.6	3.2	6.5	19.9	0.0	14.4	26.6	26.6	9.1	15.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.00
Lane Grp Cap(c), veh/h	407	527	442	142	448	381	289	1152	610	196	1480	0
V/C Ratio(X)	0.84	0.82	0.15	0.81	0.85	0.00	0.89	0.84	0.84	0.84	0.60	0.00
Avail Cap(c_a), veh/h	442	550	461	153	476	405	335	1178	624	228	1480	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.5	33.8	27.2	45.4	36.2	0.0	41.1	30.4	30.4	43.9	30.8	0.0
Incr Delay (d2), s/veh	12.0	9.5	0.2	24.5	13.2	0.0	21.3	5.3	9.5	20.1	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	12.6	1.4	4.1	11.7	0.0	8.7	13.1	14.6	5.6	7.2	0.0
LnGrp Delay(d),s/veh	55.5	43.4	27.4	69.9	49.5	0.0	62.4	35.7	39.9	64.0	31.5	0.0
LnGrp LOS	E	D	C	E	D		E	D	D	E	C	
Approach Vol, veh/h		840			495			1729			1055	
Approach Delay, s/veh		47.0			54.2			40.9			36.6	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	39.9	12.4	33.1	20.8	34.4	16.0	29.4
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 13	35.3	* 8.8	29.4	* 19	28.9	* 13	* 26
Max Q Clear Time (g_c+I1), s	11.1	28.6	8.5	23.6	16.4	17.0	11.7	21.9
Green Ext Time (p_c), s	0.1	6.0	0.0	2.9	0.2	10.1	0.1	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	377	46	321	30	70	59	369	1678	26	33	772	345
Future Volume (veh/h)	377	46	321	30	70	59	369	1678	26	33	772	345
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.95	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	423	0	140	31	72	19	380	1730	27	34	796	0
Adj No. of Lanes	2	0	1	0	1	1	1	2	0	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	530	0	234	60	140	164	408	1858	29	43	1116	499
Arrive On Green	0.15	0.00	0.15	0.11	0.11	0.11	0.23	0.52	0.52	0.02	0.32	0.00
Sat Flow, veh/h	3548	0	1567	552	1283	1509	1774	3566	56	1774	3539	1583
Grp Volume(v), veh/h	423	0	140	103	0	19	380	857	900	34	796	0
Grp Sat Flow(s),veh/h/ln	1774	0	1567	1835	0	1509	1774	1770	1852	1774	1770	1583
Q Serve(g_s), s	14.5	0.0	10.5	6.7	0.0	1.4	26.5	56.8	57.2	2.4	25.1	0.0
Cycle Q Clear(g_c), s	14.5	0.0	10.5	6.7	0.0	1.4	26.5	56.8	57.2	2.4	25.1	0.0
Prop In Lane	1.00		1.00	0.30		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	530	0	234	200	0	164	408	922	965	43	1116	499
V/C Ratio(X)	0.80	0.00	0.60	0.52	0.00	0.12	0.93	0.93	0.93	0.79	0.71	0.00
Avail Cap(c_a), veh/h	758	0	335	392	0	322	466	941	985	56	1116	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.9	0.0	50.2	53.2	0.0	50.8	47.7	28.1	28.2	61.3	38.2	0.0
Incr Delay (d2), s/veh	3.9	0.0	2.4	2.0	0.0	0.3	23.9	15.0	15.0	41.3	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	4.7	3.5	0.0	0.6	15.7	31.5	33.0	1.7	12.6	0.0
LnGrp Delay(d),s/veh	55.8	0.0	52.6	55.2	0.0	51.1	71.6	43.1	43.2	102.7	40.4	0.0
LnGrp LOS	E		D	E		D	E	D	D	F	D	
Approach Vol, veh/h		563			122			2137			830	
Approach Delay, s/veh		55.0			54.6			48.2			42.9	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.9	72.6		24.5	35.9	46.6		19.4
Change Period (Y+Rc), s	6.8	6.8		5.6	6.8	6.8		5.6
Max Green Setting (Gmax), s	4.0	67.2		27.0	33.2	38.0		27.0
Max Q Clear Time (g_c+I1), s	4.4	59.2		16.5	28.5	27.1		8.7
Green Ext Time (p_c), s	0.0	6.6		1.6	0.5	9.8		0.5

Intersection Summary		
HCM 2010 Ctrl Delay		48.3
HCM 2010 LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	424.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	139	2	266	0	0	0	696	485	18	3	306	190
Future Vol, veh/h	139	2	266	0	0	0	696	485	18	3	306	190
Conflicting Peds, #/hr	0	0	0	0	0	0	7	0	7	7	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	75	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	145	2	277	0	0	0	725	505	19	3	319	198

Major/Minor	Minor2						Major1			Major2		
Conflicting Flow All	2396	2412	425				524	0	0	531	0	0
Stage 1	431	431	-				-	-	-	-	-	-
Stage 2	1965	1981	-				-	-	-	-	-	-
Critical Hdwy	6.46	6.56	6.26				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.46	5.56	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.46	5.56	-				-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 36	32	621				1043	-	-	1036	-	-
Stage 1	647	576	-				-	-	-	-	-	-
Stage 2	~ 117	104	-				-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 11	0	617				1043	-	-	1036	-	-
Mov Cap-2 Maneuver	~ 11	0	-				-	-	-	-	-	-
Stage 1	640	0	-				-	-	-	-	-	-
Stage 2	~ 35	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 2166.5	9.2	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1043	-	-	11	617	1036	-	-
HCM Lane V/C Ratio	0.695	-	-	13.352	0.449	0.003	-	-
HCM Control Delay (s)	15.9	-	-	$ 6224.5	15.5	8.5	0	-
HCM Lane LOS	C	-	-	F	C	A	A	-
HCM 95th %tile Q(veh)	5.9	-	-	19.8	2.3	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1575	509	586	697	0	825
Future Volume (vph)	1575	509	586	697	0	825
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-3%			-3%	-3%	
Total Lost time (s)	5.6	4.0	5.6	5.6		5.6
Lane Util. Factor	0.91	1.00	0.97	0.95		0.88
Frpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	1.00		0.85
Flt Protected	1.00	1.00	0.95	1.00		1.00
Satd. Flow (prot)	5111	1591	3485	3592		2828
Flt Permitted	1.00	1.00	0.95	1.00		1.00
Satd. Flow (perm)	5111	1591	3485	3592		2828
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1641	530	610	726	0	859
RTOR Reduction (vph)	0	0	0	0	0	5
Lane Group Flow (vph)	1641	530	610	726	0	854
Confl. Peds. (#/hr)						13
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Turn Type	NA	Free	Prot	NA		Over
Protected Phases	6		8	2 8		8
Permitted Phases		Free				8
Actuated Green, G (s)	25.2	59.8	23.4	59.8		23.4
Effective Green, g (s)	25.2	59.8	23.4	59.8		23.4
Actuated g/C Ratio	0.42	1.00	0.39	1.00		0.39
Clearance Time (s)	5.6		5.6			5.6
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	2153	1591	1363	3592		1106
v/s Ratio Prot	c0.32		0.18	0.20		c0.30
v/s Ratio Perm		0.33				
v/c Ratio	0.76	0.33	0.45	0.20		0.77
Uniform Delay, d1	14.7	0.0	13.4	0.0		15.9
Progression Factor	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	1.6	0.6	0.2	0.0		3.4
Delay (s)	16.4	0.6	13.7	0.0		19.3
Level of Service	B	A	B	A		B
Approach Delay (s)	12.5			6.3	19.3	
Approach LOS	B			A	B	

Intersection Summary

HCM 2000 Control Delay	11.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	59.8	Sum of lost time (s)	11.2
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	15	423	24	446	19	1745	696	327	871	26
Future Volume (veh/h)	0	0	15	423	24	446	19	1745	696	327	871	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1776	1776	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	449	0	219	19	1781	0	334	889	27
Adj No. of Lanes	0	1	1	2	0	1	1	2	2	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	7	7	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	41	598	0	259	47	1838	1447	353	2427	74
Arrive On Green	0.00	0.00	0.00	0.17	0.00	0.17	0.03	0.52	0.00	0.20	0.69	0.69
Sat Flow, veh/h	0	1776	1509	3548	0	1535	1774	3539	2787	1774	3506	106
Grp Volume(v), veh/h	0	0	0	449	0	219	19	1781	0	334	449	467
Grp Sat Flow(s),veh/h/ln	0	1776	1509	1774	0	1535	1774	1770	1393	1774	1770	1843
Q Serve(g_s), s	0.0	0.0	0.0	16.3	0.0	18.7	1.4	66.0	0.0	25.2	14.2	14.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	16.3	0.0	18.7	1.4	66.0	0.0	25.2	14.2	14.2
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	0	1	41	598	0	259	47	1838	1447	353	1225	1276
V/C Ratio(X)	0.00	0.00	0.00	0.75	0.00	0.85	0.41	0.97	0.00	0.95	0.37	0.37
Avail Cap(c_a), veh/h	0	26	62	681	0	295	105	1872	1474	353	1225	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	53.6	0.0	54.6	64.9	31.5	0.0	53.5	8.6	8.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.1	0.0	18.1	5.6	14.1	0.0	33.8	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	8.3	0.0	9.3	0.8	35.8	0.0	15.7	6.9	7.2
LnGrp Delay(d),s/veh	0.0	0.0	0.0	57.7	0.0	72.7	70.5	45.6	0.0	87.4	8.8	8.8
LnGrp LOS				E		E	E	D		F	A	A
Approach Vol, veh/h		0			668			1800			1250	
Approach Delay, s/veh		0.0			62.6			45.9			29.8	
Approach LOS					E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	32.1	75.5		0.0	8.7	98.9		28.0
Change Period (Y+Rc), s	5.1	5.1		3.0	5.1	5.1		5.1
Max Green Setting (Gmax), s	27.0	71.7		2.0	8.0	90.7		26.0
Max Q Clear Time (g_c+I1), s	27.2	68.0		0.0	3.4	16.2		20.7
Green Ext Time (p_c), s	0.0	2.4		0.0	0.0	48.4		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	43.5
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection

Int Delay, s/veh 18.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	972	25	20	847	65	16	1	29	77	2	30
Future Vol, veh/h	23	972	25	20	847	65	16	1	29	77	2	30
Conflicting Peds, #/hr	10	0	8	8	0	10	6	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	1023	26	21	892	68	17	1	31	81	2	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	970	0	0	1057	0	0	1588	2105	534	1540	2084	496
Stage 1	-	-	-	-	-	-	1093	1093	-	978	978	-
Stage 2	-	-	-	-	-	-	495	1012	-	562	1106	-
Critical Hdwy	4.16	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.23	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	700	-	-	655	-	-	72	51	491	~ 79	52	519
Stage 1	-	-	-	-	-	-	229	288	-	269	327	-
Stage 2	-	-	-	-	-	-	525	315	-	479	284	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	696	-	-	654	-	-	57	43	487	~ 64	44	511
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	43	-	~ 64	44	-
Stage 1	-	-	-	-	-	-	208	262	-	244	301	-
Stage 2	-	-	-	-	-	-	452	290	-	410	258	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.6	49.8	$ 319.8
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	127	696	-	-	654	-	-	83
HCM Lane V/C Ratio	0.381	0.035	-	-	0.032	-	-	1.382
HCM Control Delay (s)	49.8	10.4	0.4	-	10.7	0.4	-	$ 319.8
HCM Lane LOS	E	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	1.6	0.1	-	-	0.1	-	-	8.8

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	919	103	145	649	22	236	14	143	74	14	22
Future Volume (veh/h)	18	919	103	145	649	22	236	14	143	74	14	22
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	19	967	108	153	683	23	248	15	0	78	15	23
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	434	1804	201	292	1946	66	404	19	438	478	84	435
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.28	0.28	0.00	0.28	0.28	0.28
Sat Flow, veh/h	736	3206	358	517	3458	116	1112	67	1583	1399	304	1573
Grp Volume(v), veh/h	19	534	541	153	346	360	263	0	0	93	0	23
Grp Sat Flow(s),veh/h/ln	736	1770	1794	517	1752	1822	1179	0	1583	1703	0	1573
Q Serve(g_s), s	1.1	13.8	13.8	19.2	7.8	7.8	13.1	0.0	0.0	0.0	0.0	0.8
Cycle Q Clear(g_c), s	8.9	13.8	13.8	33.0	7.8	7.8	16.0	0.0	0.0	2.9	0.0	0.8
Prop In Lane	1.00		0.20	1.00		0.06	0.94		1.00	0.84		1.00
Lane Grp Cap(c), veh/h	434	996	1010	292	986	1025	422	0	438	562	0	435
V/C Ratio(X)	0.04	0.54	0.54	0.52	0.35	0.35	0.62	0.00	0.00	0.17	0.00	0.05
Avail Cap(c_a), veh/h	443	1017	1031	302	1019	1060	540	0	573	686	0	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.1	10.0	10.0	20.3	8.7	8.7	26.2	0.0	0.0	20.1	0.0	19.4
Incr Delay (d2), s/veh	0.0	0.5	0.5	1.5	0.2	0.2	1.5	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.8	6.9	2.8	3.8	4.0	5.1	0.0	0.0	1.4	0.0	0.3
LnGrp Delay(d),s/veh	11.1	10.5	10.5	21.8	8.9	8.9	27.7	0.0	0.0	20.2	0.0	19.4
LnGrp LOS	B	B	B	C	A	A	C			C		B
Approach Vol, veh/h		1094			859			263			116	
Approach Delay, s/veh		10.5			11.2			27.7			20.1	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.8		47.1		25.8		47.1
Change Period (Y+Rc), s		5.6		6.1		5.6		* 6.1
Max Green Setting (Gmax), s		26.4		41.9		26.4		* 42
Max Q Clear Time (g_c+I1), s		18.0		15.8		4.9		35.0
Green Ext Time (p_c), s		1.4		16.2		2.2		6.1

Intersection Summary

HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection

Int Delay, s/veh 236.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1168	13	32	640	0	5	0	59	364	77	172
Future Vol, veh/h	0	1168	13	32	640	0	5	0	59	364	77	172
Conflicting Peds, #/hr	0	0	8	8	0	0	1	0	3	3	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	240	-	-	0	-	85	120	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	1192	13	33	653	0	5	0	60	371	79	176

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	1213	0	0	1638	-	614	1317	1931	328
Stage 1	-	-	-	-	-	-	1206	-	-	718	718	-
Stage 2	-	-	-	-	-	-	432	-	-	599	1213	-
Critical Hdwy	-	-	-	4.18	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	-	-	-	2.24	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	0	-	-	560	-	0	66	0	435	~ 115	~ 65	668
Stage 1	0	-	-	-	-	0	195	0	-	386	431	-
Stage 2	0	-	-	-	-	0	572	0	-	455	253	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	558	-	-	-	-	430	~ 94	~ 61	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	~ 94	~ 61	-
Stage 1	-	-	-	-	-	-	195	-	-	386	406	-
Stage 2	-	-	-	-	-	-	320	-	-	390	251	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6		$ 975.8
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	430	-	-	558	-	94	164
HCM Lane V/C Ratio	-	0.14	-	-	0.059	-	3.951	1.549
HCM Control Delay (s)	-	14.7	-	-	11.9	-	$ 1420.8	$ 325.4
HCM Lane LOS	-	B	-	-	B	-	F	F
HCM 95th %tile Q(veh)	-	0.5	-	-	0.2	-	38.3	16.9

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1418	214	91	672	0	0
Future Vol, veh/h	1418	214	91	672	0	0
Conflicting Peds, #/hr	0	11	11	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	5	5	2	2
Mvmt Flow	1462	221	94	693	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1693	0	2117	852
Stage 1	-	-	-	-	1583	-
Stage 2	-	-	-	-	534	-
Critical Hdwy	-	-	4.2	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.25	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	360	-	43	303
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	552	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	360	-	31	300
Mov Cap-2 Maneuver	-	-	-	-	31	-
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	408	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	360	-
HCM Lane V/C Ratio	-	-	-	0.261	-
HCM Control Delay (s)	0	-	-	18.5	-
HCM Lane LOS	A	-	-	C	-
HCM 95th %tile Q(veh)	-	-	-	1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	369	993	56	32	431	623	52	270	43	276	53	280
Future Volume (veh/h)	369	993	56	32	431	623	52	270	43	276	53	280
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1776	1776	1776
Adj Flow Rate, veh/h	377	1013	57	33	440	636	53	276	44	282	54	0
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	7	7	7
Cap, veh/h	371	1553	87	75	511	449	520	554	88	287	629	534
Arrive On Green	0.21	0.46	0.46	0.04	0.29	0.29	0.35	0.35	0.35	0.35	0.35	0.00
Sat Flow, veh/h	1774	3406	192	1774	1770	1553	1341	1565	249	999	1776	1509
Grp Volume(v), veh/h	377	526	544	33	440	636	53	0	320	282	54	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1828	1774	1770	1553	1341	0	1814	999	1776	1509
Q Serve(g_s), s	20.9	23.0	23.0	1.8	23.5	28.9	2.7	0.0	13.8	21.6	2.0	0.0
Cycle Q Clear(g_c), s	20.9	23.0	23.0	1.8	23.5	28.9	4.8	0.0	13.8	35.4	2.0	0.0
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	371	807	833	75	511	449	520	0	642	287	629	534
V/C Ratio(X)	1.02	0.65	0.65	0.44	0.86	1.42	0.10	0.00	0.50	0.98	0.09	0.00
Avail Cap(c_a), veh/h	371	807	833	124	511	449	520	0	642	287	629	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.5	21.1	21.1	46.8	33.6	35.6	23.1	0.0	25.3	41.8	21.5	0.0
Incr Delay (d2), s/veh	51.1	1.9	1.8	4.1	13.9	200.4	0.1	0.0	0.6	47.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.5	11.7	12.1	1.0	13.5	37.3	1.0	0.0	7.0	11.6	1.0	0.0
LnGrp Delay(d),s/veh	90.7	22.9	22.9	50.8	47.5	235.9	23.2	0.0	25.9	89.6	21.6	0.0
LnGrp LOS	F	C	C	D	D	F	C		C	F	C	
Approach Vol, veh/h		1447			1109			373			336	
Approach Delay, s/veh		40.6			155.7			25.5			78.6	
Approach LOS		D			F			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.3	50.7		40.0	26.0	34.0		40.0
Change Period (Y+Rc), s	5.1	5.1		4.6	5.1	5.1		4.6
Max Green Setting (Gmax), s	7.0	42.8		35.4	20.9	28.9		35.4
Max Q Clear Time (g_c+I1), s	3.8	25.0		37.4	22.9	30.9		15.8
Green Ext Time (p_c), s	0.0	13.3		0.0	0.0	0.0		3.8

Intersection Summary		
HCM 2010 Ctrl Delay		81.9
HCM 2010 LOS		F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	799	137	241	570	194	129	870	82	153	634	308
Future Volume (veh/h)	87	799	137	241	570	194	129	870	82	153	634	308
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1825	1825	1825	1845	1845	1845	1810	1810	1810
Adj Flow Rate, veh/h	91	832	143	251	594	202	134	906	85	159	660	321
Adj No. of Lanes	1	2	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	5	5	5
Cap, veh/h	111	920	404	275	649	548	160	988	440	183	1022	444
Arrive On Green	0.06	0.26	0.26	0.16	0.36	0.36	0.09	0.28	0.28	0.11	0.30	0.30
Sat Flow, veh/h	1774	3539	1556	1739	1825	1540	1757	3505	1560	1723	3438	1494
Grp Volume(v), veh/h	91	832	143	251	594	202	134	906	85	159	660	321
Grp Sat Flow(s),veh/h/ln	1774	1770	1556	1739	1825	1540	1757	1752	1560	1723	1719	1494
Q Serve(g_s), s	6.4	28.7	9.5	17.9	39.2	12.3	9.5	31.6	5.2	11.5	21.1	24.3
Cycle Q Clear(g_c), s	6.4	28.7	9.5	17.9	39.2	12.3	9.5	31.6	5.2	11.5	21.1	24.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	920	404	275	649	548	160	988	440	183	1022	444
V/C Ratio(X)	0.82	0.90	0.35	0.91	0.91	0.37	0.84	0.92	0.19	0.87	0.65	0.72
Avail Cap(c_a), veh/h	111	923	406	288	664	560	221	1053	468	190	1022	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.4	45.2	38.1	52.2	38.8	30.2	56.4	43.9	34.4	55.5	38.6	39.7
Incr Delay (d2), s/veh	36.4	12.2	0.5	30.4	17.2	0.4	17.8	11.9	0.2	31.3	1.4	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	15.5	4.1	11.0	22.9	5.3	5.4	16.9	2.3	7.1	10.2	10.7
LnGrp Delay(d),s/veh	94.9	57.4	38.6	82.6	56.0	30.6	74.3	55.8	34.6	86.8	40.0	45.4
LnGrp LOS	F	E	D	F	E	C	E	E	C	F	D	D
Approach Vol, veh/h		1066			1047			1125			1140	
Approach Delay, s/veh		58.1			57.5			56.4			48.0	
Approach LOS		E			E			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	41.7	26.1	38.9	17.6	43.6	14.0	51.0
Change Period (Y+Rc), s	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Max Green Setting (Gmax), s	13.9	37.9	20.9	32.9	15.9	35.9	7.9	45.9
Max Q Clear Time (g_c+I1), s	13.5	33.6	19.9	30.7	11.5	26.3	8.4	41.2
Green Ext Time (p_c), s	0.0	2.0	0.1	1.8	0.1	7.3	0.0	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	54.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	378	236	136	391	111	161	715	73	126	1295	201
Future Volume (veh/h)	164	378	236	136	391	111	161	715	73	126	1295	201
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1881	1881	1881	1919
Adj Flow Rate, veh/h	173	398	128	143	412	0	169	753	77	133	1363	0
Adj No. of Lanes	2	1	1	2	1	1	1	3	0	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	510	431	273	495	421	201	1690	172	165	1756	0
Arrive On Green	0.08	0.27	0.27	0.08	0.27	0.00	0.11	0.36	0.36	0.09	0.34	0.00
Sat Flow, veh/h	3476	1881	1592	3390	1835	1560	1756	4640	471	1792	5305	0
Grp Volume(v), veh/h	173	398	128	143	412	0	169	543	287	133	1363	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1592	1695	1835	1560	1756	1678	1756	1792	1712	0
Q Serve(g_s), s	4.7	19.0	6.2	3.9	20.5	0.0	9.2	11.9	12.1	7.1	23.1	0.0
Cycle Q Clear(g_c), s	4.7	19.0	6.2	3.9	20.5	0.0	9.2	11.9	12.1	7.1	23.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		0.00
Lane Grp Cap(c), veh/h	283	510	431	273	495	421	201	1222	639	165	1756	0
V/C Ratio(X)	0.61	0.78	0.30	0.52	0.83	0.00	0.84	0.44	0.45	0.81	0.78	0.00
Avail Cap(c_a), veh/h	286	567	480	279	566	481	231	1222	639	282	1913	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.1	32.8	28.1	42.9	33.4	0.0	42.2	23.4	23.5	43.3	28.6	0.0
Incr Delay (d2), s/veh	3.3	6.6	0.5	1.3	9.5	0.0	20.4	0.3	0.5	6.8	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	10.8	2.8	1.9	11.7	0.0	5.6	5.6	5.9	3.8	11.2	0.0
LnGrp Delay(d),s/veh	46.4	39.4	28.6	44.2	42.9	0.0	62.6	23.7	24.0	50.1	30.6	0.0
LnGrp LOS	D	D	C	D	D		E	C	C	D	C	
Approach Vol, veh/h		699			555			999			1496	
Approach Delay, s/veh		39.1			43.3			30.4			32.3	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	40.8	12.0	31.2	15.3	38.6	12.1	31.1
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 15	33.7	* 8	29.3	* 13	36.2	* 8	* 30
Max Q Clear Time (g_c+I1), s	9.1	14.1	5.9	21.0	11.2	25.1	6.7	22.5
Green Ext Time (p_c), s	0.1	14.7	0.1	4.0	0.1	8.1	0.1	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	34.7
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	334	423	156	113	372	285	252	1349	93	162	872	192
Future Volume (veh/h)	334	423	156	113	372	285	252	1349	93	162	872	192
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1835	1835	1835	1844	1844	1881	1881	1881	1919
Adj Flow Rate, veh/h	341	432	43	115	380	0	257	1377	95	165	890	0
Adj No. of Lanes	2	1	1	2	1	1	1	3	0	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	407	535	448	259	447	380	289	1652	114	196	1484	0
Arrive On Green	0.12	0.28	0.28	0.08	0.24	0.00	0.16	0.34	0.34	0.11	0.29	0.00
Sat Flow, veh/h	3476	1881	1577	3390	1835	1560	1756	4803	331	1792	5305	0
Grp Volume(v), veh/h	341	432	43	115	380	0	257	962	510	165	890	0
Grp Sat Flow(s),veh/h/ln	1738	1881	1577	1695	1835	1560	1756	1678	1778	1792	1712	0
Q Serve(g_s), s	9.7	21.5	2.0	3.3	19.9	0.0	14.4	26.5	26.5	9.1	15.0	0.0
Cycle Q Clear(g_c), s	9.7	21.5	2.0	3.3	19.9	0.0	14.4	26.5	26.5	9.1	15.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.00
Lane Grp Cap(c), veh/h	407	535	448	259	447	380	289	1154	611	196	1484	0
V/C Ratio(X)	0.84	0.81	0.10	0.44	0.85	0.00	0.89	0.83	0.83	0.84	0.60	0.00
Avail Cap(c_a), veh/h	442	563	472	270	474	403	335	1181	625	228	1484	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.5	33.4	26.5	44.4	36.3	0.0	41.1	30.4	30.4	43.9	30.8	0.0
Incr Delay (d2), s/veh	12.0	8.4	0.1	0.9	13.5	0.0	21.3	5.2	9.3	20.2	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	12.4	0.9	1.6	11.7	0.0	8.7	13.1	14.6	5.6	7.2	0.0
LnGrp Delay(d),s/veh	55.5	41.9	26.6	45.3	49.8	0.0	62.4	35.6	39.7	64.1	31.4	0.0
LnGrp LOS	E	D	C	D	D		E	D	D	E	C	
Approach Vol, veh/h		816			495			1729			1055	
Approach Delay, s/veh		46.8			48.8			40.8			36.5	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	40.0	11.9	33.5	20.8	34.5	16.0	29.4
Change Period (Y+Rc), s	* 4.2	5.4	* 4.2	4.9	* 4.2	5.4	* 4.2	* 4.9
Max Green Setting (Gmax), s	* 13	35.4	* 8	30.1	* 19	29.0	* 13	* 26
Max Q Clear Time (g_c+I1), s	11.1	28.5	5.3	23.5	16.4	17.0	11.7	21.9
Green Ext Time (p_c), s	0.1	6.1	0.1	3.2	0.2	10.1	0.1	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	41.8
HCM 2010 LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	2	299	0	0	0	361	188	7	1	241	181
Future Volume (veh/h)	45	2	299	0	0	0	361	188	7	1	241	181
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1776	1776				1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	47	2	30				380	198	7	1	254	51
Adj No. of Lanes	0	1	1				1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	7	7				2	2	2	2	2	2
Cap, veh/h	123	5	114				478	991	35	5	430	86
Arrive On Green	0.08	0.08	0.08				0.27	0.55	0.55	0.00	0.29	0.29
Sat Flow, veh/h	1625	69	1509				1774	1788	63	1774	1503	302
Grp Volume(v), veh/h	49	0	30				380	0	205	1	0	305
Grp Sat Flow(s),veh/h/ln	1694	0	1509				1774	0	1851	1774	0	1805
Q Serve(g_s), s	1.0	0.0	0.7				7.3	0.0	2.0	0.0	0.0	5.3
Cycle Q Clear(g_c), s	1.0	0.0	0.7				7.3	0.0	2.0	0.0	0.0	5.3
Prop In Lane	0.96		1.00				1.00		0.03	1.00		0.17
Lane Grp Cap(c), veh/h	128	0	114				478	0	1026	5	0	517
V/C Ratio(X)	0.38	0.00	0.26				0.79	0.00	0.20	0.21	0.00	0.59
Avail Cap(c_a), veh/h	833	0	742				848	0	1694	242	0	1035
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	16.0				12.4	0.0	4.1	18.2	0.0	11.2
Incr Delay (d2), s/veh	1.9	0.0	1.2				3.0	0.0	0.1	19.8	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0				3.9	0.0	1.1	0.0	0.0	2.8
LnGrp Delay(d),s/veh	18.0	0.0	17.2				15.5	0.0	4.2	38.0	0.0	12.3
LnGrp LOS	B		B				B		A	D		B
Approach Vol, veh/h		79						585			306	
Approach Delay, s/veh		17.7						11.5			12.4	
Approach LOS		B						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	4.6	24.8		7.3	14.4	15.0		
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s	5.0	33.5		18.0	17.5	21.0		
Max Q Clear Time (g_c+I1), s	2.0	4.0		3.0	9.3	7.3		
Green Ext Time (p_c), s	0.0	3.3		0.2	0.8	2.6		

Intersection Summary	
HCM 2010 Ctrl Delay	12.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	2	266	0	0	0	696	485	18	3	306	190
Future Volume (veh/h)	139	2	266	0	0	0	696	485	18	3	306	190
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1792	1792				1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	145	2	74				725	505	19	3	319	43
Adj No. of Lanes	0	1	1				1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	6	6				2	2	2	2	2	2
Cap, veh/h	194	3	176				777	1248	47	10	429	58
Arrive On Green	0.12	0.12	0.12				0.44	0.70	0.70	0.01	0.27	0.27
Sat Flow, veh/h	1685	23	1524				1774	1783	67	1774	1605	216
Grp Volume(v), veh/h	147	0	74				725	0	524	3	0	362
Grp Sat Flow(s),veh/h/ln	1708	0	1524				1774	0	1851	1774	0	1821
Q Serve(g_s), s	6.9	0.0	3.7				32.0	0.0	9.8	0.1	0.0	15.0
Cycle Q Clear(g_c), s	6.9	0.0	3.7				32.0	0.0	9.8	0.1	0.0	15.0
Prop In Lane	0.99		1.00				1.00		0.04	1.00		0.12
Lane Grp Cap(c), veh/h	197	0	176				777	0	1295	10	0	486
V/C Ratio(X)	0.75	0.00	0.42				0.93	0.00	0.40	0.30	0.00	0.74
Avail Cap(c_a), veh/h	393	0	351				959	0	1530	172	0	697
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	33.9				22.0	0.0	5.2	40.9	0.0	27.7
Incr Delay (d2), s/veh	5.5	0.0	1.6				13.7	0.0	0.2	15.9	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.1				18.5	0.0	5.0	0.1	0.0	7.9
LnGrp Delay(d),s/veh	40.9	0.0	35.5				35.7	0.0	5.4	56.7	0.0	30.2
LnGrp LOS	D		D				D		A	E		C
Approach Vol, veh/h		221						1249			365	
Approach Delay, s/veh		39.1						23.0			30.5	
Approach LOS		D						C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	5.1	63.3		14.1	40.8	27.6		
Change Period (Y+Rc), s	4.6	5.6		4.6	4.6	5.6		
Max Green Setting (Gmax), s	8.0	68.2		19.0	44.6	31.6		
Max Q Clear Time (g_c+I1), s	2.1	11.8		8.9	34.0	17.0		
Green Ext Time (p_c), s	0.0	7.1		0.7	2.1	5.0		

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	468	19	21	784	53	13	1	7	24	2	12
Future Volume (veh/h)	24	468	19	21	784	53	13	1	7	24	2	12
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		1.00	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1792	1900	1900	1845	1900	1900	1667	1900	1900	1863	1900
Adj Flow Rate, veh/h	27	532	22	24	891	60	15	1	8	27	2	14
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	6	6	6	3	3	3	14	14	14	2	2	2
Cap, veh/h	184	1740	70	166	1792	119	305	5	39	312	6	41
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	51	3113	126	29	3206	213	872	58	465	955	71	495
Grp Volume(v), veh/h	300	0	281	513	0	462	24	0	0	43	0	0
Grp Sat Flow(s),veh/h/ln	1682	0	1607	1809	0	1639	1395	0	0	1521	0	0
Q Serve(g_s), s	0.0	0.0	2.3	0.0	0.0	4.4	0.0	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	2.2	0.0	2.3	4.3	0.0	4.4	0.3	0.0	0.0	0.6	0.0	0.0
Prop In Lane	0.09		0.08	0.05		0.13	0.62		0.33	0.63		0.33
Lane Grp Cap(c), veh/h	1096	0	899	1161	0	916	349	0	0	360	0	0
V/C Ratio(X)	0.27	0.00	0.31	0.44	0.00	0.50	0.07	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	1330	0	1150	1434	0	1172	1174	0	0	1285	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.9	0.0	3.0	3.4	0.0	3.4	10.7	0.0	0.0	10.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.3	0.0	0.4	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.1	2.1	0.0	2.0	0.2	0.0	0.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	3.1	0.0	3.2	3.7	0.0	3.8	10.8	0.0	0.0	11.0	0.0	0.0
LnGrp LOS	A		A	A		A	B			B		
Approach Vol, veh/h		581			975			24			43	
Approach Delay, s/veh		3.1			3.7			10.8			11.0	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		18.6		6.6		18.6		6.6
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		4.3		2.6		6.4		2.3
Green Ext Time (p_c), s		8.3		0.2		7.4		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	3.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	972	25	20	847	65	16	1	29	77	2	30
Future Volume (veh/h)	23	972	25	20	847	65	16	1	29	77	2	30
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	24	1023	26	21	892	68	17	1	31	81	2	32
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	1971	49	129	1883	142	201	28	136	324	8	55
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	26	3340	84	23	3191	240	386	208	1024	1013	63	415
Grp Volume(v), veh/h	557	0	516	513	0	468	49	0	0	115	0	0
Grp Sat Flow(s),veh/h/ln	1787	0	1663	1805	0	1650	1619	0	0	1491	0	0
Q Serve(g_s), s	0.0	0.0	6.0	0.0	0.0	5.3	0.0	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	6.0	5.1	0.0	5.3	0.9	0.0	0.0	2.2	0.0	0.0
Prop In Lane	0.04		0.05	0.04		0.15	0.35		0.63	0.70		0.28
Lane Grp Cap(c), veh/h	1170	0	981	1180	0	974	364	0	0	387	0	0
V/C Ratio(X)	0.48	0.00	0.53	0.44	0.00	0.48	0.13	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	1370	0	1179	1381	0	1170	995	0	0	985	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.9	0.0	4.0	3.8	0.0	3.8	12.6	0.0	0.0	13.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.4	0.3	0.0	0.4	0.2	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	2.7	2.7	0.0	2.4	0.4	0.0	0.0	1.0	0.0	0.0
LnGrp Delay(d),s/veh	4.2	0.0	4.4	4.0	0.0	4.2	12.7	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A		A	A		A	B			B		
Approach Vol, veh/h		1073			981			49			115	
Approach Delay, s/veh		4.3			4.1			12.7			13.5	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		23.6		8.8		23.6		8.8
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		23.0		18.0		23.0		18.0
Max Q Clear Time (g_c+I1), s		8.0		4.2		7.3		2.9
Green Ext Time (p_c), s		11.2		0.7		11.6		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	548	3	32	699	0	4	0	14	195	45	221
Future Volume (veh/h)	0	548	3	32	699	0	4	0	14	195	45	221
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1792	1900	1827	1827	0	1900	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	623	3	36	794	0	5	0	16	222	51	251
Adj No. of Lanes	0	2	0	1	2	0	0	1	1	1	1	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	6	6	4	4	0	2	2	2	2	2	2
Cap, veh/h	0	1356	7	386	1355	0	437	0	595	507	103	508
Arrive On Green	0.00	0.39	0.39	0.39	0.39	0.00	0.38	0.00	0.38	0.38	0.38	0.38
Sat Flow, veh/h	0	3565	17	778	3563	0	666	0	1581	1390	274	1348
Grp Volume(v), veh/h	0	305	321	36	794	0	5	0	16	222	0	302
Grp Sat Flow(s),veh/h/ln	0	1703	1789	778	1736	0	666	0	1581	1390	0	1622
Q Serve(g_s), s	0.0	5.1	5.1	1.4	7.0	0.0	0.1	0.0	0.2	5.6	0.0	5.5
Cycle Q Clear(g_c), s	0.0	5.1	5.1	6.5	7.0	0.0	5.6	0.0	0.2	11.3	0.0	5.5
Prop In Lane	0.00		0.01	1.00		0.00	1.00		1.00	1.00		0.83
Lane Grp Cap(c), veh/h	0	664	698	386	1355	0	437	0	595	507	0	611
V/C Ratio(X)	0.00	0.46	0.46	0.09	0.59	0.00	0.01	0.00	0.03	0.44	0.00	0.49
Avail Cap(c_a), veh/h	0	795	835	446	1620	0	534	0	738	632	0	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.7	8.7	11.2	9.3	0.0	11.4	0.0	7.6	13.6	0.0	9.2
Incr Delay (d2), s/veh	0.0	0.5	0.5	0.1	0.4	0.0	0.0	0.0	0.0	0.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.5	2.6	0.3	3.4	0.0	0.0	0.0	0.1	2.2	0.0	2.5
LnGrp Delay(d),s/veh	0.0	9.2	9.2	11.3	9.7	0.0	11.4	0.0	7.6	14.2	0.0	9.8
LnGrp LOS		A	A	B	A		B		A	B		A
Approach Vol, veh/h		626			830			21			524	
Approach Delay, s/veh		9.2			9.8			8.5			11.7	
Approach LOS		A			A			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		19.6		19.0		19.6		19.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		7.1		13.3		9.0		7.6
Green Ext Time (p_c), s		6.7		1.2		5.8		2.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1168	13	32	640	0	5	0	59	364	77	172
Future Volume (veh/h)	0	1168	13	32	640	0	5	0	59	364	77	172
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1827	1827	0	1900	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	0	1192	13	33	653	0	5	0	60	371	79	176
Adj No. of Lanes	0	2	0	1	2	0	0	1	1	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	4	4	0	2	2	2	2	2	2
Cap, veh/h	0	1593	17	221	1542	0	436	0	591	488	192	428
Arrive On Green	0.00	0.44	0.44	0.44	0.44	0.00	0.37	0.00	0.37	0.37	0.37	0.37
Sat Flow, veh/h	0	3679	39	453	3563	0	778	0	1580	1335	514	1144
Grp Volume(v), veh/h	0	588	617	33	653	0	5	0	60	371	0	255
Grp Sat Flow(s),veh/h/ln	0	1770	1855	453	1736	0	778	0	1580	1335	0	1658
Q Serve(g_s), s	0.0	13.7	13.7	3.2	6.4	0.0	0.2	0.0	1.2	12.7	0.0	5.6
Cycle Q Clear(g_c), s	0.0	13.7	13.7	16.9	6.4	0.0	5.8	0.0	1.2	18.5	0.0	5.6
Prop In Lane	0.00		0.02	1.00		0.00	1.00		1.00	1.00		0.69
Lane Grp Cap(c), veh/h	0	786	824	221	1542	0	436	0	591	488	0	620
V/C Ratio(X)	0.00	0.75	0.75	0.15	0.42	0.00	0.01	0.00	0.10	0.76	0.00	0.41
Avail Cap(c_a), veh/h	0	805	844	226	1578	0	436	0	591	488	0	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.4	11.4	18.5	9.4	0.0	13.6	0.0	10.1	18.9	0.0	11.5
Incr Delay (d2), s/veh	0.0	3.8	3.6	0.3	0.2	0.0	0.0	0.0	0.1	6.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.4	7.7	0.4	3.0	0.0	0.1	0.0	0.5	5.9	0.0	2.6
LnGrp Delay(d),s/veh	0.0	15.3	15.1	18.8	9.6	0.0	13.6	0.0	10.2	25.7	0.0	11.9
LnGrp LOS		B	B	B	A		B		B	C		B
Approach Vol, veh/h		1205			686			65			626	
Approach Delay, s/veh		15.2			10.0			10.4			20.1	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		26.5		23.0		26.5		23.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		22.5		18.5		22.5		18.5
Max Q Clear Time (g_c+I1), s		15.7		20.5		18.9		7.8
Green Ext Time (p_c), s		5.5		0.0		3.0		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	384	25	8	507	337	23	78	3	210	56	275
Future Volume (veh/h)	210	384	25	8	507	337	23	78	3	210	56	275
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1863	1863	1863	1863	1863	1900	1792	1792	1792
Adj Flow Rate, veh/h	233	427	28	9	563	127	26	87	3	233	62	0
Adj No. of Lanes	1	2	0	1	1	1	1	1	0	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	6	6	6
Cap, veh/h	277	1712	112	28	691	582	422	483	17	387	483	411
Arrive On Green	0.16	0.51	0.51	0.02	0.37	0.37	0.27	0.27	0.27	0.27	0.27	0.00
Sat Flow, veh/h	1757	3339	218	1774	1863	1568	1328	1790	62	1245	1792	1524
Grp Volume(v), veh/h	233	223	232	9	563	127	26	0	90	233	62	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1804	1774	1863	1568	1328	0	1851	1245	1792	1524
Q Serve(g_s), s	9.5	5.2	5.3	0.4	20.0	4.1	1.1	0.0	2.7	13.0	1.9	0.0
Cycle Q Clear(g_c), s	9.5	5.2	5.3	0.4	20.0	4.1	3.0	0.0	2.7	15.7	1.9	0.0
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	277	899	925	28	691	582	422	0	499	387	483	411
V/C Ratio(X)	0.84	0.25	0.25	0.32	0.81	0.22	0.06	0.00	0.18	0.60	0.13	0.00
Avail Cap(c_a), veh/h	356	983	1012	169	845	711	552	0	681	510	659	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.0	10.0	10.0	35.7	20.8	15.8	21.4	0.0	20.6	26.6	20.3	0.0
Incr Delay (d2), s/veh	13.3	0.1	0.1	6.2	5.1	0.2	0.1	0.0	0.2	1.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	2.5	2.6	0.2	11.2	1.8	0.4	0.0	1.4	4.6	1.0	0.0
LnGrp Delay(d),s/veh	43.3	10.1	10.1	42.0	25.9	16.0	21.5	0.0	20.8	28.1	20.4	0.0
LnGrp LOS	D	B	B	D	C	B	C		C	C	C	
Approach Vol, veh/h		688			699			116			295	
Approach Delay, s/veh		21.4			24.3			20.9			26.5	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	42.8		24.4	16.7	32.3		24.4
Change Period (Y+Rc), s	5.1	5.1		4.6	5.1	5.1		4.6
Max Green Setting (Gmax), s	7.0	41.2		27.0	14.9	33.3		27.0
Max Q Clear Time (g_c+I1), s	2.4	7.3		17.7	11.5	22.0		5.0
Green Ext Time (p_c), s	0.0	8.4		1.2	0.2	5.2		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	23.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	369	993	56	32	431	623	52	270	43	276	53	280
Future Volume (veh/h)	369	993	56	32	431	623	52	270	43	276	53	280
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1776	1776	1776
Adj Flow Rate, veh/h	377	1013	57	33	440	443	53	276	44	282	54	0
Adj No. of Lanes	1	2	0	1	1	1	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	7	7	7
Cap, veh/h	364	1553	87	75	546	455	520	554	88	287	629	534
Arrive On Green	0.20	0.46	0.46	0.04	0.29	0.29	0.35	0.35	0.35	0.35	0.35	0.00
Sat Flow, veh/h	1774	3406	192	1774	1863	1554	1341	1565	249	999	1776	1509
Grp Volume(v), veh/h	377	526	544	33	440	443	53	0	320	282	54	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1828	1774	1863	1554	1341	0	1814	999	1776	1509
Q Serve(g_s), s	20.5	23.0	23.0	1.8	21.9	28.2	2.7	0.0	13.8	21.6	2.0	0.0
Cycle Q Clear(g_c), s	20.5	23.0	23.0	1.8	21.9	28.2	4.8	0.0	13.8	35.4	2.0	0.0
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	364	807	833	75	546	455	520	0	642	287	629	534
V/C Ratio(X)	1.04	0.65	0.65	0.44	0.81	0.97	0.10	0.00	0.50	0.98	0.09	0.00
Avail Cap(c_a), veh/h	364	807	833	124	546	455	520	0	642	287	629	534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.8	21.1	21.1	46.8	32.7	35.0	23.1	0.0	25.3	41.8	21.5	0.0
Incr Delay (d2), s/veh	57.0	1.9	1.8	4.1	8.7	35.1	0.1	0.0	0.6	47.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.8	11.7	12.1	1.0	12.6	16.5	1.0	0.0	7.0	11.6	1.0	0.0
LnGrp Delay(d),s/veh	96.7	22.9	22.9	50.8	41.4	70.1	23.2	0.0	25.9	89.6	21.6	0.0
LnGrp LOS	F	C	C	D	D	E	C		C	F	C	
Approach Vol, veh/h		1447			916			373			336	
Approach Delay, s/veh		42.1			55.6			25.5			78.6	
Approach LOS		D			E			C			E	

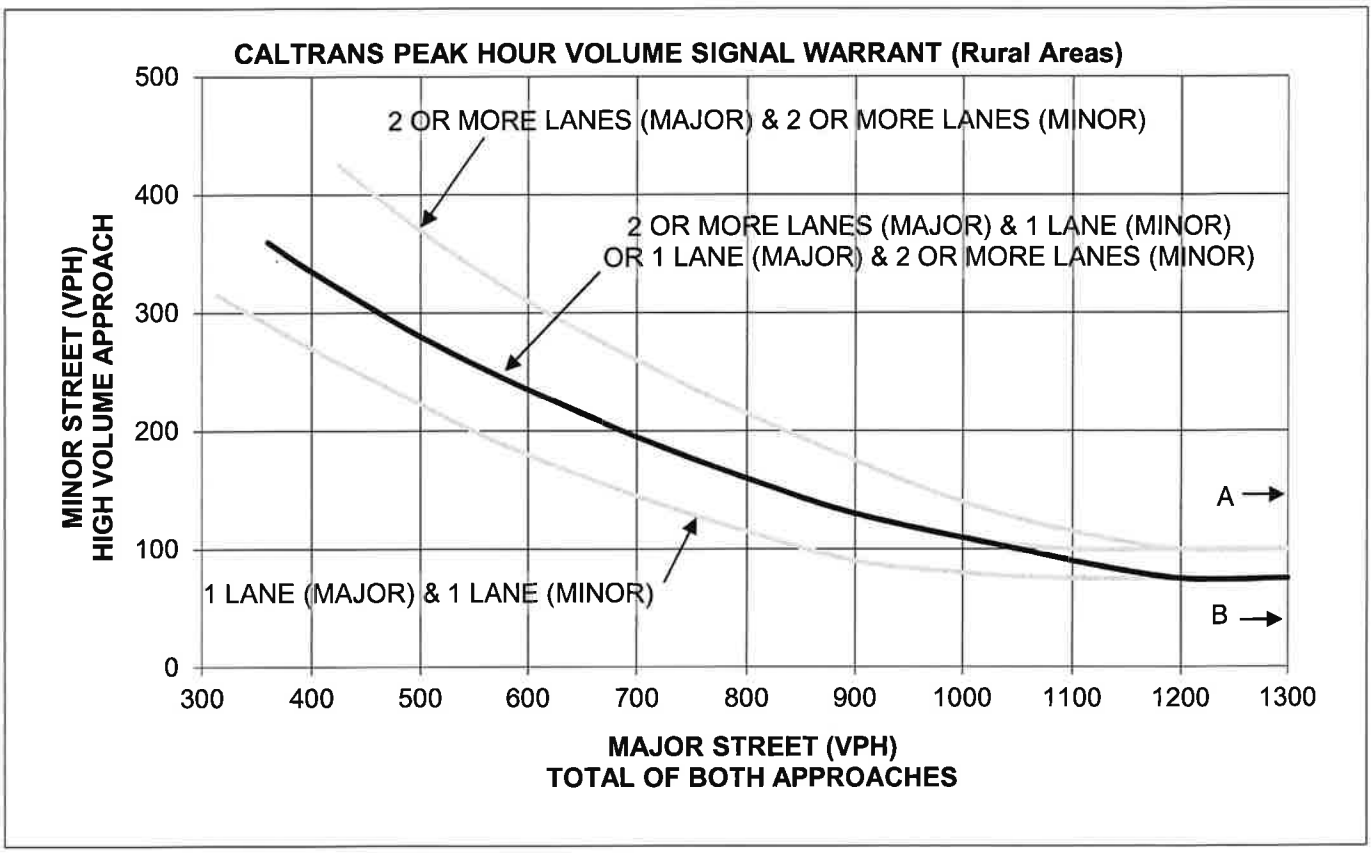
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.3	50.7		40.0	25.6	34.4		40.0
Change Period (Y+Rc), s	5.1	5.1		4.6	5.1	5.1		4.6
Max Green Setting (Gmax), s	7.0	42.8		35.4	20.5	29.3		35.4
Max Q Clear Time (g_c+I1), s	3.8	25.0		37.4	22.5	30.2		15.8
Green Ext Time (p_c), s	0.0	11.1		0.0	0.0	0.0		3.8

Intersection Summary		
HCM 2010 Ctrl Delay		48.1
HCM 2010 LOS		D

K. Warrant Worksheets

Warrant 3A - Peak Hour Warrant

Intersection #4 - Sherwood Drive / Sherwood Place



Scenario	Sherwood North/South	Sherwood East/West	Warrant Met?
A. Cum+Pro AM	3285	142	Yes
B. Cum+Pro PM	3337	44	No

Notes:

1. 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.
2. Bold line applies to intersection geometry.
3. Northbound and Westbound right turn movement have been excluded from this analysis, as they are free right turns and would not be controlled by a potential signal at this location.

Warrant 3 (Part B) - Peak Hour Delay
#4 - Sherwood Drive / Sherwood Place

Number of Approaches to Intersection: 3 approaches **Minimum Entering Vehicles:** **650**

Total Entering Volumes: Cum+Pro AM: 3,486 vehicles
Cum+Pro PM: 3,491 vehicles

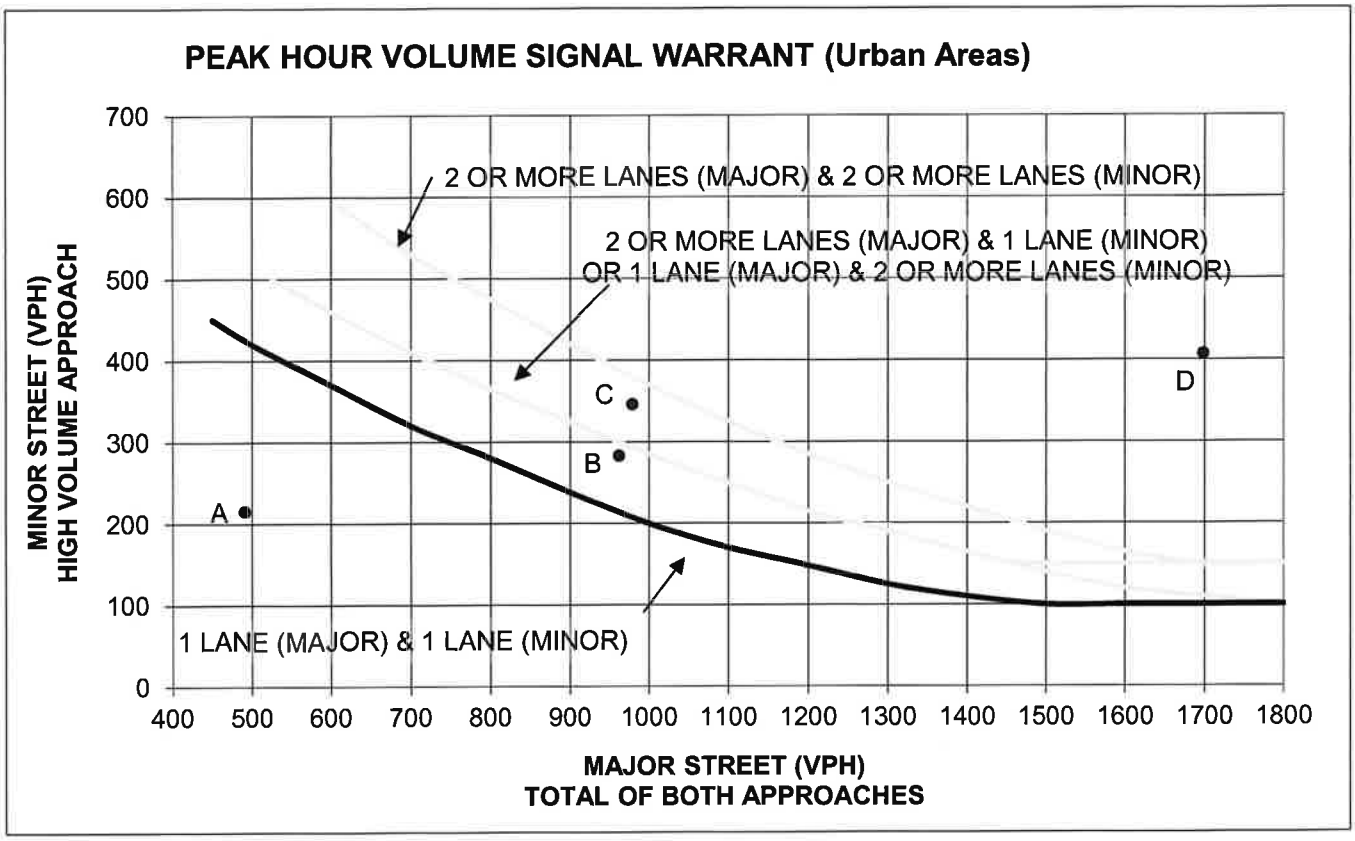
Street	Direction	Scenario	Peak Hour	No. of Stopped Vehicles	Average Vehicle Delay (sec)	Total Vehicle Delay (sec)	Total Delay (hours)	Min. 4 Veh-Hrs of Delay? (Approach)	At least 100 Veh? (Approach)	At least 650 Veh? (Intersection)	Warrant Met?
Sherwood Place	WB	Cum+Pro	AM	142	37.6	5,339	1.48	NO	Yes	Yes	**NO**
Sherwood Place	WB	Cum+Pro	PM	44	49.1	2,160	0.60	NO	NO	Yes	**NO**

Notes:
1. Warrant based on level of service calculations.
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound.
3. Cum+Pro = Cumulative Plus Project.

Warrant 3A - Peak Hour Warrant

Intersection #7 -

Kern Street / US 101 Northbound Ramps - Mobray Way



Scenario	Kern North/South	US 101 NB East/West	Warrant Met?
A. Bk+Pro AM	491	215	No
B. Bk+Pro PM	962	283	Yes
C. Cum+Pro AM	979	346	Yes
D. Cum+Pro PM	1698	407	Yes

Notes:

1. 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.
2. Bold line applies to intersection geometry.

Warrant 3 (Part B) - Peak Hour Delay
#7 - Kern Street / US 101 Northbound Ramps - Mobray Way

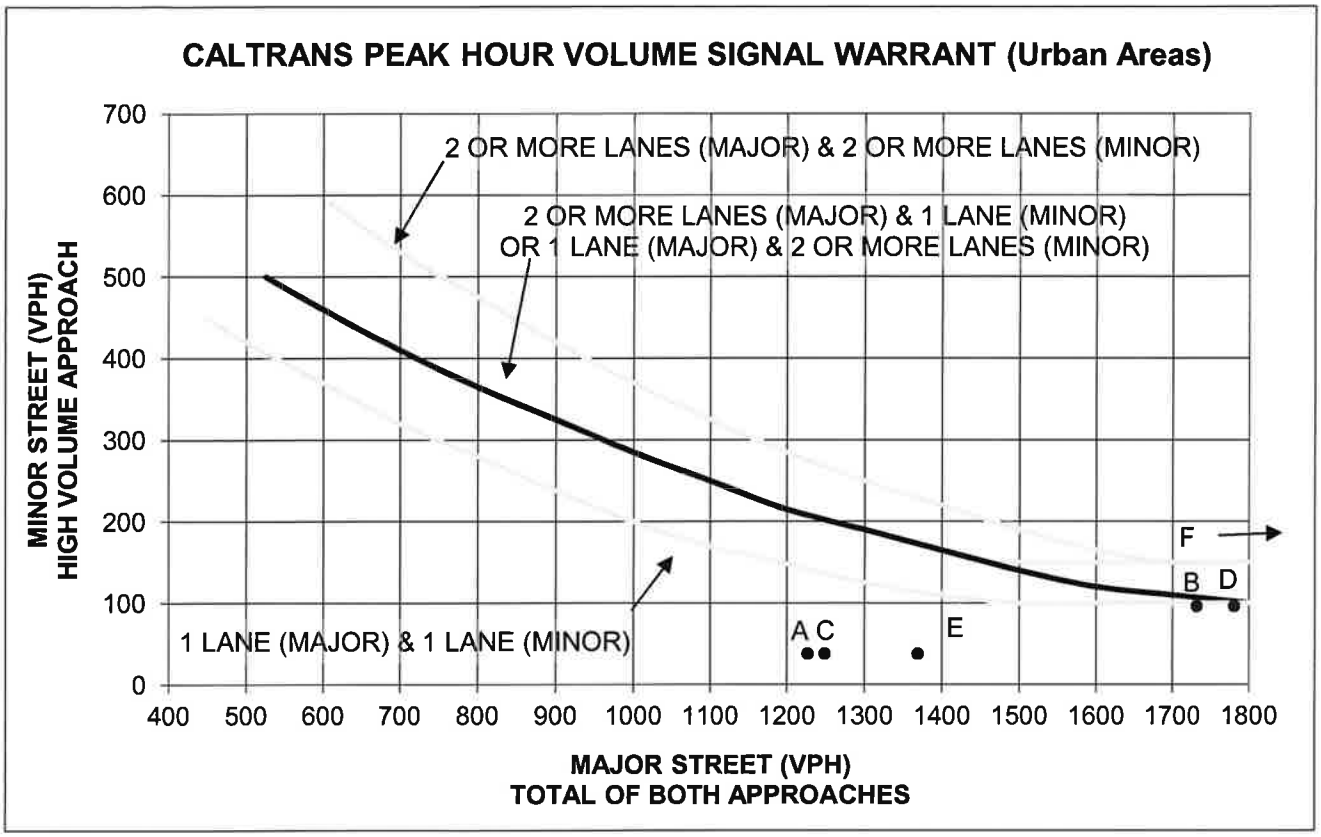
Number of Approaches to Intersection:		4 approaches	**Minimum Entering Vehicles:**	**800 vehicles**
Total Entering Volumes:	Bk+Pro AM:	706 vehicles		
	Bk+Pro PM:	1,248 vehicles		
	Cum+Pro AM:	910 vehicles		
	Cum+Pro PM:	1,676 vehicles		

Street	Direction	Scenario	Peak Hour	No. of Stopped Vehicles	Average Vehicle Delay (sec)	Total Vehicle Delay (sec)	Total Delay (hours)	Min. 4 Veh-Hrs of Delay? (Approach)	At least 100 Veh? (Approach)	At least 800 Veh? (Intersection)	Warrant Met?
US 101 NB	EB	Bk+Pro	AM	215	11.0	2,365.0	0.66	NO	Yes	NO	**NO**
US 101 NB	EB	Bk+Pro	PM	283	71.2	20,149.6	5.60	Yes	Yes	Yes	**Yes**
US 101 NB	EB	Cum+Pro	AM	346	21.3	7,369.8	2.05	NO	Yes	Yes	**NO**
US 101 NB	EB	Cum+Pro	PM	407	266.5	108,465.5	30.13	Yes	Yes	Yes	**Yes**

Notes:
1. Warrant based on level of service calculations.
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound.
3. Bk+Pro, Cum+Pro = Background Plus Project, Cumulative Plus Project

Warrant 3A - Peak-Hour Warrant

Intersection #10 - Sun Street - E Market Street



Scenario	E Market East/West	Sun North/South	Warrant Met?
A. Ex+Pro AM	1227	38	No
B. Ex+Pro PM	1732	96	No
C. Bk+Pro AM	1249	38	No
D. Bk+Pro PM	1781	96	No
E. Cum+Pro AM	1369	38	No
F. Cum+Pro PM	1952	109	Yes

Notes:

1. 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

2. Bold line applies to intersection geometry.

Warrant 3 (Part B) - Peak Hour Delay
#10 - Sun Street / E Market Street

Number of Approaches to Intersection: 4 approaches **Minimum Entering Vehicles: 800**

Total Entering Volumes:

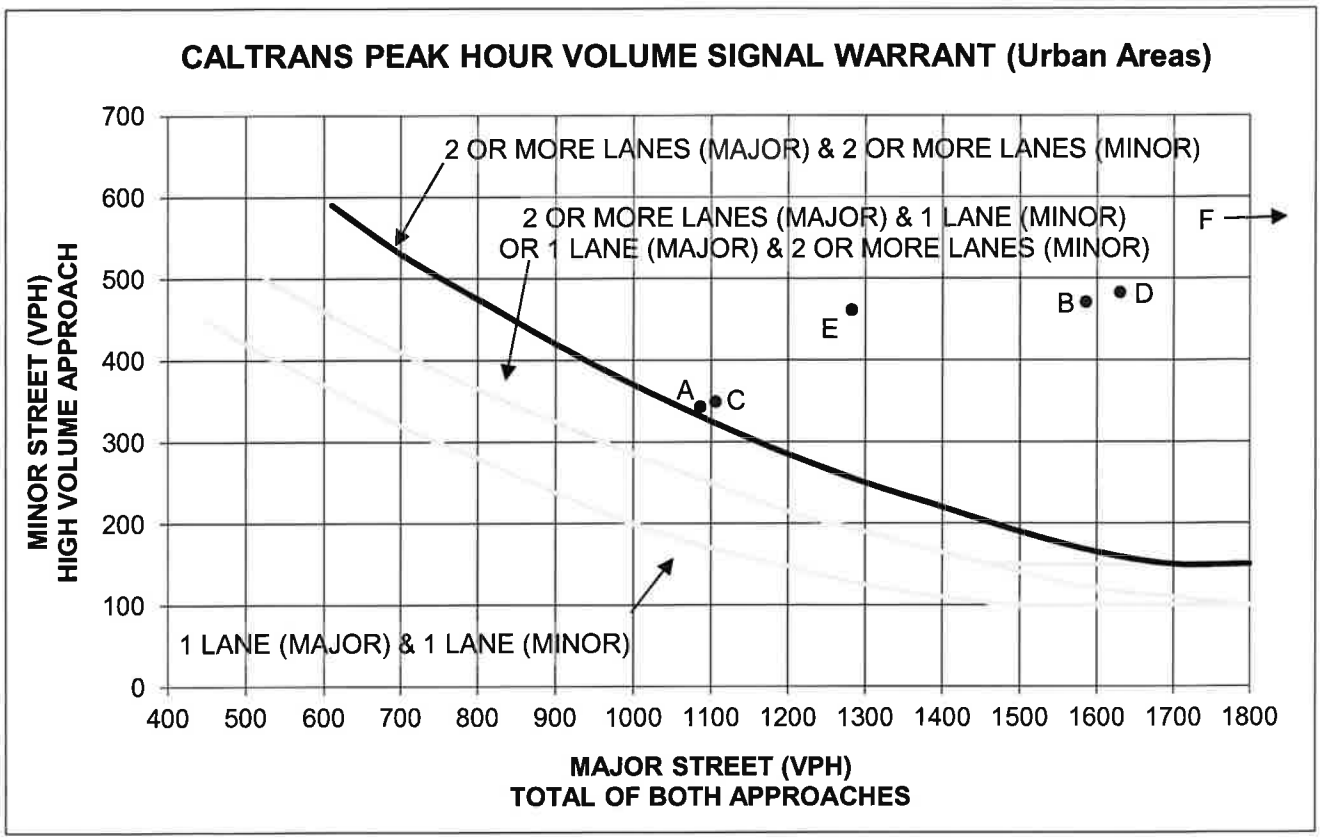
Ex+Pro AM:	1,284 vehicles	Cum+Pro AM:	1,470 vehicles
Ex+Pro PM:	1,875 vehicles	Cum+Pro PM:	2,058 vehicles
Bk+Pro AM:	1,306 vehicles		
Bk+Pro PM:	1,924 vehicles		

Street	Direction	Scenario	Peak Hour	No. of Stopped Vehicles	Average Vehicle Delay (sec)	Total Vehicle Delay (sec)	Total Delay (hours)	Min. 4 Veh-Hrs of Delay? (Approach)	At least 100 Veh? (Approach)	At least 800 Veh? (Intersection)	Warrant Met?
Sun	NB	Ex+Pro	AM	21	25.8	542	0.15	NO	NO	Yes	**NO**
Sun	SB	Ex+Pro	AM	34	34.7	1,180	0.33	NO	NO	Yes	**NO**
Sun	NB	Ex+Pro	PM	38	33.4	1,269	0.35	NO	NO	Yes	**NO**
Sun	SB	Ex+Pro	PM	96	142.2	13,651	3.79	NO	NO	Yes	**NO**
Sun	NB	Bk+Pro	AM	21	26.8	563	0.16	NO	NO	Yes	**NO**
Sun	SB	Bk+Pro	AM	38	39	1,482	0.41	NO	NO	Yes	**NO**
Sun	NB	Bk+Pro	PM	38	36.1	1,372	0.38	NO	NO	Yes	**NO**
Sun	SB	Bk+Pro	PM	96	166	15,936	4.43	Yes	NO	Yes	**NO**
Sun	NB	Cum+Pro	AM	21	29.3	615	0.17	NO	NO	Yes	**NO**
Sun	SB	Cum+Pro	AM	38	41.8	1,588	0.44	NO	NO	Yes	**NO**
Sun	NB	Cum+Pro	PM	46	49.8	2,291	0.64	NO	NO	Yes	**NO**
Sun	SB	Cum+Pro	PM	109	319.8	34,858	9.68	Yes	Yes	Yes	**Yes**

Notes:
1. Warrant based on level of service calculations.
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound.
3. Ex+Pro, Bk+Pro, Cum+Pro = Existing Plus Project, Background Plus Project, Cumulative Plus Project

Warrant 3A - Peak-Hour Warrant

Intersection #12 - Merced Street - US 101 Southbound Offramp / E Market Street



Scenario	E Market East/West	Merced North/South	Warrant Met?
A. Ex+Pro AM	1086	343	Yes
B. Ex+Pro PM	1585	471	Yes
C. Bk+Pro AM	1106	349	Yes
D. Bk+Pro PM	1630	483	Yes
E. Cum+Pro AM	1282	461	Yes
F. Cum+Pro PM	1853	613	Yes

Notes:

1. 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

2. Bold line applies to intersection geometry.

Warrant 3 (Part B) - Peak Hour Delay
#12 - Merced Street / US 101 Southbound Offramp / E Market Street

Number of Approaches to Intersection: 4 approaches **Minimum Entering Vehicles: 800**

Total Entering Volumes:

Ex+Pro AM:	1,450 vehicles	Cum+Pro AM:	1,737 vehicles
Ex+Pro PM:	2,116 vehicles	Cum+Pro PM:	2,536 vehicles
Bk+Pro AM:	1,476 vehicles		
Bk+Pro PM:	2,173 vehicles		

Street	Direction	Scenario	Peak Hour	No. of Stopped Vehicles	Average Vehicle Delay (sec)	Total Vehicle Delay (sec)	Total Delay (hours)	Min. 4 Veh-Hrs of Delay? (Approach)	At least 100 Veh? (Approach)	At least 800 Veh? (Intersection)	Warrant Met?
Merced	NB	Ex+Pro	AM	18	19.2	346	0.10	NO	NO	Yes	**NO**
US 101 SB Offramp	SB	Ex+Pro	AM	343	90.8	31,144	8.65	Yes	Yes	Yes	**Yes**
Merced	NB	Ex+Pro	PM	53	22.2	1,177	0.33	NO	NO	Yes	**NO**
US 101 SB Offramp	SB	Ex+Pro	PM	471	321.3	151,332	42.04	Yes	Yes	Yes	**Yes**
Merced	NB	Bk+Pro	AM	18	19.9	358	0.10	NO	NO	Yes	**NO**
US 101 SB Offramp	SB	Bk+Pro	AM	349	102.2	35,668	9.91	Yes	Yes	Yes	**Yes**
Merced	NB	Bk+Pro	PM	53	24.4	1,293	0.36	NO	NO	Yes	**NO**
US 101 SB Offramp	SB	Bk+Pro	PM	483	376.6	181,898	50.53	Yes	Yes	Yes	**Yes**
Merced	NB	Cum+Pro	AM	18	24.2	436	0.12	NO	NO	Yes	**NO**
US 101 SB Offramp	SB	Cum+Pro	AM	461	184.3	84,962	23.60	Yes	Yes	Yes	**Yes**
Merced	NB	Cum+Pro	PM[4]	64	2,500.0	160,000	44.44	Yes	NO	Yes	**NO**
US 101 SB Offramp	SB	Cum+Pro	PM	613	975.8	598,165	166.16	Yes	Yes	Yes	**Yes**

Notes:
1. Warrant based on level of service calculations.
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound.
3. Ex+Pro, Bk+Pro, Cum+Pro = Existing Plus Project, Background Plus Project, Cumulative Plus Project
4. Delay exceeds ability to be quantified by analysis software; therefore, delay is assumed to be 2,500 seconds.

L. Traffic Volume Count Comparisons

RODEO PROPERTY TIA TRAFFIC COUNT COMPARISON

INTERSECTION 1

Intersection 1		AM PEAK HOUR																
		Eastbound				Westbound				Northbound				Southbound				
Natividad / Laurel		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		126	309	66	501	761	457	211	1429	41	455	422	918	218	631	44	893	3741
Rodeo Property TIA Existing Volume		126	309	66	501	761	457	211	1429	41	505	422	968	218	831	44	1093	3991
Adjustment to Rodeo Property Count		0	0	0	0	0	0	0	0	0	50	0	50	0	200	0	200	250
Hacienda Phase III/IV TIA	1/14/2014	128	415	95	638	769	606	382	1757	36	571	516	1123	299	761	59	1119	4637
Difference	Rodeo Volumes - Hacienda TIA	-2	-106	-29	-137	-8	-149	-171	-328	5	-66	-94	-155	-81	70	-15	-26	-646
Ratio	Rodeo Volumes / Hacienda TIA	0.98	0.74	0.69	0.79	0.99	0.75	0.55	0.81	1.14	0.88	0.82	0.86	0.73	1.09	0.75	0.98	0.86

Intersection 1		PM PEAK HOUR																
		Eastbound				Westbound				Northbound				Southbound				
Natividad / Laurel		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		91	678	75	844	566	548	446	1560	93	656	890	1639	445	548	71	1064	5107
Rodeo Property TIA Existing Volume		91	678	75	844	616	548	446	1610	93	656	890	1639	445	648	71	1164	5257
Adjustment to Rodeo Property Count		0	0	0	0	50	0	0	50	0	0	0	0	0	100	0	100	150
Hacienda Phase III/IV TIA	1/14/2014	92	685	65	842	616	569	407	1592	86	578	846	1510	382	505	70	957	4901
Difference	Rodeo Volumes - Hacienda TIA	-1	-7	10	2	0	-21	39	18	7	78	44	129	63	143	1	207	356
Ratio	Rodeo Volumes / Hacienda TIA	0.99	0.99	1.15	1	1	0.96	1.1	1.01	1.08	1.13	1.05	1.09	1.16	1.28	1.01	1.22	1.07

RODEO PROPERTY TIA TRAFFIC COUNT COMPARISON

INTERSECTION 2

		AM PEAK HOUR																
Intersection 2		Eastbound				Westbound				Northbound				Southbound				
Natividad-Sherwood / Bernal		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		291	2	48	341	9	8	19	36	29	594	4	627	6	1146	422	1574	2578
Rodeo Property TIA Existing Volume		291	2	98	391	9	8	19	36	29	761	4	794	6	1295	422	1723	2944
Adjustment to Rodeo Property Count		0	0	50	50	0	0	0	0	0	167	0	167	0	149	0	149	366
Hacienda Phase III/IV TIA	1/14/2014	300	5	88	393	12	7	25	44	55	812	6	873	16	1300	388	1704	3014
Difference	Rodeo Volumes - Hacienda TIA	-9	-3	10	-2	-3	1	-6	-8	-26	-51	-2	-79	-10	-5	34	19	-70
Ratio	Rodeo Volumes / Hacienda TIA	0.97	0.4	1.11	0.99	0.75	1.14	0.76	0.82	0.53	0.94	0.67	0.91	0.38	1	1.09	1.01	0.98

		PM PEAK HOUR																
Intersection 2		Eastbound				Westbound				Northbound				Southbound				
Natividad-Sherwood / Bernal		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		341	17	50	408	5	14	13	32	158	1334	11	1503	19	715	428	1162	3105
Rodeo Property TIA Existing Volume		341	17	50	408	5	14	13	32	158	1335	11	1504	19	855	428	1302	3246
Adjustment to Rodeo Property Count		0	0	0	0	0	0	0	0	0	1	0	1	0	140	0	140	141
Hacienda Phase III/IV TIA	1/14/2014	365	9	60	434	9	8	19	36	169	1283	13	1465	12	793	377	1182	3117
Difference	Rodeo Volumes - Hacienda TIA	-24	8	-10	-26	-4	6	-6	-4	-11	52	-2	39	7	62	51	120	129
Ratio	Rodeo Volumes / Hacienda TIA	0.93	1.89	0.83	0.94	0.56	1.75	0.68	0.89	0.93	1.04	0.85	1.03	1.58	1.08	1.14	1.1	1.04

RODEO PROPERTY TIA TRAFFIC COUNT COMPARISON

INTERSECTION 3

Intersection 3		AM PEAK HOUR																
Main / Bernal		Eastbound				Westbound				Northbound				Southbound				
		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		15	21	152	188	666	85	23	774	182	534	402	1118	49	785	12	846	2926
Rodeo Property TIA Existing Volume		15	21	152	188	666	85	23	774	182	534	402	1118	49	785	12	846	2926
Adjustment to Rodeo Property Count		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection 3		PM PEAK HOUR																
Main / Bernal		Eastbound				Westbound				Northbound				Southbound				
		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		27	70	160	257	462	120	144	726	304	1108	647	2059	105	1017	24	1146	4188
Rodeo Property TIA Existing Volume		27	70	160	257	462	120	144	726	304	1108	647	2059	105	1017	24	1146	4188
Adjustment to Rodeo Property Count		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

RODEO PROPERTY TIA TRAFFIC COUNT COMPARISON

INTERSECTION 4

		AM PEAK HOUR																
Intersection 4		Eastbound				Westbound				Northbound				Southbound				
Sherwood / Sherwood Place		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		0	0	0	0	26	0	40	66	0	604	43	647	81	1210	0	1291	2004
Rodeo Property TIA Existing Volume		0	0	0	0	34	0	108	142	0	686	100	786	181	1221	0	1402	2330
Adjustment to Rodeo Property Count		0	0	0	0	8	0	68	76	0	82	57	139	100	11	0	111	326
Hacienda Phase III/IV TIA	1/14/2014	0	0	0	0	34	0	108	142	0	765	100	865	181	1219	0	1400	2407
Difference	Rodeo Volumes - Hacienda TIA	0	0	0	0	0	0	0	0	0	-79	0	-79	0	2	0	2	-77
Ratio	Rodeo Volumes / Hacienda TIA					1		1	1		0.9	1	0.91	1	1		1	0.97

		PM PEAK HOUR																
Intersection 4		Eastbound				Westbound				Northbound				Southbound				
Sherwood / Sherwood Place		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		0	0	0	0	5	0	6	11	0	1500	3	1503	12	803	0	815	2329
Rodeo Property TIA Existing Volume		0	0	0	0	16	0	28	44	0	1476	54	1530	120	790	0	910	2484
Adjustment to Rodeo Property Count		0	0	0	0	11	0	22	33	0	-24	51	27	108	-13	0	95	155
Hacienda Phase III/IV TIA	1/14/2014	0	0	0	0	34	0	108	142	0	765	100	865	181	1219	0	1400	2407
Difference	Rodeo Volumes - Hacienda TIA	0	0	0	0	-18	0	-80	-98	0	711	-46	665	-61	-429	0	-490	77
Ratio	Rodeo Volumes / Hacienda TIA					0.47		0.26	0.31		1.93	0.54	1.77	0.66	0.65		0.65	1.03

RODEO PROPERTY TIA TRAFFIC COUNT COMPARISON

INTERSECTION 5

		AM PEAK HOUR																
Intersection 5		Eastbound				Westbound				Northbound				Southbound				
Main / Rossi		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		154	231	163	548	105	248	68	421	85	566	48	699	75	950	176	1201	2869
Rodeo Property TIA Existing Volume		154	271	163	588	105	305	78	488	85	566	58	709	85	950	176	1211	2996
Adjustment to Rodeo Property Count		0	40	0	40	0	57	10	67	0	0	10	10	10	0	0	10	127
Hacienda Phase III/IV TIA	1/14/2014	124	261	194	579	111	269	73	453	104	594	59	757	84	1069	180	1333	3122
Difference	Rodeo Volumes - Hacienda TIA	30	10	-31	9	-6	36	5	35	-19	-28	-1	-48	1	-119	-4	-122	-126
Ratio	Rodeo Volumes / Hacienda TIA	1.24	1.04	0.84	1.02	0.95	1.13	1.07	1.08	0.82	0.95	0.98	0.94	1.01	0.89	0.98	0.91	0.96

		PM PEAK HOUR																
Intersection 5		Eastbound				Westbound				Northbound				Southbound				
Main / Rossi		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		269	321	109	699	100	257	217	574	193	1253	63	1509	118	791	170	1079	3861
Rodeo Property TIA Existing Volume		269	321	109	699	100	257	217	574	193	1253	63	1509	118	791	170	1079	3861
Adjustment to Rodeo Property Count		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hacienda Phase III/IV TIA	1/14/2014	230	276	122	628	88	258	194	540	158	1182	70	1410	103	762	148	1013	3591
Difference	Rodeo Volumes - Hacienda TIA	39	45	-13	71	12	-1	23	34	35	71	-7	99	15	29	22	66	270
Ratio	Rodeo Volumes / Hacienda TIA	1.17	1.16	0.89	1.11	1.14	1	1.12	1.06	1.22	1.06	0.9	1.07	1.15	1.04	1.15	1.07	1.08

RODEO PROPERTY TIA TRAFFIC COUNT COMPARISON

INTERSECTION 6

		AM PEAK HOUR																
Intersection 6		Eastbound				Westbound				Northbound				Southbound				
Sherwood / Rossi-Calle Cebu		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		173	22	166	361	21	21	26	68	115	482	9	606	17	909	272	1198	2233
Rodeo Property TIA Existing Volume		233	22	166	421	21	21	26	68	115	527	9	651	27	866	362	1255	2395
Adjustment to Rodeo Property Count		60	0	0	60	0	0	0	0	0	45	0	45	10	-43	90	57	162
Hacienda Phase III/IV TIA	1/14/2014	250	19	156	425	12	24	26	62	130	588	3	721	28	913	301	1242	2450
Difference	Rodeo Volumes - Hacienda TIA	-17	3	10	-4	9	-3	0	6	-15	-61	6	-70	-1	-47	61	13	-55
Ratio	Rodeo Volumes / Hacienda TIA	0.93	1.16	1.06	0.99	1.75	0.88	1	1.1	0.88	0.9	3	0.9	0.96	0.95	1.2	1.01	0.98
City of Salinas Count	9/14/2016	275	15	167	457	21	24	30	75	93	646	5	744	21	1011	331	1363	2639
Difference	Rodeo Volumes - Salinas Count	-42	7	-1	-36	0	-3	-4	-7	22	-119	4	-93	6	-145	31	-108	-244
Ratio	Rodeo Volumes / Salinas Count	0.85	1.47	0.99	0.92	1	0.88	0.87	0.91	1.24	0.82	1.8	0.88	1.29	0.86	1.09	0.92	0.91

		PM PEAK HOUR																
Intersection 6		Eastbound				Westbound				Northbound				Southbound				
Sherwood / Rossi-Calle Cebu		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		320	46	214	580	21	57	45	123	302	1099	25	1426	31	571	199	801	2930
Rodeo Property TIA Existing Volume		320	46	214	580	21	57	45	123	302	1165	25	1492	31	576	199	806	3001
Adjustment to Rodeo Property Count		0	0	0	0	0	0	0	0	0	66	0	66	0	5	0	5	71
Hacienda Phase III/IV TIA	1/14/2014	261	29	207	497	8	56	41	105	256	1189	9	1454	20	518	223	761	2817
Difference	Rodeo Volumes - Hacienda TIA	59	17	7	83	13	1	4	18	46	-24	16	38	11	58	-24	45	184
Ratio	Rodeo Volumes / Hacienda TIA	1.23	1.59	1.03	1.17	2.63	1.02	1.1	1.17	1.18	0.98	2.78	1.03	1.55	1.11	0.89	1.06	1.07
City of Salinas Count	9/14/2016	310	47	225	582	45	55	84	184	247	1126	24	1397	26	632	249	907	3070
Difference	Rodeo Volumes - Salinas Count	10	-1	-11	-2	-24	2	-39	-61	55	39	1	95	5	-56	-50	-101	-69
Ratio	Rodeo Volumes / Salinas Count	1.03	0.98	0.95	1	0.47	1.04	0.54	0.67	1.22	1.03	1.04	1.07	1.19	0.91	0.8	0.89	0.98

RODEO PROPERTY TIA TRAFFIC COUNT COMPARISON

INTERSECTION 7

	AM PEAK HOUR																
Intersection 7	Eastbound				Westbound				Northbound				Southbound				
Kern / NB 101 Ramps	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts	17	2	181	200	0	0	0	0	289	63	7	359	1	81	40	122	681
Rodeo Property TIA Existing Volume	17	2	181	200	0	0	0	0	289	63	7	359	1	81	40	122	681
Adjustment to Rodeo Property Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	PM PEAK HOUR																
Intersection 7	Eastbound				Westbound				Northbound				Southbound				
Kern / NB 101 Ramps	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts	53	2	217	272	0	0	0	0	560	158	18	736	3	114	82	199	1207
Rodeo Property TIA Existing Volume	53	2	217	272	0	0	0	0	560	158	18	736	3	114	82	199	1207
Adjustment to Rodeo Property Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

RODEO PROPERTY TIA TRAFFIC COUNT COMPARISON

INTERSECTION 8

Intersection 8	AM PEAK HOUR																
	Eastbound				Westbound				Northbound				Southbound				
Front / E. Market	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts	488	299	0	787	0	0	278	278	0	0	0	0	624	0	786	1410	2475
Rodeo Property TIA Existing Volume	488	250	0	738	0	268	278	546	0	0	0	0	624	0	786	1410	2694
Adjustment to Rodeo Property Count	0	-49	0	-49	0	268	0	268	0	0	0	0	0	0	0	0	219

Intersection 8	PM PEAK HOUR																
	Eastbound				Westbound				Northbound				Southbound				
Front / E. Market	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts	964	298	0	1262	0	0	742	742	0	0	0	0	345	0	446	791	2795
Rodeo Property TIA Existing Volume	964	298	0	1262	0	297	742	1039	0	0	0	0	377	0	487	864	3165
Adjustment to Rodeo Property Count	0	0	0	0	0	297	0	297	0	0	0	0	32	0	41	73	370

RODEO PROPERTY TIA TRAFFIC COUNT COMPARISON

INTERSECTION 9

		AM PEAK HOUR																
Intersection 9		Eastbound				Westbound				Northbound				Southbound				
Sherwood / E. Market		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		0	0	4	4	515	31	135	681	16	490	281	787	172	847	15	1034	2506
Rodeo Property TIA Existing Volume		0	0	4	4	544	31	161	736	16	490	260	766	172	866	15	1053	2559
Adjustment to Rodeo Property Count		0	0	0	0	29	0	26	55	0	0	-21	-21	0	19	0	19	53
Hacienda Phase III/IV TIA	1/14/2014	0	0	3	3	287	19	188	494	21	567	197	785	192	842	20	1054	2336
Difference	Rodeo Volumes - Hacienda TIA	0	0	1	1	257	12	-27	242	-5	-77	63	-19	-20	24	-5	-1	223
Ratio	Rodeo Volumes / Hacienda TIA			1.33	1.33	1.9	1.63	0.86	1.49	0.76	0.86	1.32	0.98	0.9	1.03	0.75	1	1.1

		PM PEAK HOUR																
Intersection 9		Eastbound				Westbound				Northbound				Southbound				
Sherwood / E. Market		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		0	0	15	15	361	24	409	794	19	1083	575	1677	299	486	26	811	3297
Rodeo Property TIA Existing Volume		0	0	15	15	361	24	409	794	19	1083	604	1706	299	486	26	811	3326
Adjustment to Rodeo Property Count		0	0	0	0	0	0	0	0	0	0	29	29	0	0	0	0	29
Hacienda Phase III/IV TIA	1/14/2014	0	0	18	18	241	38	328	607	25	1159	344	1528	233	496	20	749	2902
Difference	Rodeo Volumes - Hacienda TIA	0	0	-3	-3	120	-14	81	187	-6	-76	260	178	66	-10	6	62	424
Ratio	Rodeo Volumes / Hacienda TIA			0.83	0.83	1.5	0.63	1.25	1.31	0.76	0.93	1.76	1.12	1.28	0.98	1.3	1.08	1.15

RODEO PROPERTY TIA TRAFFIC COUNT COMPARISON
INTERSECTION 10

Intersection 10		AM PEAK HOUR																
		Eastbound				Westbound				Northbound				Southbound				
Sun / E. Market		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		15	364	19	398	21	659	27	707	13	1	7	21	20	2	11	33	1159
Rodeo Property TIA Existing Volume		15	388	19	422	21	722	27	770	13	1	7	21	20	2	11	33	1246
Adjustment to Rodeo Property Count		0	24	0	24	0	63	0	63	0	0	0	0	0	0	0	0	87
Sun Street Transfer Station	2006/2011	14	387	23	424	19	657	23	699	12	1	4	17	22	0	11	33	1173
Difference	Rodeo Vols - Sun St Transfer Sta TIA	1	1	-4	-2	2	65	4	71	1	0	3	4	-2	2	0	0	73
Ratio	Rodeo Vols / Sun St Transfer Sta TIA	1.07	1	0.83	1	1.11	1.1	1.17	1.1	1.08	1	1.75	1.24	0.91		1	1	1.06

Intersection 10		PM PEAK HOUR																
		Eastbound				Westbound				Northbound				Southbound				
Sun / E. Market		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		18	846	21	885	17	699	51	767	13	1	24	38	45	2	18	65	1755
Rodeo Property TIA Existing Volume		18	861	21	900	21	722	27	770	13	1	24	38	45	2	18	65	1773
Adjustment to Rodeo Property Count		0	15	0	15	4	23	-24	3	0	0	0	0	0	0	0	0	18
Sun Street Transfer Station	2006/2011	10	781	16	807	1	633	55	689	15	0	9	24	42	1	15	58	1578
Difference	Rodeo Vols - Sun St Transfer Sta TIA	8	80	5	93	20	89	-28	81	-2	1	15	14	3	1	3	7	195
Ratio	Rodeo Vols / Sun St Transfer Sta TIA	1.8	1.1	1.31	1.12	21	1.14	0.49	1.12	0.87		2.67	1.58	1.07	2	1.2	1.12	1.12

RODEO PROPERTY TIA TRAFFIC COUNT COMPARISON

INTERSECTION 11

Intersection 11		AM PEAK HOUR																
		Eastbound				Westbound				Northbound				Southbound				
E. Market / Griffin - Simas		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		12	342	55	409	72	638	25	735	66	7	42	115	20	10	22	52	1311
Rodeo Property TIA Existing Volume		12	348	55	415	72	682	25	779	66	7	42	115	20	10	22	52	1361
Adjustment to Rodeo Property Count		0	6	0	6	0	44	0	44	0	0	0	0	0	0	0	0	50
Sun Street Transfer Station	2006/2011	18	327	68	413	92	593	22	707	93	16	99	208	19	10	13	42	1370
Difference	Rodeo Vols - Sun St Transfer Sta TIA	-6	21	-13	2	-20	89	3	72	-27	-9	-57	-93	1	0	9	10	-9
Ratio	Rodeo Vols / Sun St Transfer Sta TIA	0.67	1.06	0.81	1	0.78	1.15	1.14	1.1	0.71	0.44	0.42	0.55	1.05		1.69	1.24	0.99
City of Salinas Counts	1/3/2017	6	339	74	419	66	724	21	811	63	7	39	109	14	8	10	32	1371
Difference	Rodeo Vols - City Counts	6	9	-19	-4	6	-42	4	-32	3	0	3	6	6	2	12	20	-10
Ratio	Rodeo Vols / City Counts	2	1.03	0.74	0.99	1.09	0.94	1.19	0.96	1.05	1	1.08	1.06	1.43	1.25	2.2	1.63	0.99

Intersection 11		PM PEAK HOUR																
		Eastbound				Westbound				Northbound				Southbound				
E. Market / Griffin - Simas		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		22	801	87	910	58	510	18	586	212	12	104	328	57	12	41	110	1934
Rodeo Property TIA Existing Volume		22	821	87	930	58	574	18	650	212	12	104	328	57	12	41	110	2018
Adjustment to Rodeo Property Count		0	20	0	20	0	64	0	64	0	0	0	0	0	0	0	0	84
Sun Street Transfer Station	2006/2011	9	721	102	832	84	496	13	593	172	16	139	327	59	17	21	97	1849
Difference	Rodeo Vols - Sun St Transfer Sta TIA	13	100	-15	98	-26	78	5	57	40	-4	-35	1	-2	-5	20	13	169
Ratio	Rodeo Vols / Sun St Transfer Sta TIA	2.44	1.14	0.85	1.12	0.69	1.16	1.38	1.1	1.23	0.75	0.75	1	0.97		1.95	1.13	1.09
City of Salinas Counts	1/3/2017	18	814	114	946	50	541	38	629	168	8	106	282	43	9	18	70	1927
Difference	Rodeo Vols - City Counts	4	7	-27	-16	8	33	-20	21	44	4	-2	46	14	3	23	40	91
Ratio	Rodeo Vols / City Counts	1.22	1.01	0.76	0.98	1.16	1.06	0.47	1.03	1.26	1.5	0.98	1.16	1.33	1.33	2.28	1.57	1.05

RODEO PROPERTY TIA TRAFFIC COUNT COMPARISON

INTERSECTION 12

Intersection 12	**AM PEAK HOUR**																
	Eastbound				Westbound				Northbound				Southbound				
E. Market / SB 101 Off-ramp	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts	0	388	3	391	32	628	0	660	4	0	14	18	137	45	161	343	1412
Rodeo Property TIA Existing Volume	0	407	3	410	32	614	0	646	4	0	14	18	137	45	161	343	1417
Adjustment to Rodeo Property Count	0	19	0	19	0	-14	0	-14	0	0	0	0	0	0	0	0	5

Intersection 12	**PM PEAK HOUR**																
	Eastbound				Westbound				Northbound				Southbound				
E. Market / SB 101 Off-ramp	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts	0	937	11	948	27	549	0	576	4	0	49	53	264	64	143	471	2048
Rodeo Property TIA Existing Volume	0	971	11	982	27	549	0	576	4	0	49	53	264	64	143	471	2082
Adjustment to Rodeo Property Count	0	34	0	34	0	0	0	0	0	0	0	0	0	0	0	0	34

RODEO PROPERTY TIA TRAFFIC COUNT COMPARISON

INTERSECTION 13

Intersection 13	AM PEAK HOUR																
	Eastbound				Westbound				Northbound				Southbound				
E. Market / SB US 101 On-ramp	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts	0	429	108	537	55	688	0	743	0	0	0	0	0	0	0	0	1280
Rodeo Property TIA Existing Volume	0	450	108	558	55	646	0	701	0	0	0	0	0	0	0	0	1259
Adjustment to Rodeo Property Count	0	21	0	21	0	-42	0	-42	0	0	0	0	0	0	0	0	-21

Intersection 13	PM PEAK HOUR																
	Eastbound				Westbound				Northbound				Southbound				
E. Market / SB US 101 On-ramp	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts	0	1153	170	1323	76	576	0	652	0	0	0	0	0	0	0	0	1975
Rodeo Property TIA Existing Volume	0	1155	170	1325	76	576	0	652	0	0	0	0	0	0	0	0	1977
Adjustment to Rodeo Property Count	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2

RODEO PROPERTY TIA TRAFFIC COUNT COMPARISON

INTERSECTION 14

		AM PEAK HOUR																
Intersection 14		Eastbound				Westbound				Northbound				Southbound				
Kern / E. Market		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		97	333	20	450	8	457	195	660	21	68	3	92	23	26	223	272	1474
Rodeo Property TIA Existing Volume		97	312	20	429	8	457	195	660	21	68	3	92	23	26	272	321	1502
Adjustment to Rodeo Property Count		0	-21	0	-21	0	0	0	0	0	0	0	0	0	0	49	49	28
City of Salinas Counts	10/3/2016																	1546

		PM PEAK HOUR																
Intersection 14		Eastbound				Westbound				Northbound				Southbound				
Kern / E. Market		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		258	849	48	1155	27	343	316	686	46	225	36	307	95	44	229	368	2516
Rodeo Property TIA Existing Volume		258	849	48	1155	27	377	316	720	46	225	36	307	95	44	229	368	2550
Adjustment to Rodeo Property Count		0	0	0	0	0	34	0	34	0	0	0	0	0	0	0	0	34
City of Salinas Counts	10/3/2016																	2515

RODEO PROPERTY TIA TRAFFIC COUNT COMPARISON

INTERSECTION 15

		AM PEAK HOUR																
Intersection 15		Eastbound				Westbound				Northbound				Southbound				
Front/ Alisal		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		85	231	56	372	89	342	118	549	53	343	51	447	95	650	129	874	2242
Rodeo Property TIA Existing Volume		85	321	86	492	89	422	118	629	53	343	51	447	95	650	129	874	2442
Adjustment to Rodeo Property Count		0	90	30	120	0	80	0	80	0	0	0	0	0	0	0	0	200
Police Station TIA		54	207	50	311	66	293	106	465	39	270	34	343	74	543	97	714	1833
Difference	Rodeo Volumes - Police Sta TIA	31	114	36	181	23	129	12	164	14	73	17	104	21	107	32	160	609
Ratio	Rodeo Volumes / Police Sta TIA	1.57	1.55	1.72	1.58	1.35	1.44	1.11	1.35	1.36	1.27	1.5	1.3	1.28	1.2	1.33	1.22	1.33
Hacienda Phase III/IV TIA		94	290	80	464	97	451	118	666	54	317	51	422	98	660	97	855	2407
Difference	Rodeo Volumes - Hacienda TIA	-9	31	6	28	-8	-29	0	-37	-1	26	0	25	-3	-10	32	19	35
Ratio	Rodeo Volumes / Hacienda TIA	0.9	1.11	1.08	1.06	0.92	0.94	1	0.94	0.98	1.08	1	1.06	0.97	0.98	1.33	1.02	1.01
City of Salinas Counts	9/21/2016	120	253	70	443	88	411	100	599	64	320	52	436	109	640	120	869	2347
Difference	Rodeo Volumes - City Counts	-35	68	16	49	1	11	18	30	-11	23	-1	11	-14	10	9	5	95
Ratio	Rodeo Volumes / Counts	0.71	1.27	1.23	1.11	1.01	1.03	1.18	1.05	0.83	1.07	0.98	1.03	0.87	1.02	1.08	1.01	1.04

		PM PEAK HOUR																
Intersection 15		Eastbound				Westbound				Northbound				Southbound				
Front/ Alisal		Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	TOTAL
Rodeo Property Counts		220	663	56	939	98	314	209	621	58	610	163	831	187	372	74	633	3024
Rodeo Property TIA Existing Volume		220	663	56	939	98	314	209	621	58	610	163	831	199	397	79	675	3066
Adjustment to Rodeo Property Count		0	0	0	0	0	0	0	0	0	0	0	0	12	25	5	42	42
Police Station TIA		208	692	48	948	89	331	212	632	38	634	169	841	179	357	69	605	3026
Difference	Rodeo Volumes - Police Sta TIA	12	-29	8	-9	9	-17	-3	-11	20	-24	-6	-10	20	40	10	70	40
Ratio	Rodeo Volumes / Police Sta TIA	1.06	0.96	1.17	0.99	1.1	0.95	0.99	0.98	1.53	0.96	0.96	0.99	1.11	1.11	1.14	1.12	1.01
Hacienda Phase III/IV TIA		170	670	71	911	80	372	178	630	49	611	169	829	190	358	70	618	2988
Difference	Rodeo Volumes - Hacienda TIA	50	-7	-15	28	18	-58	31	-9	9	-1	-6	2	9	39	9	57	78
Ratio	Rodeo Volumes / Hacienda TIA	1.29	0.99	0.79	1.03	1.23	0.84	1.17	0.99	1.18	1	0.96	1	1.05	1.11	1.13	1.09	1.03
City of Salinas Counts	9/21/2016	211	776	61	1048	81	377	165	623	33	625	155	813	158	386	105	649	3133
Difference	Rodeo Volumes - City Counts	9	-113	-5	-109	17	-63	44	-2	25	-15	8	18	41	11	-26	26	-67
Ratio	Rodeo Volumes / Counts	1.04	0.85	0.92	0.9	1.21	0.83	1.27	1	1.76	0.98	1.05	1.02	1.26	1.03	0.75	1.04	0.98

Rincon Consultants, Inc.

Environmental Scientists *Planners* *Engineers*

M E M O R A N D U M

■ **Monterey**

437 Figueroa Street
Suite 203
Monterey, California 93940
(831) 333 0310

Carlsbad:	(760) 918 9444	**Sacramento:**	(916) 706 1374
Fresno:	(559) 228 9925	**San Luis Obispo:**	(805) 547 0900
Los Angeles:	(213) 788 4842	**Santa Barbara:**	(805) 319 4092
Monterey:	(831) 333 0310	**Santa Cruz:**	(831) 440 3899
Oakland:	(510) 834 4455	**Ventura:**	(805) 644 4455
Redlands:	(909) 253 0705		

Date:	October 23, 2018
To:	Bobby Latino
Project:	Contract Planning Assignment, 295 Sun Way Project Technical Study Peer Review
From:	Megan Jones, Senior Program Manager
E-mail:	mjones@rinconconsultants.com
cc:	Stephen Svete, svete@rinconconsultants.com
Re:	Peer Review of the Rodeo Property Project Revised Technical Reports

In June 2018, Rincon peer reviewed the following technical reports for the 295 Sun Way Project in Salinas, Monterey County, California:

- Air Quality Impact Analysis
- Greenhouse Gas Impact Analysis
- Biological Resources Assessment
- Phase I Cultural and Paleontological Resources Assessment

All reports were revised by FirstCarbon Solutions in August 2018. Per request by the City, Rincon has reviewed the revised reports. The findings of this second review are presented below.

Air Quality Impact Analysis/Greenhouse Gas Impact Analysis

Most comments provided in Rincon's June 20, 2018 peer review memo were addressed in the revised Air Quality Impact Analysis and the revised Greenhouse Gas Impact Analysis (First Carbon Solutions August 2018). The following two comments were not addressed:

- The emissions results for the various construction activities presented in Table 12 of the Air Quality Impact Analysis do not match the CalEEMod results.
- The mobile emissions reported exclusively include emissions from CH_4 and CO_2, as CalEEMod does not calculate mobile N_2O emissions.

Rincon continues to recommend that the N_2O emissions be calculated and added to Table 3 of the GHG Study. However, Rincon does not question the overall findings of the revised report.

Biological Resources Assessment

All comments provided in Rincon's June 29, 2018 peer review memo were addressed in the revised Biological Resources Assessment (First Carbon Solutions August 2018). However, Rincon offers the following comments on the revised analysis:

- Despite the expansion to a nine-quad search, the California Native Plant Society (CNPS) search only returned four plants. This appears low and should be verified.
- Although additional detail is provided regarding the regulatory background of tree removal, the report does not clearly indicate if any tree removal is required. Additionally, the methods section states that that "species listed in any applicable ordinances identified on-site were noted, and their locations were recorded using a handheld GPS unit and were identified on a topographic map." However, a map is not included showing this information.
- Analysis and supporting discussion for California red-legged frog (CRLF), California tiger salamander (CTS), and burrowing owl (BUOW) does not consider connectivity or existing use/setting. In addition, the potential to occur table has not been revised to include all species from the nine-quad search.
- The special status plant species discussion is limited to one species (Congdon's tarplant) based on the results of a reconnaissance survey. Additional species cannot be excluded without full botanical surveys; however, impacts to non-listed species are unlikely to be considered significant under CEQA given the site conditions, and this just needs to be discussed. In addition, the report does not include a discussion of potential impacts or significance under CEQA.
- New measures for BUOW include passive exclusion measure. This species cannot be excluded during the nesting season, and consultation with CDFW would be required. This should be acknowledged in the measure.

Clarifying the above points would be preferable and recommended for legal defensibility. However, Rincon does not question the overall findings of the revised report.

Phase I Cultural and Paleontological Resources Assessment Report

All comments related to paleontological resources and most comments pertaining to cultural resources in Rincon's June 20, 2018 peer review memo were addressed in the revised Phase I Cultural and Paleontological Resources Assessment Report (First Carbon Solutions August 2018). However, Rincon offers the following comments on the revised analysis:

- The revised report notes that a historic transmission line is immediately adjacent to the south side of the project site and recommends that the line be recorded and evaluated for its potential significance. It is not clear if the authors are recommending that the line should be recorded and evaluated simply because it is historic in age or if it is because the project has the potential to indirectly impact the resource. If the intent of the report is to provide information for a CEQA-level analysis of the proposed project, we recommend discussion about whether the project has the potential to impact the transmission line. If there is a potential, then the historic period resource should be recorded and evaluated as part of the cultural assessment. If the transmission line will not be impacted by the project, no further edits would be recommended.

Although Rincon does not question the findings of the revised report, addressing the above comment would be strengthen the analysis and defensibility.

Ohlone/Costanoan-Esselen Nation

Previously acknowledged as
The San Carlos Band of
Mission Indians
The Monterey Band
And also known as
O.C.E.N. or Esselen Nation
P.O. Box 1301
Monterey, CA 93942

www.ohlonecostanoanesselennation.org.

December 18, 2017

Bobby Latino
Associate Planner
City of Salinas Community Development Department
65 West Alisal Street
Salinas, CA 93901

Re: 295 Sun Way Project and 10 Simas Street, Salinas, CA - General Plan Amendments– As stated
General Plan Amendment
AB52 and SB18 – 90 Days consultation period

Saleki Atsa,

Ohlone/Costanoan-Esselen Nation is an historically documented previously recognized tribe. OCEN is the legal tribal government representative for over 600 enrolled members of Esselen, Carmeleno, Monterey Band, Rumsen, Chalon, Soledad Mission, San Carlos Mission and/or Costanoan Mission Indian descent of Monterey County. Though other indigenous people may have lived in the area, the area is the indigenous homeland of our people. Included with this letter please find a territorial map by Taylor 1856; Levy 1973; and Milliken 1990, indentifying Tribal areas.

Ohlone/Costanoan-Esselen Nation objects to all excavation in known cultural lands, even when they are described as previously disturbed, and of no significant archaeological value. Please be advised that it is our first priority that our ancestor's remains be protected and undisturbed. We desire that all sacred burial items be left with our ancestors on site or as culturally determined by OCEN. All cultural items returned to Ohlone/Costanoan-Esselen Nation. We ask for the respect that is afforded all of our current day deceased, by no other word these burial sites are cemeteries, respect for our ancestors as you would expect respect for your deceased family members in today's cemeteries. **Our definition of respect is no disturbance.**

OCEN's Tribal leadership desires to be provided with:

Archaeological reports/surveys, including subsurface testing, and presence/absence testing.
OCEN request to be included in mitigation and recovery programs,
Reburial of any of our ancestral remains,
Placement of all cultural items, and that
A Native American Monitor of Ohlone/Costanoan-Esselen Nation, approved by the OCEN Tribal Council is used within our aboriginal territory.
Cultural and Tribal sections to reflect Tribal request.

Projects affecting the General Plan allow for 90 days response according to SB18. We ask that a sacred lands search with the Northwest Information Center, Sonoma State University and the Native American Heritage Commission. Please feel free to contact me at (408) 629-5189. Nimasianexelpasaleki. Thank you

Sincerely and Respectfully Yours,

Louise J. Miranda Ramirez, Chairperson
Ohlone/Costanoan-Esselen Nation
(408) 629-5189
Cc: OCEN Tribal Council

RESOLUTION NO. 8514 (N.C.S.)

BE IT RESOLVED BY THE COUNCIL OF SALINAS that the Mayor of Salinas be and he is hereby authorized and directed, for and on behalf of the City of Salinas and as its act and deed, to execute the attached agreement between California Rodeo Association, a corporation, and Salinas, a municipal corporation.

PASSED AND ADOPTED this 10th day of June, 1974, by the following vote:

AYES: Councilmen James B. Barnes, Ed Norris, John C. Vondracek, R. C. Wherritt, Henry Hibino (Mayor)

NOES: None

ABSENT: None

Henry Hibino
Mayor

ATTEST:

Evelyn Reynolds
City Clerk

A G R E E M E N T

THIS AGREEMENT, made and entered into this 10th day of June, 1974, between CALIFORNIA RODEO ASSOCIATION, a corporation, hereinafter called "Association," and SALINAS, a municipal corporation, hereinafter called "City,"

W I T N E S S E T H:

WHEREAS, the Association is the owner of certain lands shown on the attached map marked Exhibit "A" which is used for a period of three weeks each year as an exposition site and carnival grounds in connection with the California Rodeo, and during the remainder of the entire year has no need to use said grounds, and

WHEREAS, it has been necessary for the Association to expend substantial sums of money for the development and improvement of said grounds as an exposition site as listed in the attached letter of May 30, 1974, from the co-chairman of the exposition site committee of the Association, attached hereto and marked Exhibit "B", and

WHEREAS, the Association has offered to lease said exposition site to the City for a term of 25 years at the nominal rent of one dollar per year, for use by City as a public park and recreation area, reserving use of the grounds for its own purposes during the three-week period at rodeo time in June, provided the City is willing to advance the sum of $55,000.00 to the Association to assist in financing the cost of said capital improvements and services, such advance to be repaid to City with interest as hereinafter set forth, and will also undertake the care, maintenance and management of the park during the term of such lease, and

WHEREAS, City has a present need for park and recreation facilities in this area and is willing to enter into such lease upon said terms and conditions,

NOW, THEREFORE, in consideration of the mutual promises and covenants herein contained, the parties do agree as follows:

1. Association agrees to execute as lessor a lease to City as lessee for a term of 25 years commencing in July 1974 for the lands in the area of Sherwood Drive, East Lake Street, and U.S. Highway 101, known as the California Rodeo Exposition Site, upon the terms and conditions contained in a draft of lease which is in course of preparation and has been reviewed by the parties and is acceptable to them.

2. City agrees to execute as lessee the lease above referred to.

3. City agrees to advance to Association at this time the sum of $55,000.00 to assist in the financing of the expenses and improvements incurred and to be incurred by Association in the development and use of the exposition site, including the items listed on Exhibit "B" attached hereto.

4. Association agrees to repay to City said advance of $55,000.00 by payment of the sum of $5,500.00 per year plus interest on all unpaid principal balances from the date of the advance to the date of repayment at the rate of 7% per annum, the first principal payment of $5,500.00 and interest to be paid on January 1, 1975, and annually thereafter on the first day of January of each year until the entire amount of principal and interest has been repaid to City.

5. Association agrees to complete with all due speed and diligence, and in a good and workmanlike manner, all of the work and improvements which are necessary and proper to put the grounds in reasonably suitable condition for use as an exposition site, and a park and recreation area, including the items listed on Exhibit "B" attached hereto, all as heretofore discussed and understood by the parties hereto.

6. This agreement shall bind and inure to the benefit of the successors in interest and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed as of the day and year first above written.

CALIFORNIA RODEO ASSOCIATION

By Gene D. Nelson
Its President

By _____
Its

SALINAS, a municipal corporation

By Henry Ibarra
Its Mayor

ATTEST:

Evelyn Reynolds
City Clerk

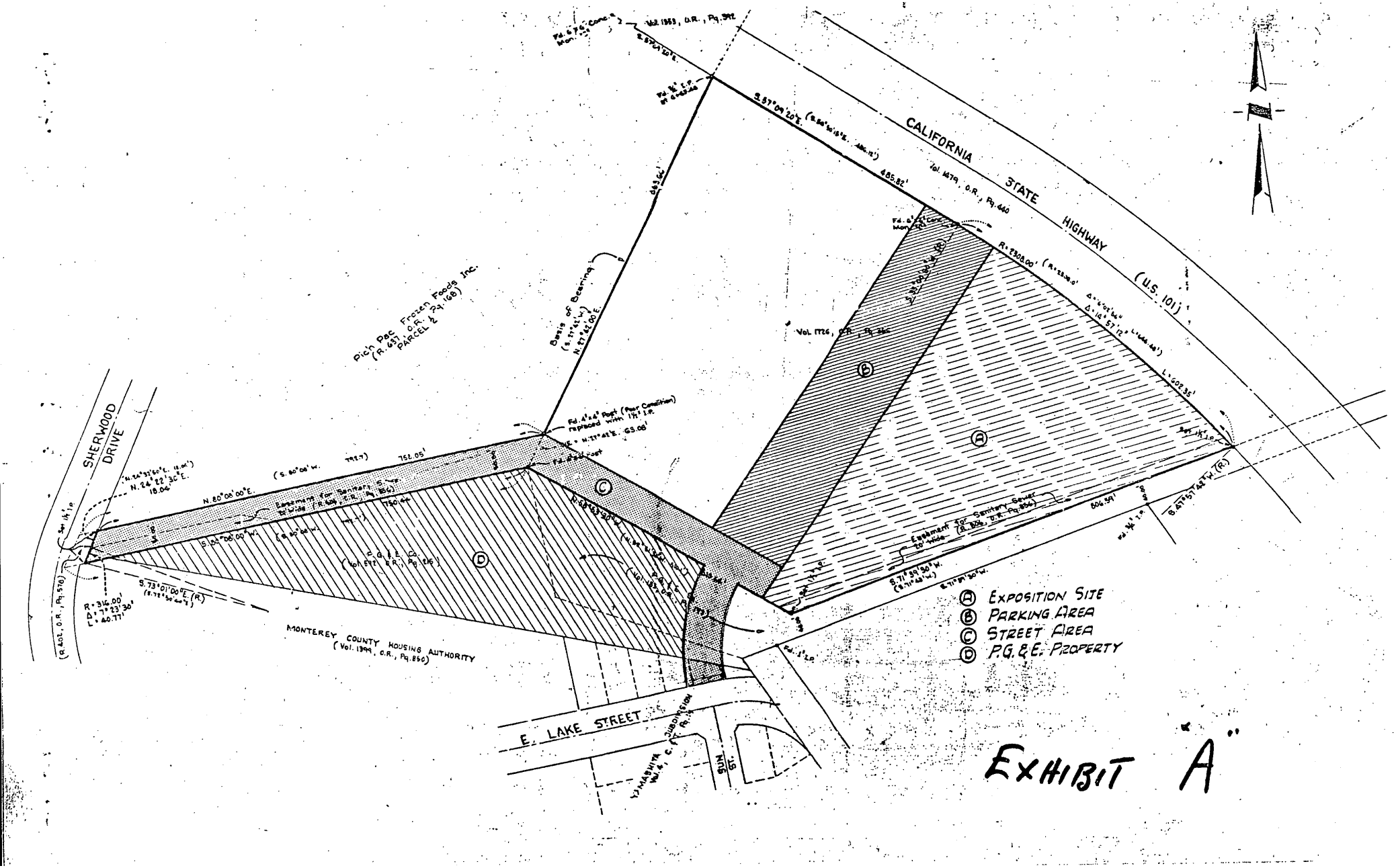

CALIFORNIA STATE HIGHWAY (U.S. 101)
SHERWOOD DRIVE
E. LAKE STREET
MONTEREY COUNTY HOUSING AUTHORITY
(Vol. 1399, O.R., Pg. 850)
Pich Pac Frozen Foods Inc.
(R. 657, O.R., Pg. 168)
PARCEL 2
Basis of Bearing
Vol. 1479, O.R., Pg. 440
Vol. 1726, O.R., Pg. 346
Easement for Sanitary Sewer
20' Wide (R. 826, O.R., Pg. 864)
C.G.E.C.
(Vol. 512 O.R., Pg. 236)
P.G.&E.
(Vol. 483 O.R., Pg. 33)
R = 316.00'
D = 7°23'30"
L = 40.77'
R = 2308.00'
L = 602.35'
(A) EXPOSITION SITE
(B) PARKING AREA
(C) STREET AREA
(D) P.G.&E. PROPERTY

EXHIBIT "A"

California Rodeo at SALINAS

POST OFFICE BOX 1648 • 1034 NORTH MAIN, SALINAS, CALIFORNIA 93901 • PHONE (408) 424-1203

OFFICERS

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President

SHERWOOD CAUSLEY
First Vice President

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Gordon Ray
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George E. Richardson
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George Scovel
Mateo Secondo
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Luther Veden
Robert Vestal
Allan Wallace
R. J. Wallace

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Ki Silacci
Lester Stirling
Roland Tavernetti
H. H. Weile
Frank E. Wiebe, M.D.
H. R. Wisely

May 30, 1974

Mr. Warren Lynch
City Attorney
City Hall
200 Lincoln Ave.
Salinas, Calif. 93901

Dear Warren,

Listed below is a summary of the remaining work to be performed at the California Rodeo Exposition Site:

1.	Entrance from Lake Street (install sidewalk on west side).	1,000.00
2.	Complete seal coat in areas designated as C and B (entrance roads and parking area).	13,000.00
3.	Electroliers in area designated as B (parking area)	5,000.00
4.	Restroom and storage area	9,000.00
5.	Install a complete sprinkler system and turf area in the areas designated as A(Exposition Site) and D (P.G.&E. property)	22,000.00
6.	Policing of carnival	2,996.86
7.	Fire Protection - Rodeo Grounds	881.94
		53,878.80

The above estimated figures I am sure might change by the time bids are submitted and returned to the City of Salinas for confirmation. It would appear that we are working with an approximate cost of $55,000.00.

With prices continually increasing it is most important that we finalize the bidding and complete the unfinished projects as soon as possible.

Sincerely,

Woody

Sherwood Causley
Co-Chairman
Exposition Site Committee

EXHIBIT "B"

July 19 · 20 · 21 · 22 · 1973

TAMC
TRANSPORTATION AGENCY
FOR MONTEREY COUNTY

55-B Plaza Circle, Salinas, CA 93901-2902 • Tel: (831) 775-0903 • Website: www.tamcmonterey.org

October 23, 2019

Bobby Latino, Associate Planner
Community Development Department
City of Salinas
65 West Alisal Street
Salinas, CA 93901

OCT 2019
Planning
OCT 2019

SUBJECT: **Comments on the Initial Study/Mitigated Negative Declaration of the General Plan Amendment (GPA 2017-001) and Rezoning (2017-002) for 295 Sun Way**

Dear Mr. Latino:

The Transportation Agency for Monterey County (TAMC) is the Regional Transportation Planning and Congestion Management Agency for Monterey County. TAMC staff have reviewed the Initial Study and Mitigated Negative Declaration for the General Plan Amendment 2017-001 (GPA 2017-001) to change a 7.67-acre site from Park to Central Commercial/Light Industrial its rezoning (RZ 2017-002). Transportation Agency staff offers the following comment:

1. The mitigation measures included in the Initial Study for transportation impacts should include efforts to maintain or improve bike and pedestrian facilities while increasing capacity. For example:
    - Consider adding a bike lane between the right turn lane and through-lane on Natividad at East Laurel Drive, and
    - Consider providing median pedestrian refuge for longer crosswalks, especially where a third lane is added.

Thank you for the opportunity to comment on the proposal. If you have any questions, please contact Madilyn Jacobsen of my staff at 831-775-4402 or madilyn@tamcmonterey.org.

Sincerely,

Debra L. Hale
Executive Director

RECEIVED
OCT 28 2019
COMMUNITY DEVELOPMENT
DEPARTMENT

File #: ID#19-624, **Version:** 1

General Plan Amendment 2017-002; Rezone 2017-001; and Conditional Use Permit 2017-019 located at 10 Simas Street in the IGC-F (Industrial-General Commercial - Flood Plain Overlay) Zoning District

Adopt an Ordinance for Rezone 2017-001. (Second Reading)

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **DECEMBER 3, 2019**

DEPARTMENT: **COMMUNITY DEVELOPMENT DEPARTMENT**

FROM: **MEGAN HUNTER, COMMUNITY DEVELOPMENT DIRECTOR**

THROUGH: **COURTNEY GROSSMAN, PLANNING MANAGER**

BY: **BOBBY LATINO, ASSOCIATE PLANNER**

TITLE: **GENERAL PLAN AMENDMENT 2017-002 (GPA 2017-002); REZONE 2017-001 (RZ 2017-001); AND CONDITIONAL USE PERMIT (CUP 2017-019) LOCATED AT 10 SIMAS STREET IN THE IGC-F (INDUSTRIAL-GENERAL COMMERCIAL – FLOOD PLAIN OVERLAY) ZONING DISTRICT**

RECOMMENDED MOTION:

A motion to adopt the proposed Mitigated Negative Declaration, approve a Resolution for General Plan Amendment 2017-002, adopt an Ordinance for Rezone 2017-001, and approve a Resolution for Conditional Use Permit 2017-019.

RECOMMENDATION:

Staff recommends that the City Council affirm the findings and adopt the proposed Mitigated Negative Declaration in accordance with the California Environmental Quality Act, approve a Resolution for General Plan Amendment 2017-002, adopt an Ordinance for Rezone 2017-001, and approve a Resolution for Conditional Use Permit 2017-019.

EXECUTIVE SUMMARY:

Simas-East Market Street LLC, Applicant and Property Owner, is requesting approval of a General Plan Amendment 2017-002 (GPA 2017-002) to change the General Plan designation of 94,235 square feet (2.16 acres) of a 401,197 (9.21 acres) lot from General Commercial/Light Industrial to Arterial Frontage, Rezone 2017-001 (RZ 2017-001) to change the Zoning designation of 94,235 square feet (2.16 acres) of a 401,197 (9.21 acres) lot from Industrial-General Commercial to Mixed Arterial Frontage, and a Conditional Use Permit (CUP 2017-019) to establish and operate a religious assembly use in an existing 18,150 square foot building.

BACKGROUND:

A nonconforming religious assembly use has been operating at the subject site within an existing 18,150 square foot building (former seven-plex indoor movie theater) for approximately nine

years. Temporary Use of Land Permit 2010-045 initially approved the temporary use of religious assembly and Building Permit No. B10-0314 approved the tenant improvement. The building is part of a larger Industrial Complex that was approved by Conditional Use Permit (CUP 1987-028). The proposed CUP will modify CUP 1987-028 to replace the indoor theater with the religious assembly use. Religious Assembly uses are not permitted in the underlying base Zoning District of IGC but is conditionally allowed in the Mixed Arterial Frontage (MAF) District. The subject site is located immediately adjacent to a MAF zoned parcel and consistent with this zoning designation that has been established along Market Way. Thus, the proposed zone change to MAF zoning for a portion of the parcel nearest to Market Way is appropriate. Simas-East Market Street LLC has applied for the requested permits to achieve long term zoning compliance with the religious assembly use.

DISCUSSION:

On November 6, 2019, the Salinas Planning Commission voted 7-0, to recommended that the City Council adopt the proposed Mitigated Negative Declaration, approve General Plan Amendment 2017-002, adopt Rezone 2017-001, and approve Conditional Use Permit 2017-019 (See attached Planning Commission Resolution 2019-16 and November 6, 2019 minutes). During the public hearing, ten people spoke in favor of the proposal. However, one member of the public expressed concern that the zone change would create a "spot zone". Staff clarified to the Planning Commission that the proposed "Arterial Frontage" land use designation is not a "spot zone" and would be consistent with the adjacent lots to the west, which are designated the same "Arterial Frontage". Although the parcel has a split zone designation, this type of zoning is fairly common with large parcels, which front busy streets as is the case with the subject property.

The proposed Amendment and Rezone is consistent with Salinas General Plan Policies. The proposed zoning amendment will not create an unrelated zoning district because the rezoning would extend the boundary of the existing and contiguous MAF base zoning district to include the proposed portion of the lot located at 10 Simas Street. The rezone results in an extension of the existing MAF zone to the west of the site.

Consistent with Land use Policy LU-3.7, the Amendment and Rezone allows for a formerly vacant 18,150 square foot theater building to be revitalized into a viable and compliant use. The infill development of establishing the religious assembly use in the former vacant theater building with no proposed exterior modifications is consistent with scale and character of the existing Industrial Complex development in conformance with Community Design Policy CD-2.3.

Upon the effective date of the General Plan Amendment and Rezone, a religious assembly use would be subject to a Conditional Use Permit in the proposed MAF Zoning District per Section 37-30.240, Table 37-30.110. This CUP will modify CUP 1987-028 to replace the subject 18,150 square foot theater with a religious assembly use and modify select conditions related to the former theater.

CEQA CONSIDERATION:

The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA). An Initial Study was prepared to evaluate the potential impacts associated with the project. Based upon review of the Initial Study, the proposed project will not have a significant effect on the environment because the mitigation measures outlined in the proposed Mitigation Monitoring Program have been included in the project (see attached Initial Study and Mitigated Negative Declaration). The Initial Study and Mitigated Negative Declaration were routed to responsible agencies and posted at the County Clerk's Office on September 26, 2019; the deadline for comments was October 16, 2019. Action on the environmental document should precede any action on the requested permits. Monterey County Planning Department provided "No Comments" on the Mitigated Negative Declaration during the review period.

STRATEGIC PLAN INITIATIVE:

The proposed General Plan Amendment, Rezone, and Conditional Use Permit will assist the City Council's goal of Economic Diversity and Prosperity and Well Planned City and Excellent Infrastructure by facilitating an appropriate change of Land Use and Zoning designation to bring a nonconforming use into conformity and keeping a formally vacant theater building occupied with a conforming use.

DEPARTMENTAL COORDINATION:

The Current Planning Division of the Community Development Department was the lead project manager for the proposed General Plan Amendment, Rezone, and Conditional Use Permit. The Legal Department was instrumental in the review of the proposed Resolutions and Ordinance and provided support to the Planning Commission.

FISCAL AND SUSTAINABILITY IMPACT:

No significant impacts to the City's General Fund are anticipated with the application.

ATTACHMENTS:

Draft Ordinance for Rezone 2017-001, including the following exhibit:
- Exhibit A: Proposed Rezone 2017-001 Map for 10 Simas Street

Draft Resolution for General Plan Amendment 2017-002, including the following exhibit:
- Exhibit A: Proposed General Plan Amendment 2017-002 Map for 10 Simas Street

Draft Resolution for Conditional Use Permit 2017-019

Draft Conditional Use Permit 2017-019, including the following exhibits:
- Exhibit "A" Vicinity Map
- Exhibit "B" Engineer's Report, dated May 15, 2018
- Exhibit "C" Existing Site Plan with Proposed General Plan Amendment and Rezone
- Exhibit "D" Existing Floor Plan (Sheet A101)
- Exhibit "E" Revised Floor Plan for Sanctuary (Sheet A101B)

Exhibit "F" Mitigated Negative Declaration, Mitigation Monitoring Program, and Initial Study

Planning Commission Staff Report dated November 6, 2019 w/o Exhibits

Planning Commission Resolution 2019-016 for Rezone 2017-001, General Plan Amendment 2017-002, and Conditional Use Permit 2017-019, including the following exhibits:

Exhibit A: Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program

Exhibit B: Proposed General Plan Amendment 2017-002 Map for 10 Simas Street

Exhibit C: Proposed Rezone 2017-001 Map for 10 Simas Street

Planning Commission Minutes for November 6, 2019

Initial Study for 10 Simas Street, including the following exhibits:

1. Vicinity Map
2. Engineer’s Report, dated May 15, 2018
3. Existing Site Plan with Proposed General Plan Amendment and Rezone
4. Existing Floor Plan (Sheet A101)
5. Revised Floor Plan for Sanctuary (Sheet A101B)
6. Mitigation Monitoring and Reporting Program
7. Letter from Ohlone/Costanoan-Esselen Nation (OCEN), dated December 17, 2018

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

AN ORDINANCE AMENDING THE ZONING MAP BY RECLASSIFYING A 94,235 SQUARE FEET (2.16 ACRES) OF A 401,197 (9.21 ACRES) LOT FROM "INDUSTRIAL-GENERAL COMMERCIAL" TO "MIXED ARTERIAL FRONTAGE" (RELATED TO GPA 2017-002)

WHEREAS, on December 3, 2019, the Salinas City Council, at the request of the City of Salinas, Applicant/Property Owner, held a duly noticed public hearing to consider Rezone 2017-001 to change the Zoning designation of 94,235 square feet (2.16 acres) of a 401,197 (9.21 acres) lot from "Industrial-General Commercial" to "Mixed Arterial Frontage" located at 10 Simas Street (APN: 003-091-011-000); and

WHEREAS, on November 6, 2019, the Salinas Planning Commission, held a duly noticed public hearing to consider Rezone 2017-002; and

WHEREAS, the Planning Commission considered a Mitigated Negative Declaration prepared for this project and independently determined that all impacts were adequately addressed in accordance with the California Environmental Quality Act; and

WHEREAS, on November 6, 2019, the Salinas Planning Commission weighed the evidence presented at said public hearing, considered the staff report, determined that positive findings could be made for approval of the project, adopted Resolution No. 2019-016 recommending adoption of the related Mitigated Negative Declaration and approval of Rezone 2017-001; and

WHEREAS, the City Council weighed the evidence presented at said public hearing, including the Staff Report which is on file at the Community Development Department together with the record of environmental review; and

WHEREAS, the City Council has reviewed and considered the information contained in the Initial Study and related environmental documents including the Mitigated Negative Declaration; and

WHEREAS, by Resolution adopted by the City Council on December 3, 2019, the City Council adopted the Mitigated Negative Declaration prepared for Rezone 2017-001.

NOW, THEREFORE, BE IT RESOLVED by the Salinas City Council that the Council approve Rezone 2017-002, and adopts the following findings as the basis for its determination, and that the foregoing recitations are true and correct, and are included herein by reference as findings:

Rezone 2017-001:

1. **The amendment is consistent with the Salinas general plan, any applicable specific plan, and other plans and policies adopted by the Salinas city council;**

The proposed Amendment is consistent with Salinas General Plan Policies. Consistent with Land use Policy LU-3.7, the Amendment allows for a formerly vacant 18,150 square foot theater building to be revitalized into a viable compliant use. The infill development of establishing the religious assembly use in the former vacant theater building with no proposed exterior modifications is consistent with scale and character of the existing Industrial Complex development on-site and conforms to Community Design Policy CD-2.3. The proposed "Arterial Frontage" land use designation is not expected to result in negative impacts or conflict with surrounding properties, because the adjacent lots to the west are designated the same "Arterial Frontage".

2. The amendment will not have the effect of reversing the policies of the Salinas general plan, any applicable specific plan, and other plans and policies adopted by the Salinas city council;

There are no policies within the Salinas General Plan that would be reversed as a result of this amendment. There are no Specific Plans or Precise Plans applicable to the site.

3. The amendment would not create an isolated district unrelated to adjacent zoning districts;

The proposed zoning amendment will not create an unrelated zoning district because the rezoning would extend the boundary of the existing and contiguous MAF base zoning district to include the proposed portion of the lot located at 10 Simas Street. The rezone results in an extension of the existing MAF zone to the west of the site.

4. The city has the capability to provide public utilities, roads, and services to serve the uses allowed by the proposed amendment.

Salinas is an urbanized area and public infrastructure is presently in place to serve most uses. The proposed Rezoning would not create the need for additional infrastructure.

NOW, THEREFORE, THE SALINAS CITY COUNCIL HEREBY ORDAINS AS FOLLOWS:

SECTION 1. The City of Salinas's Zoning Map, a copy of which is on file with the City Clerk of the City of Salinas and which copy constitutes the original record, is hereby amended to reflect the following:

That certain real property located in the City of Salinas, County of Monterey, State of California, and shown and designated on that certain map attached hereto as Exhibit 1 and made a part hereof, entitled "Rezone Map – Rezone 2017-001" and which real property,

approximately 94,235 square feet (2.16 acres) of a 401,197 (9.21 acres) lot (APN: APN: 003-091-011-000) located at 10 Simas Street and now classified in the Industrial-General Commercial (IGC) Zoning District, is hereby reclassified as shown on the attached "Rezone Map – Rezone 2017-001" into the Mixed Arterial Frontage (MAF) Zoning District.

SECTION 2. The aforesaid map and all notations, references and other information shown thereon shall be as much a part of this ordinance as if the matters and information shown on said map were fully described herein.

SECTION 3. This ordinance shall take effect and be in force thirty days from and after its adoption.

SECTION 4. The Salinas City Clerk is hereby directed to cause the following summary of the ordinance to be published by one insertion in the *Californian*, a newspaper of general circulation published and circulated in the City of Salinas and hereby designated for that general purpose by the Salinas City Council:

> "The City of Salinas's Zoning Map has been amended by reclassifying approximately 94,235 square feet (2.16 acres) of a 401,197 (9.21 acres) lot from the Industrial-General Commercial (IGC) Zoning District to the Mixed Arterial Frontage (MAF) Zoning District on property located at 10 Simas Street. This Ordinance goes into effect 30 days after adoption. For additional detail concerning this amendment, contact Community Development Department, 65 West Alisal Street, Salinas, CA 93901."

This ordinance was introduced and read December 3, 2019 and passed and adopted on December 17, 2019, by the following vote:

AYES:

NOES:

ABSENT:

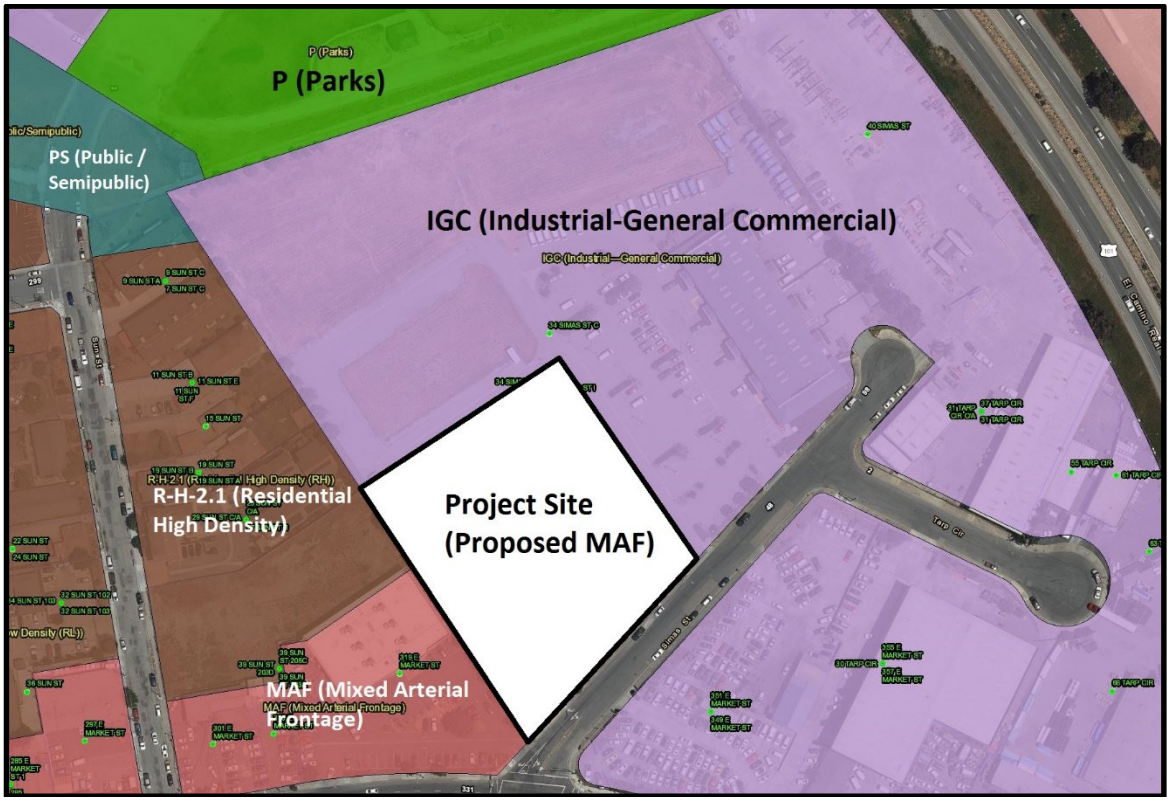
_____
Joe Gunter
MAYOR

ATTEST:

_____
Patricia Barajas
City Clerk

EFFECTIVE DATE: January 16, 2020
Attachment: Exhibit A: Proposed Rezone Map 2017-001 Map for 10 Simas Street

North Rezoning Map



REZONE 2017-001

(Related to General Plan Amendment 2017-002)

Project Description: Change 94,235 square feet (2.16 acres) of a 401,197 (9.21 acres) lot from Industrial-General Commercial to Mixed Arterial Frontage.

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\10 Simas Street\GPA 2017-002 and RZ 2017-001\RZ 2017-001 Map Exhibit.docx

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

RESOLUTION APPROVING AN AMENDMENT TO THE SALINAS GENERAL PLAN TO CHANGE THE GENERAL PLAN DESIGNATION OF OF 94,235 SQUARE FEET (2.16 ACRES) OF A 401,197 (9.21 ACRES) LOT LOCATED AT 10 SIMAS STREET (RELATED TO RZ 2017-001)

WHEREAS, on December 3, 2019, the Salinas City Council, at the request of the City of Salinas, Applicant/Property Owner, held a duly noticed public hearing to consider General Plan Amendment 2017-002 to change the General Plan designation of 94,235 square feet (2.16 acres) of a 401,197 (9.21 acres) lot from General Commercial/Light Industrial to Arterial Frontage located at 10 Simas Street (APN: 003-091-011-000); and

WHEREAS, on November 6, 2019, the Salinas Planning Commission, held a duly noticed public hearing to consider General Plan Amendment 2017-001; and

WHEREAS, the Planning Commission considered a Mitigated Negative Declaration prepared for this project and independently determined that all impacts were adequately addressed in accordance with the California Environmental Quality Act; and

WHEREAS, on November 6, 2019, the Salinas Planning Commission weighed the evidence presented at said public hearing, considered the staff report, determined that positive findings could be made for approval of the project, adopted Resolution No. 2019-__ recommending adoption of the related Mitigated Negative Declaration and approval of General Plan Amendment 2017-002; and

WHEREAS, the City Council weighed the evidence presented at said public hearing, including the Staff Report which is on file at the Community Development Department together with the record of environmental review; and

WHEREAS, the City Council has reviewed and considered the information contained in the Initial Study and related environmental documents including the Mitigated Negative Declaration; and

WHEREAS, by Resolution adopted by the City Council on December 3, 2019, the City Council adopted the Mitigated Negative Declaration prepared for General Plan Amendment 2017-002.

NOW, THEREFORE, BE IT RESOLVED by the Salinas City Council that the Council approve General Plan Amendment 2017-002, and adopts the following findings as the basis for its determination, and that the foregoing recitations are true and correct, and are included herein by reference as findings:

General Plan Amendment 2017-001:

1. ***The proposed general plan amendment is consistent with all other goals, policies, programs, and land uses of applicable elements of the general plan;***

   The proposed Amendment is consistent with Salinas General Plan Policies. Consistent with Land use Policy LU-3.7, the Amendment allows for a formerly vacant 18,150 square foot theater building to be revitalized into a viable compliant use. The infill development of establishing the religious assembly use in the former vacant theater building with no proposed exterior modifications is consistent with scale and character of the existing Industrial Complex development on-site and conforms to Community Design Policy CD-2.3. The proposed "Arterial Frontage" land use designation is not expected to result in negative impacts or conflict with surrounding properties, because the adjacent lots to the west are designated "Arterial Frontage" and there is an existing 6-foot high fence with two abutting landscape planters that separate the proposed area for designation from an existing retail use and a vacant lot.

2. ***The proposed general plan amendment promotes the public necessity, convenience, and general welfare.***

   The General Plan Amendment promotes the public necessity, convenience and general welfare because the proposal will create a General Plan and Zoning designation to allow for the continuation of religious assembly use that took over a vacant building.

PASSED AND APPROVED this 3rd day of December 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED

_____

Joe Gunter, Mayor

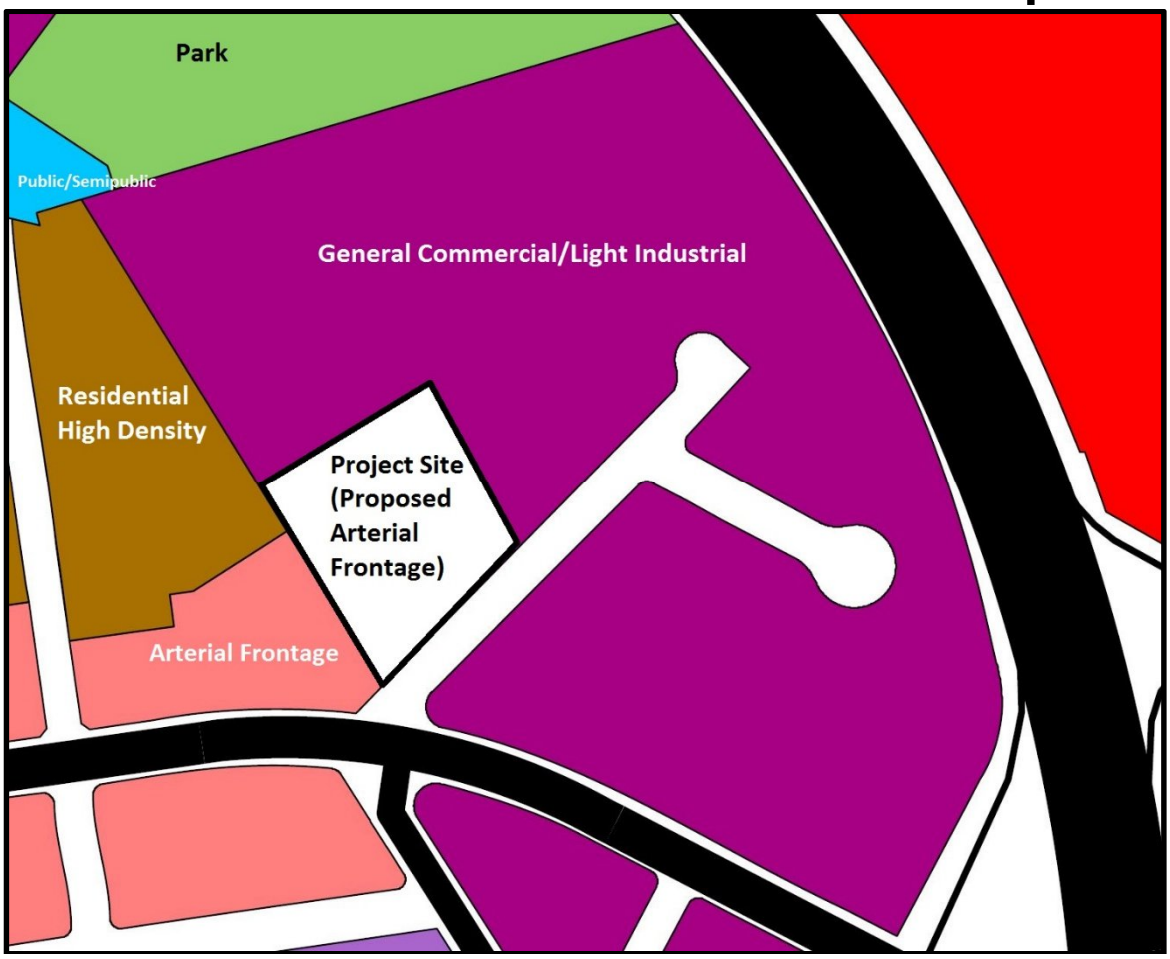
ATTEST

_____
Patricia M. Barajas, City Clerk

Attachment:

Exhibit A: Proposed General Plan Amendment 2017-002 Map for 10 Simas Street

North General Plan Amendment Map



GENERAL PLAN AMENDMENT 2017-002

(Related to Rezone 2017-001)

Project Description: Change 94,235 square feet (2.16 acres) of a 401,197 (9.21 acres) lot from General Commercial/Light Industrial to Arterial Frontage

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\10 Simas Street\GPA 2017-002 and RZ 2017-001\GPA 2017-002 Map Exhibit.docx

RESOLUTION NO. _____

RESOLUTION APPROVING CONDITIONAL USE PERMIT TO TO ESTABLISH AND OPERATE A RELIGIOUS ASSEMBLY USE IN AN EXISTING 18,150 SQUARE FOOT BUILDING LOCATED AT 10 SIMAS STREET (RELATED TO GPA 2017-002 AND RZ 2017-001)

WHEREAS, on December 3, 2019, the Salinas City Council, at the request of the City of Salinas, Applicant/Property Owner, held a duly noticed public hearing to consider Conditional Use Permit 2017-019 to establish and operate a religious assembly use in an existing 18,150 square foot building located at 10 Simas Street (APN: 003-091-011-000); and

WHEREAS, on November 6, 2019, the Salinas Planning Commission, held a duly noticed public hearing to consider Conditional Use Permit 2017-019; and

WHEREAS, the Planning Commission considered a Mitigated Negative Declaration prepared for this project and independently determined that all impacts were adequately addressed in accordance with the California Environmental Quality Act; and

WHEREAS, on November 6, 2019, the Salinas Planning Commission weighed the evidence presented at said public hearing, considered the staff report, determined that positive findings could be made for approval of the project, adopted Resolution No. 2019-__ recommending adoption of the related Mitigated Negative Declaration and approval of Conditional use Permit 2017-019; and

WHEREAS, the City Council weighed the evidence presented at said public hearing, including the Staff Report which is on file at the Community Development Department together with the record of environmental review; and

WHEREAS, the City Council has reviewed and considered the information contained in the Initial Study and related environmental documents including the Mitigated Negative Declaration; and

WHEREAS, by Resolution adopted by the City Council on December 3, 2019, the City Council adopted the Mitigated Negative Declaration prepared for Conditional Use Permit 2017-019.

NOW, THEREFORE, BE IT RESOLVED by the Salinas City Council that the Council approve Conditional Use Permit 2017-019, and adopts the following findings as the basis for its determination, and that the foregoing recitations are true and correct, and are included herein by reference as findings:

Conditional Use Permit 2017-019:

1. ***The proposed location of the use is in accordance with the objectives of the Salinas General Plan, this Zoning Code and the purposes of the district in which the site is located;***

   The proposed Amendment is consistent with Salinas General Plan Policies. Consistent with Land use Policy LU-3.7, the Amendment allows for a formerly vacant 18,150 square foot theater building to be revitalized into a viable compliant use. The infill development of establishing the religious assembly use in the former vacant theater building with no proposed exterior modifications is consistent with scale and character of the existing Industrial Complex development on-site and conforms to Community Design Policy CD-2.3. The proposed "Arterial Frontage" land use designation is not expected to result in negative impacts or conflict with surrounding properties, because the adjacent lots to the west are designated "Arterial Frontage" and there is an existing 6-foot high fence with two abutting landscape planters that separate the proposed area for designation from an existing retail use and a vacant lot.

   Upon a successful General Plan Amendment and Rezone, a religious assembly use is subject to a Conditional Use Permit in the MAF Zoning District per Section 37-30.240, Table 37-30.110. Per Section 37-30.230(e)(1) the purpose of the MAF District is to provide a combination of uses along certain areas on East Market Street. Per Section 37-60.505 non-administrative Conditional Use Permits are subject to the review and approval of the Planning Commission; Non-administrative Conditional Use Permits apply to development review proposals that the City Planner has determined are not statutorily or categorically exempt from the California Environmental Quality Act.

2. ***The proposed location of the conditional use and the proposed conditions under which it would be operated or maintained are consistent with the Salinas General Plan and will not be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to the neighborhood of such use, nor detrimental to properties or improvements in the vicinity or the general welfare of the City of Salinas; and***

   The proposed Amendment is consistent with Salinas General Plan Policies. Consistent with Land use Policy LU-3.7, the Amendment allows for a formerly vacant 18,150 square foot theater building to be revitalized into a viable compliant use. The infill development of establishing the religious assembly use in the former vacant theater building with no proposed exterior modifications is consistent with scale and character of the existing Industrial Complex development on-site and conforms to Community Design Policy CD-2.3. The proposed "Arterial Frontage" land use

designation is not expected to result in negative impacts or conflict with surrounding properties, because the adjacent lots to the west are designated "Arterial Frontage" and there is an existing 6-foot high fence with two abutting landscape planters that separate the proposed area for designation from an existing retail use and a vacant lot.

It is the continued operation of a nonconforming use in an existing building. The proposed establishment and operation of a Religious Assembly use would not be detrimental to the public health, safety and general welfare of the people of the City. A six-foot high fence and abutting landscape planters separate the subject portion of the lot from adjacent uses on other lots. The project provides adequate off-street parking and meets the recycling and trash recycling provisions of the Zoning Code.

3. The proposed conditional use will comply with the provisions of the Salinas Zoning Code, including any specific conditions required for the proposed use.

Conditions have been recommended for this permit to ensure that, when implemented, the project will conform and comply with the provisions of the Salinas Zoning Code. For example, a condition requires all environmental mitigation measures contained in the Mitigation Monitoring and Reporting Plan (MMRP) shall be conditions of approval incorporated herein by reference.

PASSED AND ADOPTED this 3rd day of December 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED

_____
Joe Gunter, Mayor

ATTEST

_____
Patricia Barajas, City Clerk

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\10 Simas Street\GPA 2017-002 and RZ 2017-001\CUP 2017-019 CC Resolution.docx

When recorded, return to:

CITY OF SALINAS
Community Development Department
65 West Alisal Street, Salinas, CA 93901
Attn: Bobby Latino, Associate Planner

SPACE ABOVE FOR RECORDER'S USE ONLY

Title of Document

CONDITIONAL USE PERMIT NO. 2017-019
City of Salinas
Community Development Department
(Amends Conditional Use Permit 1987-023)

WHEREAS, the Salinas City Council, at a public hearing duly noticed and held on December 3, 2019, found that the proposed location of the use and structure is in accord with the objectives of the Salinas Zoning Code and the purposes of the zoning district in which the site is located; that the location of the use and structure and the proposed conditions under which it would be operated and maintained will be consistent with the Salinas General Plan and will not be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to the neighborhood of such use, nor detrimental to properties or improvements in the vicinity or the general welfare of the City of Salinas; that the use and structure will comply with the provisions of the Salinas Zoning Code, including the specific conditions required for the proposed use and structure; and that this conditional use has been evaluated in accordance with the California Environmental Quality Act, as amended; and that the Salinas City Council has reviewed and considered an Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

NOW, THEREFORE, the Salinas City Council hereby grants and issues Conditional Use Permit No. 2017-019 pursuant to *Article VI, Division 8: Conditional Use Permits*, of Chapter 37 of the Salinas City Code and upon the following terms and conditions and not otherwise, to wit:

ISSUED TO PROPERTY OWNER: Simas-East Market Street LLC

FOR USE: Establish and operate a religious assembly use in an existing 18,150 square foot building.

ON PROPERTY LOCATED AT: 10 Simas Street

ASSESSOR'S PARCEL NO.: 003-091-011-000

ZONING DISTRICT: MAF -F (Mixed Arterial Frontage – Flood Plain Overlay)

ENVIRONMENTAL REVIEW ACTION & DATE: The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA) on December 3, 2019. An Initial Study was prepared to evaluate the potential impacts associated with the project. Based upon review of the Initial Study, a Mitigated Negative Declaration was adopted that identified that the proposed project will not have a significant effect on the environment because the mitigation measures outlined in the proposed Mitigation Monitoring Program have been included in the project

EXPIRATION DATE: None, once properly established, unless the subject religious assembly use ceases operation for a continuous period of six (6) months or more.

RIGHT TO OPERATE/DEVELOP

1. The Permittee shall have the right to establish and operate a religious assembly use in an existing 18,150 square foot building on the above-described property in accordance with the following exhibits incorporated herein by reference and made a part of this Permit:

Exhibit "A" Vicinity Map
Exhibit "B" Engineer's Report, dated May 15, 2018
Exhibit "C" Existing Site Plan with Proposed General Plan Amendment and Rezone
Exhibit "D" Existing Floor Plan (Sheet A101)
Exhibit "E" Revised Floor Plan for Sanctuary (Sheet A101B)
Exhibit "F" Mitigated Negative Declaration, Mitigation Monitoring Program, and Initial Study

LIMITATIONS ON USE

1. "For Use" Section of CUP 1987-028 shall be revised to reflect the following changes (changes shown in strikethrough/underline format):

~~Seven-plex indoor theater~~Religious Assembly use in 18,150 sq. ft building
79,570 sq. ft commercial service/
Industrial space

2. Condition No. 1 of CUP 1987-028 shall be revised to reflect the following changes (changes shown in strikethrough/underline format):

The permittee shall have the right to construct and operate a ~~seven-plex theater~~Religious Assembly use (totaling 18,150 sq. ft.) and four commercial

service/industrial buildings totaling 79,570 square feet on the above-described property in accordance with the following exhibits attached hereto and made part of this permit:
Exhibit “A” – Site Plan
Exhibit “B” – Building Elevations and material Sample Boards
Exhibit “C” – Landscape Plan
Exhibit “D” – Master Sign Plan 2017-003
Exhibit “E” – Public works Memo dated 10/17/89
Exhibit “F” – Fire Department Memo dated 10/6/89
Exhibit “G” – Use List

3. Condition No. 4 of CUP 1987-028 shall be deleted in its entirety.

4. All remaining terms, requirements, and conditions of Conditional Use Permit 1987-028 remain in full force and effect.

5. The City Planner may conduct a review of this Permit after inauguration, and may require modifications, if appropriate. The City Planner may also schedule a review by the Salinas Planning Commission, at a public hearing, if considered necessary. In the event that a public hearing is necessary, the Permittee shall reimburse the City of Salinas for all costs and expenses required to prepare for and conduct said hearing.

6. If the subject religious assembly use ceases operation for a continuous period of six (6) months or more, this Conditional Use Permit shall become null and void.

7. This Permit shall not be effective until the effective date of the related Rezone 2017-001 and General Plan Amendment 2017-002. All provisions of the Rezone and General Plan Amendment adopted by action of the Salinas City Council shall be incorporated herein as conditions of approval into this Conditional Use Permit.

ENVIRONMENTAL MITIGATIONS

8. All environmental mitigation measures contained in the Mitigation Monitoring and Reporting Plan (MMRP), attached as Exhibit “F,” shall be conditions of approval incorporated herein by reference.

FIRE PROTECTION REQUIREMENTS

9. If required, all fire sprinkler apparatus shall be incorporated into the overall site plan and building design. Such apparatus shall be located within building interiors, garages, stairwells, utility areas, trash areas and/or other areas substantially out of the public view. Fire Department connection pipes shall be painted to match the adjacent building.

PARKING REQUIREMENTS

10. All off-street parking and loading areas shall be graded, paved, drained, landscaped, striped, and maintained in accordance with *Article V, Division 2: Parking, Loading, and Outdoor Lighting* of the Salinas City Code.

SIGNS

11. A Sign Permit issued in accordance with *Article V, Division 3: Signs* of the Salinas City Code, shall be required for all signs.

12. No canvas signs, banners, pennants, flags, streamers, balloons or other temporary or wind signs; no mobile, A-frame, or portable signs; no roof or canopy signs extending above a building roof; no signs that resemble any official marker erected by the city, state or any governmental agency, or that by reason of position, shape, color or illumination would conflict with the proper functioning of any traffic sign or signal or would be a hazard to vehicular or pedestrian traffic; no signs which produce odor, sound, smoke, fire or other such emissions; and no animated, flashing, moving or rotating signs shall be permitted unless permitted in accordance with *Article 5, Division 3: Signs* of the Salinas Zoning Code, as may be amended from time to time.

OUTDOOR LIGHTING

13. Exterior lighting may be installed in accordance with Zoning Code Section 37-50.480 under the following limitations:

    a. No floodlighting will be allowed on any structure.
    b. Parking lot lighting shall be shielded to confine light spread to within the site boundaries and shall not exceed 25 feet in height.
    c. Prior to the issuance of a Building Permit, the applicant shall submit a detailed lighting plan for review and approval by the Community Development Department.

MAINTENANCE

14. All parking areas, driveways, other paved surfaces, accessways and grounds shall be regularly maintained and kept free of weeds, litter, and debris. All traffic signs and pavement markings shall be clear and legible at all times. All landscaped areas shall be maintained free of weeds, trash, and debris, and all plant material shall be continuously maintained in a healthy, growing condition. All exterior building and wall surfaces shall be regularly maintained, and any damage caused by weathering, vandalism, or other factors shall be repaired in conformance with the terms and

conditions of this Permit.

PUBLIC IMPROVEMENTS

15. All existing damaged and hazardous sidewalks, and unused driveways shall be reconstructed to City standards prior to issuance of a Certificate of Occupancy.

16. Public improvements to serve the development shall be reviewed and approved by the City Engineer and shall be installed in accordance with City standards. All utilities shall be installed underground with details to be included on the final improvement plans.

UTILITIES/EQUIPMENT SCREENING

17. All new utility lines shall be placed underground and all new power transformers shall be placed underground where permitted by the utility company. Where transformers must be pad-mounted above ground, they shall be located away from the general public view or shall be effectively concealed by landscaping or a screen fence of a design approved by the utility company and the City Planner.

18. All new mechanical equipment and appurtenances (i.e. gas, water meters, electrical boxes, HVAC systems, refrigeration equipment, etc.), building or ground mounted, shall be screened from public view and adjacent properties. Roof vents shall be painted to blend with roof materials. Details shall be shown on the final construction and/or land plans and are subject to the approval of the City Planner.

19. The Applicant, or successor-in-interest shall eradicate graffiti painted or marked on the facility within seventy-two (72) hours of occurrence pursuant to Municipal Code Section 5-03.19(a)(4).

PERMIT NOT TO SUPERSEDE OTHER REQUIRED LICENSING OR PERMITS

20. The issuance of this Permit shall not relieve the Permittee of any requirement to obtain permits or licensing from any county, regional, state or federal agencies. If applicable, a City Business License shall be obtained prior to commencement of use.

21. This Permit may be subject to water and sanitary sewer allocations. The Permittee will proceed at their own risk as water and sanitary sewer allocation may not be available at the time requested.

MODIFICATION OF APPROVED USE AND PLANS

22. Any modification to the terms and conditions of this Permit are subject to the issuance of a new Permit. The City Planner may approve minor modifications to this Permit if the City Planner finds the modification to be in substantial compliance with the original approval.

VIOLATION; REVOCATION

23. Use of the property shall be conducted in such a way that it does not constitute a nuisance to the use and enjoyment of surrounding properties or the City. Any permittee, person, firm, corporation, whether as principal, agent, employee or otherwise, violating, causing or maintaining the violation of any of the provision of this Permit shall be guilty of a misdemeanor or an infraction, as charged. Alternatively, any violation of this Permit may be prosecuted administratively pursuant to the City's Administrative Remedies Ordinance and/or other applicable laws, regulations or codes. Upon determination by the City Planner that there are reasonable grounds for revocation of this Permit, a revocation hearing shall be set to be heard before the Salinas Planning Commission in accordance with *Article VI, Division 18: Enforcement and Penalties* of the Salinas Zoning Code or such codes as may be subsequently adopted.

SUBSTANTIAL ACTION TIME LIMIT

24. This Permit shall expire one year after its effective date unless:

    a. The use is established in conformance with the provisions of the Zoning Code; or
    b. The City Planner determines that substantial action has commenced to carry out the terms and intent of the Conditional Use Permit.

PERMIT VALIDATION

25. Pursuant to Zoning Code Section 37-60.530, this Permit shall be null and void and all terms and conditions shall have no force or effect unless this Permit is signed by the Permittee(s) and returned to City of Salinas Community Development Department within 90 days of approval. ***It is the applicant's responsibility to track the 90-day expiration date. No notice will be sent.***

STANDARD CONDITIONS

26. Pursuant to **Salinas City Code Section 1-8.1: Civil action enforcement**, and **Section 1-8.2: Liability for costs**, permittee shall reimburse the City of Salinas for all costs and expenses (including but not limited to fees and

charges of architects, engineers, attorneys, and other professionals, and court costs) incurred by the City in enforcing the provisions of this Permit.

27. The applicant(s) shall defend, indemnify, and hold harmless the City of Salinas or any of its boards, commissions, agents, officers, and employees from any claim, action or proceeding against the City, its boards, commissions, agents, officers, or employees to attack, set aside, void, or annul, the approval of this use. The City shall promptly notify the applicant(s) of any such claim, action, or proceeding. The City shall cooperate in the defense. Nothing contained in this condition shall prohibit the City from participation in a defense of any claim, action, or proceeding if the City bears its own attorney's fees and costs, and the City defends the action in good faith.

28. Notwithstanding any of the provisions in this permit, all improvements and uses shall comply with all other ordinances and regulations of the City of Salinas and all local, state and federal laws and regulations.

29. No further development other than that shown on this permit or attached exhibits shall be allowed unless or until an amendment to this permit has been approved. Requests for a minor modification of an approved permit may be granted by the City Planner provided the modification is substantially in compliance with the original approval and conditions.

NOTICE OF CHALLENGE LIMITATIONS

30. Code of Civil Procedure Section 1094.6 requires all Court challenges to the decision to grant this Permit be initiated within 90 days of the final decision of the City in this matter.

EXECUTIONS

THIS CONDITIONAL USE PERMIT *was approved by action of the Salinas City Council on December 17, 2019, and shall become effective:*

Effective Date: January 16, 2020 _____

Courtney Grossman
Planning Manager, City of Salinas

(Signatures Listed Below on Pages 8 Through 9 Must Be Notarized)

THIS CONDITIONAL USE PERMIT *is hereby accepted upon the express terms and conditions hereof, and the undersigned Permittee agrees to strictly conform to and comply with each and all of this Permit's terms and conditions.*

Dated: _____ _____

Bill Viera, President and COO
Simas-East Market Street LLC
Permittee / Property Owner

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA
COUNTY OF MONTEREY

On _____ 201__, before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____

Dated: _____

_____
Robert Atkinson, Senior VP Development
Simas-East Market Street LLC
Permittee / Property Owner

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA
COUNTY OF MONTEREY

On _____ 201__, before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____

SALINAS PLANNING COMMISSION

Staff Report

Planning Manager Approval	Agenda Item

City of Salinas
Community Development Department
65 West Alisal Street
Salinas, CA 93901
(831) 758-7206
(831) 758-7215 *fax*

Director:
Megan Hunter

Planning Manager:
Courtney Grossman

Planning Commission:

Brad Griffin, Chair
John Meeks, Vice-Chair
George Anzo
Joel Hernandez Laguna
Matt Nohr
Matthew Ottone
Marcelino Rocamora Jr.

DATE: November 6, 2019

TO: Planning Commission

FROM: Courtney Grossman, Planning Manager

BY: Bobby Latino, Associate Planner

SUBJECT: GENERAL PLAN AMENDMENT 2017-002 (GPA 2017-002); REZONE 2017-001 (RZ 2017-001); AND CONDITIONAL USE PERMIT (CUP 2017-019) LOCATED AT 10 SIMAS STREET IN THE IGC-F (INDUSTRIAL-GENERAL COMMERCIAL – FLOOD PLAIN OVERLAY) ZONING DISTRICT

RECOMMENDATION

Staff recommends that the Planning Commission affirm the findings and approve the attached Resolution recommending that the City Council adopt the proposed Mitigated Negative Declaration, approve General Plan Amendment 2017-002, adopt Rezone 2017-001, and approve CUP 2017-019.

BACKGROUND

Simas-East Market Street LLC, property owner and applicant, is requesting approval of a General Plan Amendment 2017-002 (GPA 2017-002) to change the General Plan designation of 94,235 square feet (2.16 acres) of a 401,197 (9.21 acres) lot from General Commercial/Light Industrial to Arterial Frontage, Rezone 2017-001 (RZ 2017-001) to change the Zoning designation of 94,235 square feet (2.16 acres) of a 401,197 (9.21 acres) lot from Industrial-General Commercial to Mixed Arterial Frontage, and a Conditional Use Permit (CUP 2017-019) to establish and operate a religious assembly use in an existing 18,150 square foot building.

A nonconforming religious assembly use has been operating at the

subject site within an existing 18,150 square foot building (former seven-plex indoor movie theater) for approximately nine years. Temporary Use of Land Permit 2010-045 initially approved the temporary use of religious assembly and Building Permit No. B10-0314 approved the tenant improvement. The building is part of a larger Industrial Complex that was approved by Conditional Use Permit (CUP 1987-028). The proposed CUP will modify CUP 1987-028 to replace the indoor theater with the religious assembly use. Religious Assembly uses are not permitted in the underlying base Zoning District of IGC, but is conditionally allowed in the Mixed Arterial Frontage District. Simas-East Market Street LLC has applied for the requested permits to achieve long term zoning compliance with the religious assembly use.

The property is located in the Industrial-General Commercial (IGC) base District and Floodplain Overlay (F) overlay District. The following provides an overview of the land uses and zoning districts adjacent to the project site:

North: Park/P (Parks)
South: Minor Vehicle Repair, Vehicle Sales, and Vehicle-related Retail Sales and Services uses/IGC-F (Industrial-General Commercial – Flood Plain Overlay)
East: Building Materials and Service use/IGC-F (Industrial-General Commercial – Flood Plain Overlay)
West: Retail Sales/MAF-F (Mixed Arterial Frontage – Flood Plain Overlay)

ANALYSIS

General Plan Amendment and Rezone

The proposed Amendment and Rezone is consistent with Salinas General Plan Policies. Consistent with Land use Policy LU-3.7, the Amendment and Rezone allows for a formerly vacant 18,150 square foot theater building to be revitalized into a viable and compliant use. The infill development of establishing the religious assembly use in the former vacant theater building with no proposed exterior modifications is consistent with scale and character of the existing Industrial Complex development in conformance with Community Design Policy CD-2.3.

Conditional Use Permit

Upon the effective date of the General Plan Amendment and Rezone, a religious assembly use would be subject to a Conditional Use Permit in the proposed MAF Zoning District per Section 37-30.240, Table 37-30.110. This CUP will modify CUP 1987-028 to replace the subject 18,150 square foot theater with a religious assembly use and modify select conditions related to the former theater.

ENVIRONMENTAL REVIEW

The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA). An Initial Study was prepared to evaluate the potential impacts associated with the project. Based upon review of the Initial Study, the proposed project will not have a significant effect on the environment because the mitigation measures outlined in the proposed Mitigation Monitoring Program have been included in the project (see attached Initial Study and Mitigated Negative Declaration). The Initial Study and Mitigated Negative Declaration were routed to responsible agencies and posted at the County Clerk's Office on September 26, 2019; the deadline for comments was October 16, 2019. Action on the environmental document should precede any action on the requested permits. Monterey County Planning Department provided "No Comments" on the Mitigated Negative Declaration during the review period.

FINDINGS

Mitigated Negative Declaration:

Prior to recommending approval to the Council of the requested General Plan Amendment, Rezone, and Conditional Use Permit, the Planning Commission will need to confirm that the proposed environmental document is adequate for the proposed project by establishing the finding set forth in the attached Planning Commission Resolution.

General Plan Amendment/Rezone:

The Planning Commission may recommend approval of a General Plan Amendment and Rezone if all of the findings set forth in the attached Planning Commission Resolution are established. Per Zoning Code Section 37-60.920(d)(2), an affirmative vote of a majority (no less than four (4) votes) of the Planning Commission is required for the Commission to make a recommendation of the General Plan Amendment to the City Council.

Conditional Use Permit:

Per Section 37-60.505, the Planning Commission may recommend approval of an application for Conditional Use Permit to the Council, if all of the findings set forth in the attached proposed Planning Commission Resolution are established.

TIME CONSIDERATION

The proposed project includes requests for a General Plan Amendment and a Rezone, which are both legislative acts and are not subject to the Permit Streamlining Act (PSA).

ALTERNATIVES AVAILABLE TO THE COMMISSION

The Planning Commission has the following alternatives:

1. Affirm the findings set forth in the attached Resolution, recommending that the City Council adopt the Mitigated Negative Declaration, approve General Plan Amendment 2017-002, introduce and adopt Rezone 2017-001, and approve Conditional Use Permit 2017-019 with modifications; or

2. Find that the proposal applications are not appropriate and establish findings at the public hearing recommending that the City Council deny General Plan Amendment 2017-002, Rezone 2017-001, and Conditional Use Permit 2017-019.

CONCLUSION

The proposed General Plan Amendment, Rezone, and Conditional Use Permit will be consistent with General Plan and Zoning Code policies. The proposed applications would allow for a religious assembly use in a former vacant theater building with no negative impacts to surrounding properties. The Initial Study and Mitigated Negative Declaration did not identify significant environmental impacts.

COURTNEY GROSSMAN
Planning Manager

BY: _____
Bobby Latino
Associate Planner

Attachments:
Proposed Planning Commission Resolution, including the following exhibits:
- Exhibit A: Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
- Exhibit B: Proposed General Plan Amendment 2017-002 Map for 10 Simas Street
- Exhibit C: Proposed Rezone 2017-001 Map for 10 Simas Street

Draft City Council Ordinance for Rezone 2017-001, including the following exhibit:
- Exhibit A: Proposed Rezone 2017-001 Map for 10 Simas Street

Draft Conditional Use Permit 2017-019, including the following exhibits:
- Exhibit "A" Vicinity Map
- Exhibit "B" Engineer's Report, dated May 15, 2018
- Exhibit "C" Existing Site Plan with Proposed General Plan Amendment and Rezone

Exhibit "D" Existing Floor Plan (Sheet A101)
Exhibit "E" Revised Floor Plan for Sanctuary (Sheet A101B)
Exhibit "F" Mitigated Negative Declaration, Mitigation Monitoring Program, and Initial Study

Initial Study for 10 Simas Street, including the following exhibits:

1. Vicinity Map
2. Engineer's Report, dated May 15, 2018
3. Existing Site Plan with Proposed General Plan Amendment and Rezone
4. Existing Floor Plan (Sheet A101)
5. Revised Floor Plan for Sanctuary (Sheet A101B)
6. Mitigation Monitoring and Reporting Program
7. Letter from Ohlone/Costanoan-Esselen Nation (OCEN), dated December 17, 2018

SALINAS PLANNING COMMISSION
RESOLUTION NO. 2019-16

Resolution Recommending that City Council Approve a General Plan Amendment, Rezone, and Conditional Use Permit to Establish and Operate a Religious Assembly Use Located at 10 Simas Street (GPA 2017-002, RZ 2017-001, and CUP 2017-019)

WHEREAS, on November 6, 2019, the Salinas Planning Commission, at the request of the Applicant/Property Owner, Simas-East Market Street LLC, held a duly noticed public hearing to consider General Plan Amendment 2017-002 (GPA 2017-002) to change the General Plan designation of 94,235 square feet (2.16 acres) of a 401,197 (9.21 acres) lot from General Commercial/Light Industrial to Arterial Frontage, Rezone 2017-001 (RZ 2017-001) to change the Zoning designation of 94,235 square feet (2.16 acres) of a 401,197 (9.21 acres) lot from Industrial-General Commercial to Mixed Arterial Frontage, and Conditional Use Permit (CUP 2017-019) to establish and operate a religious assembly use in an existing 18,150 square foot building (Assessor's Parcel Number 003-091-011-000); and

WHEREAS, the Planning Commission weighed the evidence presented at said public hearing, including the Staff Report which is on file at the Community Development Department together with the record of environmental review; and

WHEREAS, the Planning Commission has reviewed and considered the information contained in the Initial Study and related environmental documents including the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

NOW, THEREFORE, BE IT RESOLVED by the Salinas Planning Commission that it recommends that the City Council adopt the proposed Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and approve General Plan Amendment 2017-002, Rezone 2017-001, and Conditional Use Permit 2017-019 and adopts the following findings as the basis for its determination, and that the foregoing recitations are true and correct, and are included herein by reference as findings:

For the Mitigated Negative Declaration:

The Planning Commission hereby finds that a Mitigated Negative Declaration (MND) has been prepared with respect to the project in compliance with the California Environmental Quality Act (CEQA) of 1970, as amended, and the guidelines promulgated thereunder. Further, this Commission has independently reviewed and considered the information contained in the Initial Study and related environmental documents, together with the comments received during the public review process. On the basis of the whole record before it, the Commission finds that, with the conditions of approval and the proposed mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment and that the MND reflects the Commission's independent judgment and analysis. On this basis, the Commission adopts the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

The environmental impacts of the project have been analyzed in

accordance with the California Environmental Quality Act (CEQA). An Initial Study was prepared to evaluate the potential impacts associated with the project. Based upon review of the Initial Study, the proposed project will not have a significant effect on the environment because the mitigation measures outlined in the proposed Mitigation Monitoring Program have been included in the. The Initial Study and Mitigated Negative Declaration were routed to responsible agencies and posted at the County Clerk's Office on September 26, 2019; the deadline for comments was October 16, 2019. Monterey County Planning Department provided "No Comments" on the Mitigated Negative Declaration during the review period.

For the General Plan Amendment:

1. ***The proposed general plan amendment is consistent with all other goals, policies, programs, and land uses of applicable elements of the general plan;***

   The proposed Amendment is consistent with Salinas General Plan Policies. Consistent with Land use Policy LU-3.7, the Amendment allows for a formerly vacant 18,150 square foot theater building to be revitalized into a viable compliant use. The infill development of establishing the religious assembly use in the former vacant theater building with no proposed exterior modifications is consistent with scale and character of the existing Industrial Complex development on-site and conforms to Community Design Policy CD-2.3. The proposed "Arterial Frontage" land use designation is not expected to result in negative impacts or conflict with surrounding properties.

2. ***The proposed general plan amendment promotes the public necessity, convenience, and general welfare.***

   The General Plan Amendment promotes the public necessity, convenience and general welfare because the project would result in conforming zoning for the continuation of an existing religious assembly use.

For the Rezone:

1. ***The amendment is consistent with the Salinas general plan, any applicable specific plan, and other plans and policies adopted by the Salinas city council;***

   The proposed Amendment is consistent with Salinas General Plan Policies. Consistent with Land use Policy LU-3.7, the Amendment allows for a formerly vacant 18,150 square foot theater building to be revitalized into a viable compliant use. The infill development of establishing the religious

assembly use in the former vacant theater building with no proposed exterior modifications is consistent with scale and character of the existing Industrial Complex development on-site and conforms to Community Design Policy CD-2.3. The proposed "Arterial Frontage" land use designation is not expected to result in negative impacts or conflict with surrounding properties.

2. ***The amendment will not have the effect of reversing the policies of the Salinas general plan, any applicable specific plan, and other plans and policies adopted by the Salinas city council;***

   There are no policies within the Salinas General Plan that would be reversed as a result of this amendment. There are no Specific Plans or Precise Plans applicable to the site.

3. ***The amendment would not create an isolated district unrelated to adjacent zoning districts;***

   The proposed rezone will not create an unrelated zoning district because the rezoning would extend the boundary of the existing and contiguous MAF base zoning district to include the proposed portion of the lot located at 10 Simas Street.

4. ***The city has the capability to provide public utilities, roads, and services to serve the uses allowed by the proposed amendment.***

   Salinas is an urbanized area and public infrastructure is presently in place to serve most uses. The proposed Rezoning would not create the need for additional infrastructure.

For the Conditional Use Permit:

1. ***The proposed location of the use is in accordance with the objectives of the Salinas General Plan, this Zoning Code and the purposes of the district in which the site is located;***

   The proposed Amendment to the existing Conditional Use Permit is consistent with Salinas General Plan Policies. Consistent with Land use Policy LU-3.7, the Amendment allows for a formerly vacant 18,150 square foot theater building to be revitalized into a viable compliant use. The infill development of establishing the religious assembly use in the former vacant theater building with no proposed exterior modifications is consistent with scale and character of the existing Industrial Complex development on-site and conforms to Community Design Policy CD-2.3. The project is not expected to result in negative impacts or conflict with surrounding

properties, because the adjacent lots to the west are designated "Arterial Frontage" and an existing 6-foot high fence with two abutting landscape planters that separate the site from an existing retail use and a vacant lot.

Upon a successful General Plan Amendment and Rezone, a religious assembly use would be subject to a Conditional Use Permit in the MAF Zoning District per Section 37-30.240, Table 37-30.110. Per Section 37-30.230(e)(1) the purpose of the MAF District is to provide a combination of uses along certain areas on East Market Street.

2. ***The proposed location of the conditional use and the proposed conditions under which it would be operated or maintained are consistent with the Salinas General Plan and will not be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to the neighborhood of such use, nor detrimental to properties or improvements in the vicinity or the general welfare of the City of Salinas; and***

The proposed Amendment to the existing Conditional Use Permit is consistent with Salinas General Plan Policies. Consistent with Land use Policy LU-3.7, the Amendment allows for a formerly vacant 18,150 square foot theater building to be revitalized into a viable compliant use. The infill development of establishing the religious assembly use in the former vacant theater building with no proposed exterior modifications is consistent with scale and character of the existing Industrial Complex development on-site and conforms to Community Design Policy CD-2.3. The project is not expected to result in negative impacts or conflict with surrounding properties, because the adjacent lots to the west are designated "Arterial Frontage" and an existing 6-foot high fence with two abutting landscape planters separate the site from an existing retail use and a vacant lot.

The proposed establishment and operation of a Religious Assembly use would not be detrimental to the public health, safety and general welfare of the people of the City. A six-foot high fence and abutting landscape planters separate the subject portion of the lot from adjacent uses on other lots. The project provides adequate off-street parking and meets the recycling and trash recycling provisions of the Zoning Code.

3. ***The proposed conditional use will comply with the provisions of the Salinas Zoning Code, including any specific conditions required for the proposed use.***

Conditions have been recommended for this permit to ensure that, when implemented, the project will conform and comply with the provisions of the Salinas Zoning Code. For example, a condition requires all environmental

mitigation measures contained in the Mitigation Monitoring and Reporting Plan (MMRP) shall be conditions of approval incorporated herein by reference.

PASSED AND ADOPTED this 6th day of November 2019, by the following vote:

AYES: Chairperson Griffin, Vice Chairperson Meeks, Commissioners Anzo, Hernandez, Nohr, Ottone, and Rocamora

NOES: None

ABSTAIN: None

ABSENT: None

THIS IS TO CERTIFY that the foregoing is a full, true, and correct copy of a Resolution of the Planning Commission of the City of Salinas, that said Resolution was passed and adopted by the affirmative and majority vote of said Planning Commission at a meeting held on November 6, 2019, and that said Resolution has not been modified, amended, or rescinded, and is now in full force and effect.

SALINAS PLANNING COMMISSION

Date: 11/15/19

Courtney Grossman
Secretary

Attach:

Exhibit A: Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
Exhibit B: Proposed General Plan Amendment 2017-002 Map for 10 Simas Street
Exhibit C: Proposed Rezone 2017-001 Map for 10 Simas Street

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\10 Simas Street\GPA 2017-002 and RZ 2017-001\10 Simas Street PC Reso MND.docx

CITY OF SALINAS
Community Development Department
65 West Alisal Street, Salinas, CA 93901

(MITIGATED) NEGATIVE DECLARATION

The project described below has been reviewed in accordance with the California Environmental Quality Act (CEQA) and has been determined to have a less than significant impact upon the environment.

Project's Common Name/Description:	General Plan Amendment 2017-002 (GPA 2017-002) from General Commercial/Light Industrial to Arterial Frontage; and Rezone 2017-001 (RZ 2017-001) from Industrial-General Commercial to Mixed Arterial Frontage; Conditional Use Permit (CUP 2017-019) to establish and operate religious assembly use within an existing 18,150 square foot building.
File Nos.:	GPA 2017-002; RZ 2017-001; CUP 2017-019
Project Applicant:	Simas -East Market LLC
Project Location:	10 Simas Street in the IGC-F (Industrial-General Commercial – Flood Plain Overlay) Zoning District (APN 003-091-011-000)

Determination: The attached Initial Study has been prepared for the above project in accordance with the California Environmental Quality Act and procedures established in the *CEQA Guidelines* adopted by the City of Salinas. On the basis of the Initial Study, the City of Salinas makes the following determination:

☐ The above project will not have a significant effect on the environment, and a NEGATIVE DECLARATION is hereby approved.

☒ The above project could have a significant effect on the environment, but WILL NOT have a significant effect in this case because the attached mitigation measures have been made by or agreed to by the applicant which will avoid the effects or mitigate the effects to a point where clearly no significant effects will occur. Furthermore, there is no substantial evidence before the City of Salinas that the proposed project, as revised, may have a significant effect on the environment. A (MITIGATED) NEGATIVE DECLARATION is hereby approved.

Mitigation measures, if any, included in the project to avoid potentially significant effects are found in the attached Mitigation Monitoring Program. Further information about this project and about its probable environmental impact will be on file in the Community Development Department, 65 West Alisal Street, Salinas, CA 93901.

COURTNEY GROSSMAN
Planning Manager

By: _____ Date: 9/10/19
Bobby Latino
Associate Planner

Attach: Mitigation Monitoring and Reporting Program

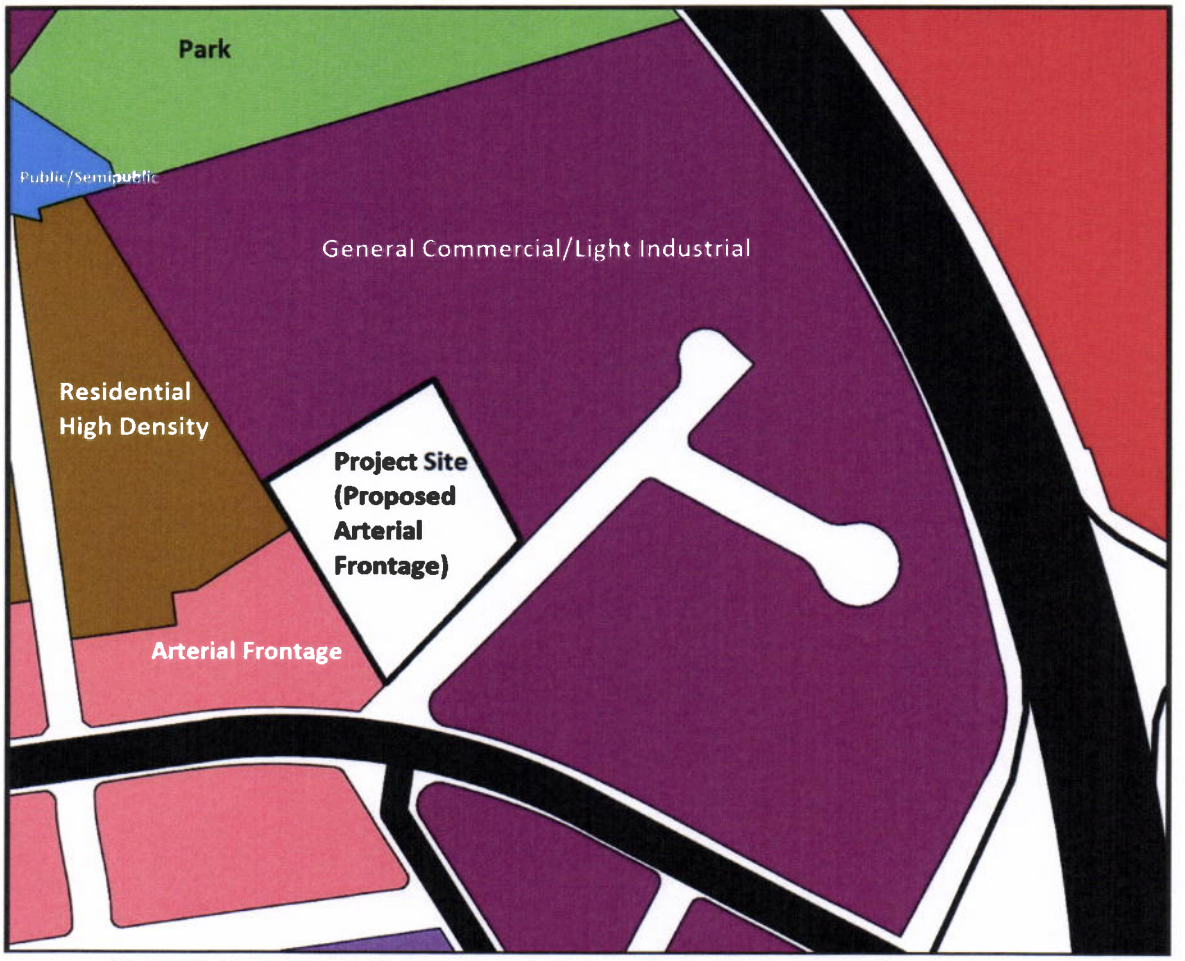
\\SalSvr44\DeptPvt\ComDev\robertl\Documents\10 Simas Street\ER 2017-003\10 Simas Street Mitigated Negative Declaration.docx

GENERAL PLAN AMENDMENT 2017-002 (GPA 2017-002) FROM GENERAL COMMERCIAL/LIGHT INDUSTRIAL TO ARTERIAL FRONTAGE; AND REZONE 2017-001 (RZ 2017-001) FORM INDUSTRIAL-GENERAL COMMERCIAL TO MIXED ARTERIAL FRONTAGE; CONDITIONAL USE PERMIT (CUP 2017-019) TO ESTABLISH AND OPERATE RELIGIOUS ASSEMBLY USE
MITIGATION MONITORING AND REPORTING PROGRAM
10 SIMAS STREET

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
CU-1	In the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Public Resources Code Section 21083.2.	To ensure compliance with Public Resources Code Section 21083.2	Applicant, or Successor in Interest	Community Development Department, Current Planning	During grading/ construction activities
TCR-1	In the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Public Resources Code Section 21083.2.	To ensure compliance with Public Resources Code Section 21083.2	Applicant, or Successor in Interest	Community Development Department, Current Planning	During grading/ construction activities

North

General Plan Amendment Map



GENERAL PLAN AMENDMENT 2017-002

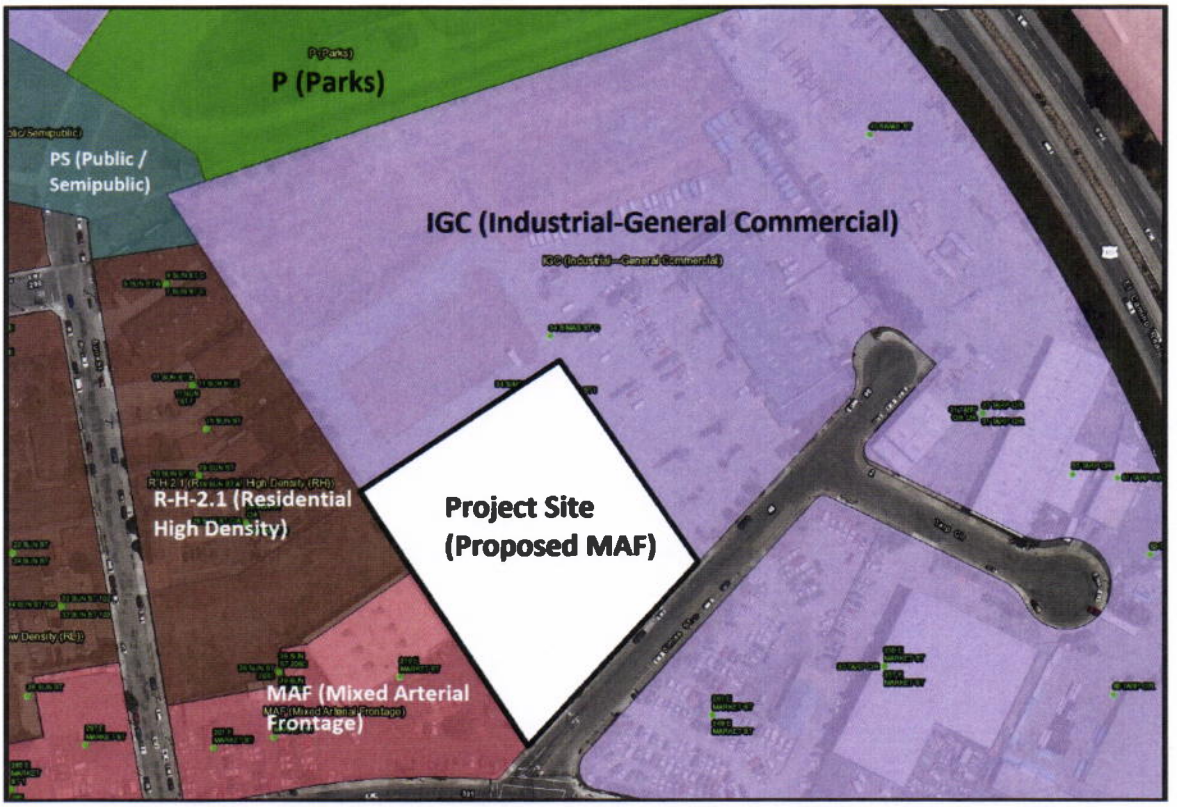
(Related to Rezone 2017-001)

Project Description: Change 94,235 square feet (2.16 acres) of a 401,197 (9.21 acres) lot from General Commercial/Light Industrial to Arterial Frontage

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\10 Simas Street\GPA 2017-002 and RZ 2017-001\GPA 2017-002 Map Exhibit.docx

North

Rezoning Map



REZONE 2017-001

(Related to General Plan Amendment 2017-002)

Project Description: Change 94,235 square feet (2.16 acres) of a 401,197 (9.21 acres) lot from Industrial-General Commercial to Mixed Arterial Frontage.

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\10 Simas Street\GPA 2017-002 and RZ 2017-001\RZ 2017-001 Map Exhibit.docx

UNOFFICIAL MINUTES
OF THE
SALINAS PLANNING COMMISSION

November 6, 2019

The meeting was called to order at 3:30 p.m. in the City Council Chamber Rotunda.

PLEDGE OF ALLEGIENCE

ROLL CALL

WELCOME AND STAFF INTRODUCTIONS

PRESENT: Chairperson Griffin, Commissioners, Anzo, Hernandez, Meeks, Nohr, Ottone (Arrived at 3:55 p.m.), and Rocamora.

ABSENT: None

STAFF: Community Development Director, Megan Hunter; City Attorney, Chris A. Callihan; Planning Manager, Courtney Grossman; Senior Planner, Jill Miller; Associate Planner, Bobby Latino; and Administrative Aide, Maira Flores

COMMENTS FROM THE PUBLIC FOR ITEMS NOT ON THE AGENDA

Chairperson Griffin opened for public comment at 3:32 p.m.

No public comment received.

Chairperson Griffin closed for public comment at 3:32 p.m.

APPROVAL OF THE MINUTES: October 16, 2019

Upon motion by Commissioner Meeks, second by Commissioner Anzo, the minutes of October 16, 2019 were approved. The motion carried by the following vote:

AYES: Chairperson Griffin, Commissioners, Anzo, Meeks, and Nohr.

NOES: None

ABSTAIN: Commissioner Hernandez and Rocamora

ABSENT: Commissioner Ottone (Arrived at 3:55 p.m.)

CONSIDERATIONS

None

PUBLIC HEARINGS

Bobby Latino, Associate Planner, presented a PowerPoint Presentation regarding Variance 2019-001; a request to vary fence height at 1072 Industrial Street. This presentation is on file at the Community Development Department.

Commissioner Meeks inquired if there would be any major changes to the building structure to ensure compliance with commercial cannabis regulations. Bobby Latino indicated that compliance with regulations and building code would be secured through the Commercial Cannabis Business Permit process.

Commissioner Nohr requested clarification on the protest letter received for the project as it referenced concerns with the homeless population on the railroad right of way as opposed to the use of the site. Bobby Latino clarified that the use was previously established through a Site Plan Review and that the Variance was strictly to vary the fence height.

Chairperson Griffin opened for public comment at 3:39 p.m.

No public comment received.

Chairperson Griffin closed for public comment at 3:40 p.m.

Commissioner Meeks provided comments on the homeless camp referenced in the protest letter.

Commissioner Meeks motioned to adopt the resolution approving Variance 2019-001; A request to vary fence height at 1072 Industrial Street. Commissioner Nohr seconded this motion. The motion carried by the following vote:

AYES:	Chairperson Griffin, Commissioners Anzo, Hernandez, Meeks, Nohr, and Rocamora
NOES:	None
ABSTAIN:	None
ABSENT:	Commissioner Ottone (Arrived at 3:55 p.m.)

Bobby Latino, Associate Planner, presented a PowerPoint Presentation regarding General Plan Amendment 2017-001; a request to change a 7.67-acre site from Park to General Commercial/Light Industrial and Rezone 2017-002; a request to change a 7.67-acre site from

Parks to Industrial – General Commercial located at 295 Sun Way. This presentation is on file at the Community Development Department.

Commissioner Hernandez indicated that residents of Rancho Salinas Mobile Home Park are concerned with the rezone as they viewed this location as a recreational resource. Megan Hunter, Community Development Director, informed commissioners that the City determined not to continue to lease this privately-owned property for recreational use. Instead, the City's Master Park Plan will focus on maintenance and making capital improvements to existing parks; hence, the rezone for 295 Sun Way.

Commissioner Rocamora inquired if there was any information on the proposed use for the rezoned area since there's currently a need for housing. Ms. Hunter responded that due to the location of the site's proximity to the freeway and most of the surrounding areas being zoned as Industrial – General Commercial, this site would not be ideal for housing. Ms. Hunter also informed that as part of the Chinatown's Revitalization Plan, the City will continue to expand areas and identify opportunity sites for housing.

Robert Atkinson, Syufy Enterprises - Applicant, made a statement regarding the current use of the property and spoke in support of the project.

Chairperson Griffin opened for public comment at 3:54 p.m.

No public comment received.

Chairperson Griffin closed for public comment at 3:54 p.m.

Commissioner Hernandez motioned to approve the resolution recommending that City Council adopt the proposed Mitigated Negative Declaration, approved General Plan Amendment 2017-001, and introduce then adopt Rezone 2017-002. Commissioner Anzo seconded this motion. The motion carried by the following vote:

AYES:	Chairperson Griffin, Commissioners Anzo, Hernandez, Meeks, Nohr, and Rocamora
NOES:	None
ABSTAIN:	Commissioner Ottone (Arrived at 3:55 p.m.)
ABSENT:	None

Bobby Latino, Associate Planner, presented a PowerPoint Presentation regarding General Plan Amendment 2017-002; a request to change the General Plan designation of 94,235 square feet of a 401,197 lot from General Commercial/Light Industrial to Arterial Frontage, Rezone 2017-001; a request to change the Zoning designation of 94,235 square feet of a 401,197 lot from Industrial-General Commercial to Mixed Arterial Frontage, and Conditional Use Permit 2017-019; a request to establish and operate a religious assembly use in a an existing 18,150 square foot building located at 10 Simas Street. This presentation is on file at the Community Development Department.

Commissioner Nohr requested clarification regarding the buildings on the parcel that would be impacted by the project. Mr. Latino provided clarification.

Robert Atkinson, Syufy Enterprises - Applicant, made a statement regarding the current use of the property and spoke in support of the project.

Chairperson Griffin opened for public comment at 4:06 p.m.

David Mack, Salinas Resident, expressed a concern that the project may imply spot zoning.

Terry Green, Lead Pastor of Celebration Church, provided public comment in support of the project.

Karen Green, Lead Pastor of Celebration Church, provided public comment in support of the project.

Rosanna Guerrero, Congregation Member of Celebration Church, provided public comment in support of the project.

Jason Green, Youth Pastor of Celebration Church, provided public comment in support of the project.

John and Lily Martin, Congregation Members of Celebration Church, provided public comment in support of the project.

Shara Green Pena, Associate Pastor of Celebration Church, provided public comment in support of the project.

Luis Ortiz Jr., Local Mortician, provided public comment in support of the project.

Jesse, Congregation Member of Celebration Church, provided public comment in support of the project.

Echo Grijalva, Youth Mentor of Celebration Church, provided public comment in support of the project.

Received public comment in support of the project from two other unidentified Congregation Member of Celebration Church.

Chairperson Griffin closed for public comment at 4:32 p.m.

Commissioner Meeks inquired if there were any other areas in which spot zoning exists. Ms. Hunter informed the commissioners that this project was not considered spot zoning and it was not uncommon to have parcels with split zoning.

Commissioner Hernandez spoke in support of the project and commended the work of Celebration Church.

Commissioner Meeks motioned to approve the resolution recommending that City Council adopt the proposed Mitigated Negative Declaration, approved General Plan Amendment 2017-002, and introduce then adopt Rezone 2017-001 and approve Conditional Use Permit 2017-019. Commissioner Hernandez seconded this motion. The motion carried by the following vote:

AYES:	Chairperson Griffin, Commissioners Anzo, Hernandez, Meeks, Nohr, Ottone and Rocamora
NOES:	None
ABSTAIN:	None
ABSENT:	None

OTHER BUSINESS

Jill Miller, Senior Planner, presented a PowerPoint regarding the Study Session: West Area Specific Plan. This presentation is on file at the Community Development Department.

Commissioner Meeks inquired if it had been determined who would pay for sewage connections of Bolsa Knolls residences that could potentially result because of the project. Jill Miller informed that this would be determined by Monterey County regulations and not the City. Ms. Miller indicated she would research and present more information regarding this inquiry when the project returns to the Planning Commission for formal consideration.

Commissioner Ottone inquired when the Final Environmental Impact Report would be available for review. Courtney Grossman, Planning Manager, anticipated these documents would be available no later than Friday, November 15, 2019, (for consideration at the November 20, 2019 Planning Commission meeting), or as required by CEQA regulations.

Commissioner Ottone also inquired if action on the Development Agreement would be required from the Planning Commission. Christopher A. Callihan, City Attorney, responded

that only City Council would be required to action on the Development Agreement; however, it would be part of the package presented for consideration to the Planning Commission.

Commissioner Nohr, asked how Assembly Bill 68 and other senate bills impact the West Area Specific Plan. Jill Miller, Senior Plan, indicated that the plan currently meets municipal code; however, changes would be made as necessary to ensure compliance with the state law.

Chairperson Griffin opened for public comment at 4:53 p.m.

David Mack, resident of Salinas, stated concerns regarding potential impacts and sewer connections that could arise with the project.

Natalie Vaughn, California State University of Monterey Bay, provided public comment.

Chairperson Griffin closed for public comment at 4:58 p.m. No action is required with the study session.

Megan Hunter, Community Development Director, spoke regarding the need for an advisory Design Review Board to assist in providing applicants with review and feedback on project design. Ms. Hunter asked if the Planning Commissioners had any input or ideas for the layout and structure of such committee.

Courtney Grossman, Planning Manager, provided examples of previous advisory committees.

Commissioner Nohr agreed with the need for a Design Review Board and provided feedback.

Chairperson Griffin asked if documentation of the structure to follow of previous existing boards that assisted in similar functions could be referenced when considering the design of the committee.

Commissioner Ottone suggested consideration on expanding membership of the Ad Hoc Review Committee to subject matter experts of neighboring cities.

FOLLOW UP REPORTS

Megan Hunter, Community Development Director, apprised the Planning Commission that a second reading at City Council was held on November 5, 2019 to approve the Zoning Code Amendments that were recommended for approval by the Planning Commission on October 2, 2019 as well as the approval of the Alisal Vibrancy Plan presented on October 16, 2019. Both projects were approved.

Ms. Hunter also provided information regarding the report to City Council on November 5, 2019 by Joseph DeSante, Permit Center Manager and Building Official. As of September 30, 2019, over 1,800 Building Permits have been issued.

Additionally, Ms. Hunter informed that the City Council will be establishing a Business Development Committee which will serve as an advisory committee for building permitting improvements. Planning Commissioners should contact Ms. Hunter if interested.

FUTURE AGENDA ITEMS

The West Area Specific Plan and the Mitigated Negative Declaration for the Airport Lease Project located at 1341 Mercer Way are expected to be presented to the Planning Commission on November 20, 2019. Public works is also expected to present a Mitigated Negative Declaration for East Laurel Drive on this date.

The Chinatown Revitalization Project is expected for presentation to the Planning Commission on either December 4, 2019 or December 18, 2019.

Planning Commissioner attendance for November 20, 2019 was confirmed.

ADJOURNMENT

The meeting was adjourned at 5:20 p.m.

_____	_____
BRAD GRIFFIN	COURTNEY GROSSMAN
Chairperson	Executive Secretary

North

Vicinity Map

GPA 2017-002, RZ 2017-001, and CUP 2017-019 10 Simas Street

Exhibit A

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\10 Simas Street\ER 2017-003\GPA 2017-002, RZ 2017-001, CUP 2017-019 Vicinity Map.doc

CITY OF SALINAS

DEVELOPMENT ENGINEERING, *A division of the Public Works Department*
65 West Alisal Street | Salinas, CA 93901 | 831-758-7251 | *www.ci.salinas.ca.us*

ENGINEER'S REPORT

PURPOSE: CUP2017-019 **DATE:** 5/15/2018
LOCATION: 10 Simas St **PLANNER:** Bobby Latino
OWNER/APPLICANT: Simas-East Markert LLC/SyWest Development

DEVELOPMENT PROPOSAL: A proposal to establish religious assembly at old movie theater.

RECOMMENDATION: Approve with Conditions
SWDS THRESHOLD: N/A

DEVELOPMENT REVIEW: *Development Review Submittal prepared by JWF Architecture and BKF, dated 11/16/2017.*

CONDITION OF APPROVAL

1. FEMA Compliance – Applicant shall provide documentation for cost of all improvements that converted the use of the facility along with an appraisal indicating the market value the structure.
2. Fees – Based on CUP1987-028, the existing theater had 1200 seats. Trips associated with the theater use exceeds the proposed religious use. Therefore, no traffic impact fees are assessed for this change in land use.

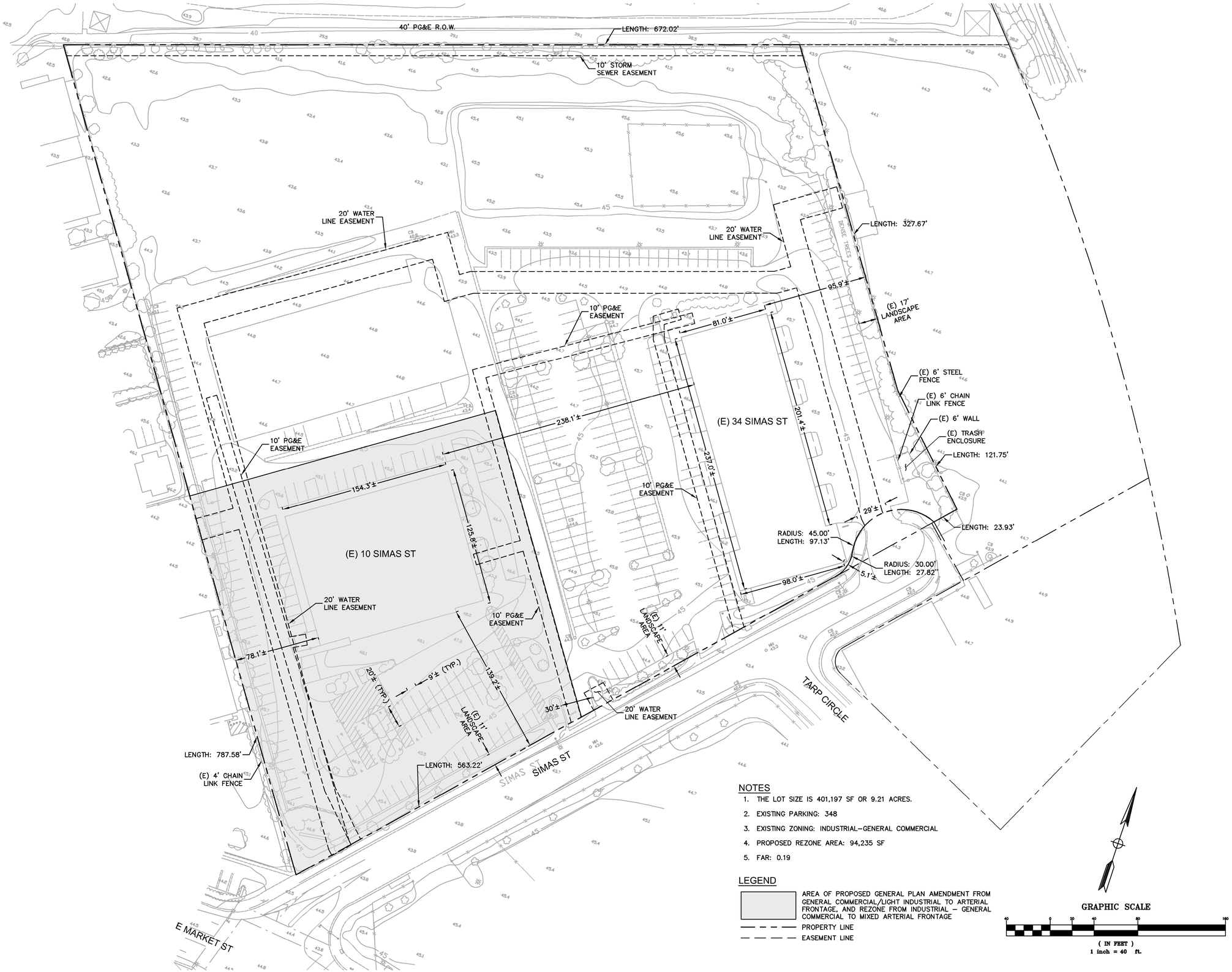
Notice: The Conditions of Approval for this Site Plan Review include certain fees and development requirements. Pursuant to Government Code Section 66020 (d)(1), this hereby constitutes written notice stating the amount of said fees, and describing the development requirements. The applicant is hereby notified that the 90-day appeal period in which he/she/they may protest these fees and development requirements, pursuant to Government Code Section 66020 (a), begins on the date the office land use permit is approved. If applicant files a written protest within this 90-day period complying with all requirements of Section 66020, he/she/they will be legally barred from challenging such fees and/or requirements at a later date.

CITY OF SALINAS
Reviewed By:

Report Prepared By/Applicant Questions

Adriana Robles 5/15/2018 (adrianar@ci.salinas.ca.us)
Adriana Robles, P.E. **Dated**
Permit Center Senior Engineer (758-7194)
for **Jim Sandoval, P.E.**
City Engineer

© BKF Engineers



NOTES

1. THE LOT SIZE IS 401,197 SF OR 9.21 ACRES.
2. EXISTING PARKING: 348
3. EXISTING ZONING: INDUSTRIAL–GENERAL COMMERCIAL
4. PROPOSED REZONE AREA: 94,235 SF
5. FAR: 0.19

LEGEND

AREA OF PROPOSED GENERAL PLAN AMENDMENT FROM GENERAL COMMERCIAL/LIGHT INDUSTRIAL TO ARTERIAL FRONTAGE, AND REZONE FROM INDUSTRIAL – GENERAL COMMERCIAL TO MIXED ARTERIAL FRONTAGE

PROPERTY LINE

EASEMENT LINE

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

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OAKLAND, CA 94612
(510) 899-7300
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EXISTING SITE PLAN
10 SIMAS STREET
PROPERTY REZONING

COUNTY OF MONTEREY
STATE OF CALIFORNIA
CITY OF SALINAS

No.	Revisions

Date 11/16/2017
Scale 1"=40'
Design AP
Drawn AP
Approved KW
Job No 20171012

Drawing Number:

1 OF 1

DRAWING NAME: P:\2017\171012_SyWest_Salinas_Rezoning\ENG\ZONING\SIMAS\SHEETS\01_SS_SITE-PLAN.dwg
PLOT DATE: 11-16-17 PLOTTED BY: phia

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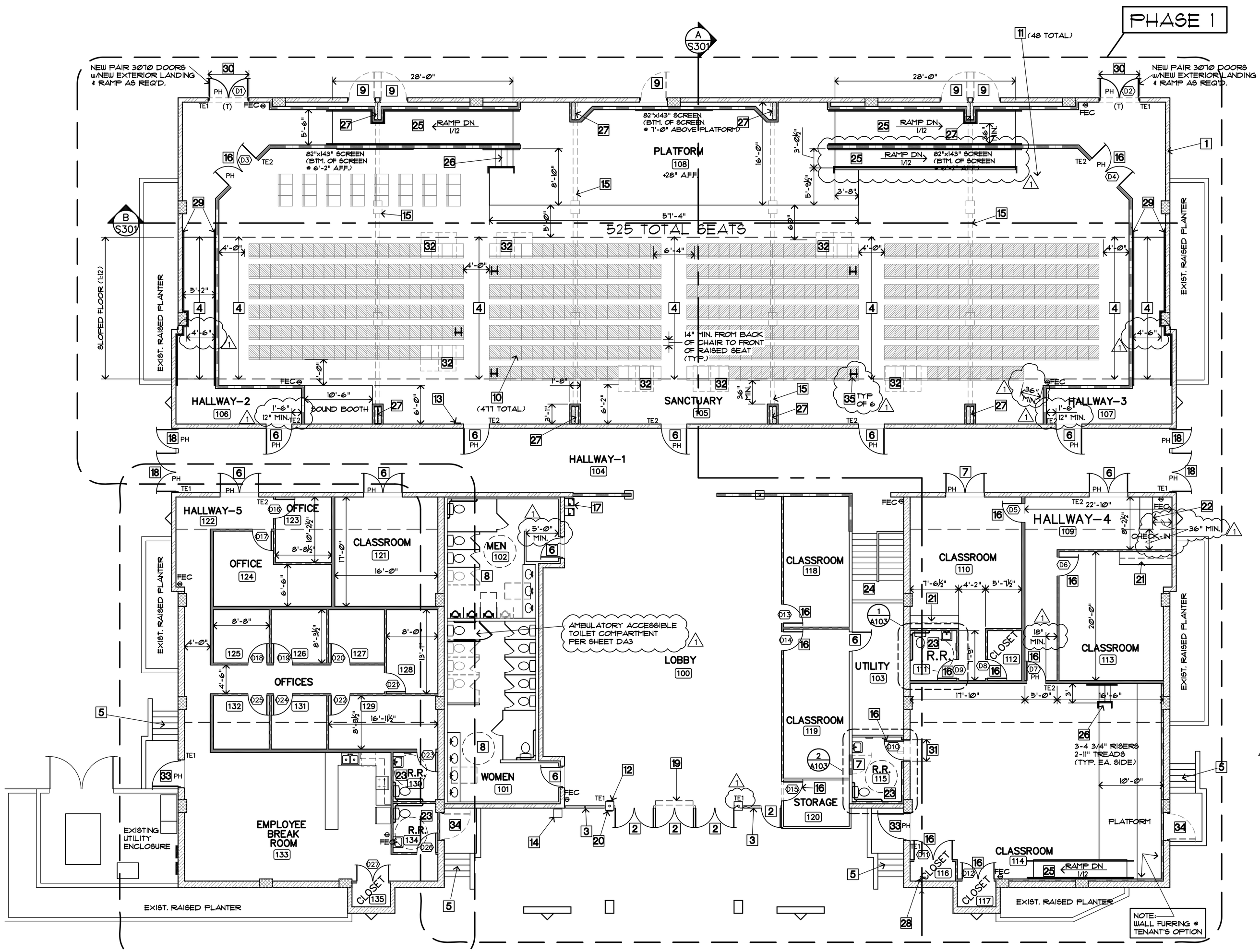

FLOOR PLAN KEYNOTES

No.	Description
1	Existing concrete masonry exterior wall (No Change)
2	Existing storefront entry door to remain (No Change)
3	Existing storefront glazing to remain (No Change)
4	Existing sloped floor (1:12 max slope) to remain (No Change)
5	Existing steps to be filled–in with concrete – Refer to Structural Drawings for detailed requirements
6	Existing interior door to remain (No Change)
7	Existing interior door to remain as exit only (No hardare on pull–side of door)
8	Existing multi–accomodation restrooms with new fixtures – Refer to Plumbing Drawings for detailed requirements
9	Existing exterior door to be permanently locked.
10	Shading indicates new fixed chair layout (Self–rising seats) – Re–use existing chairs where possible
11	New movable seating / Refer to spacing requirements this sheet
12	Occupancy capacity sign stating "MAXIMUM BUILDING OCCUPANCY 1176"
13	Occupancy capacity sign stating "MAXIMUM OCCUPANCY THIS ROOM 728"
14	Fire Department approved Key Box. (See General Notes / Sheet TS1)
15	Existing CMU wall and pilaster to be removed – Refer to Structural Drawings
16	New interior door (Solid Core) / Match existing – Refer to Door Schedule, Sheet A301
17	New Hi/Low wall mounted drinking fountains – Refer to Plumbing Drawings
18	Existing exterior hollow metal door to remain (No Change)
19	New sign over door w/1" high letters stating: "THIS DOOR TO REMAIN UNLOCKED WHENEVER THE BUILDING IS OCCUPIED"
20	6" x 6" Square International Symbol of Accessibility at primary entrance. – mount @ 60" a.f.f to c/l
21	New base & upper cabinets – Refer to detail 5/A301
22	New Base Cabinet & Counter – Refer to detail 6/A301
23	New Single–Accomodation restroom – Refer to enlarged plan on sheet A102
24	Existing stairs to 2nd floor storage mezzanine – No Change
25	New ramp to Platform / 1:12 max slope w/handrails each side – Refer to details on Sheets DA2 & S402
26	New stairs to platform / 7" Risers (Max) & 11" Treads (Min) w/Handrails each side of stairs / Refer to details on Sheets DA2 & S402
27	New steel frame column – Refer to structural drawings
28	Location of existing fire sprinkler riser – No Change
29	Provide handrails each side of ramp – Refer to details on Sheets DA2 & DA3
30	New 6'–4" Wide x 7'–2" High opening in existing CMU wall – Refer to detail B/S401
31	New 3'–4" Wide x 7'–2" High opening in existing CMU wall – Refer to detail B/S401
32	48"x66" Clear floor space of wheelchair seating (7 locations provided) – Readily removable seats may be provided in these locations when such spaces are not required to accommodate wheelchair users. (CBC Section 1104B.3.7)
33	Existing hollow metal door to be removed & re–installed at interior finished floor elevation – Cut existing wall and provide new opening so that door may be re–installed at new interior finished floor height – Refer to detail 15/S402
34	Existing hollow metal door to be removed & re–installed at interior finished floor elevation – Cut existing wall and provide new opening so that door may be re–installed at new interior finished floor height – Door to be welded shut from inside – Refer to detail 15/S402
35	"H" – Indicates aisle seat with no arm rest on aisle side. – Each seat shall be identified by sign or marker with International Symbol of Accessibility

WALL LEGEND

NEW INTERIOR BEARING WALL
2x6, D.F. #1 STUDS @ 16" O.C. TO 8'–0".
WITH 5/8" GYPSUM BOARD EACH SIDE
– USE MOISTURE RESISTANT GYP BD @ TOILET ROOMS.
– REFER TO DETAILS 13/S402 & 14/S402.

NEW INTERIOR NON–BEARING WALL
2x4 D.F. STUDS @ 24" O.C. TO 8'–0".
WITH 5/8" GYPSUM BOARD EACH SIDE
– USE MOISTURE RESISTANT GYP BD @ TOILET ROOMS.
– REFER TO DETAIL 14/S402 & SHEET S101 FOR TYPICAL DETAILS

NEW INTERIOR NON–BEARING WALL
2x6 D.F. STUDS @ 16" O.C. TO 8'–0".
WITH 5/8" GYPSUM BOARD EACH SIDE
– USE MOISTURE RESISTANT GYP BD @ TOILET ROOMS.
– REFER TO DETAIL 14/S402 & SHEET S101 FOR TYPICAL DETAILS

NEW INTERIOR WALL FURRING
3 5/8" X 25 GA. METAL STUDS @ 24" O.C. ATTACHED TO EXIST. CMU WALL
– FINISH WITH WITH 5/8" GYPSUM BOARD
– REFER TO DETAIL 9/S101

EXISTING INTERIOR NON–BEARING WALL
2x STUDS AT 16" O.C.

EXISTING EXTERIOR/INTERIOR MASONRY WALL
8" CONCRETE MASONRY UNITS.

EXISTING EXTERIOR MASONRY WALL
12" CONCRETE MASONRY UNITS.

EXISTING MASONRY PILASTER
16"x24" CONCRETE MASONRY PILASTER

PHASE 2

NOTE:
NO CHANGE PROPOSED TO THIS AREA AS PART OF PHASE I CONSTRUCTION
– FUTURE IMPROVEMENTS SHOWN FOR REFERENCE ONLY

LEGEND

X	KEY NOTE
(X)	DOOR DESIGNATION (REFER TO SHEET A301)
XXX	ROOM DESIGNATION
PH	INDICATES PANIC HARDWARE REQUIRED –MOUNT BETWEEN 30 INCHES & 44 INCHES A.F.F.
TE1 TE2	INDICATES TACTILE 'EXIT' SIGN INDICATES TACTILE 'EXIT ROUTE' SIGN –REFER TO SIGNAGE DETAILS ON SHEET DA2
(T)	INDICATES EXTERIOR ALUMINUM THRESHOLD PER DETAIL 3/A301
FEC	INDICATES NEW TYPE 2A–10BC FIRE EXTINGUISHERS PLACED NOT TO EXCEED 75 FEET OF TRAVEL FROM ANY POINT IN THE BUILDING AND NOT HIGHER THAN 60 INCHES ABOVE THE FLOOR.

HANDICAP ACCESSIBILITY DETAIL REFERENCES

REFER TO SHEET DA1 FOR:
A) MANEUVERING CLEARANCES AT DOORS
B) MINIMUM CLEAR FLOOR SPACE FOR WHEELCHAIRS
C) SPACE ALLOWANCE & REACH RANGE ALONG AN ACCESSIBLE ROUTE
D) CLEARANCES AROUND OBJECTS PROTRUDING FROM WALLS ALONG AN ACCESSIBLE ROUTE

REFER TO SHEET DA2 FOR:
A) SIGNAGE REQUIREMENTS FOR BRAILLE, HEARING IMPAIRED & BUILDING ENTRANCE
B) STAIRWAY ACCESSIBILITY (NOT STRUCTURAL REQ'TS.)
C) RAMP SLOPE & HANDRAIL REQUIREMENTS
D) CURB RAMPS

REFER TO SHEET DA3 FOR:
A) MULTIPLE ACCOMODATION RESTROOMS & TOILET STALLS
B) SINGLE ACCOMODATION RESTROOM CLEARANCES
C) PLUMBING FIXTURE CLEARANCES
D) PUBLIC RESTROOM DOOR SIGNAGE
E) CONTROLS, SWITCHES & OUTLET MOUNTING HEIGHT
F) TOILET ACCESSORY MOUNTING HEIGHT
G) HANDRAIL AND GRAB BAR MOUNTING REQ'TS.

MOVABLE SEATING REQUIREMENTS

CLEAR WIDTH BETWEEN CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.1 "WHEN SEATING ROWS HAVE 14 OR LESS SEATS, THE MINIMUM CLEAR WIDTH BETWEEN ROWS SHALL NOT BE LESS THAN 12 INCHES MEASURED AS THE CLEAR HORIZONTAL DISTANCE FROM THE BACK OF THE ROW AHEAD AND THE NEAREST PROJECTION OF THE ROW BEHIND."

CLEAR WIDTH BETWEEN CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.1 "FOR ROWS OF SEATING SERVED BY AISLES OR DOORWAYS AT BOTH ENDS.... THE MINIMUM CLEAR WIDTH OF 12 INCHES BETWEEN ROWS SHALL BE INCREASED BY 0.3 INCH FOR EVERY ADDITIONAL SEAT BEYOND 14..."
– ALL OTHER ROWS REQUIRE MIN 12" CLR. SPACE

BONDING OF CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.2 "LOOSE CHAIRS THAT ARE NOT FIXED TO THE FLOOR SHALL BE BONDED TOGETHER IN GROUPS OF 3 OR MORE."
EXCEPTIONS
1. WHEN NOT MORE THAN 300 SEATS ARE PROVIDED, BONDING IS NOT REQUIRED.
2. THE BONDING OF CHAIRS IS NOT REQUIRED WHEN TABLES ARE PROVIDED, AS WHEN THE OCCUPANCY IS USED FOR DINING OR SIMILAR PURPOSES.

READILY REMOVABLE SEATS WHERE SHOWN, SHALL NOT BE FIXED TO THE GROUND IN ORDER TO ALLOW REMOVAL TO ACCOMMODATE FOR WHEELCHAIR USERS.

ASSISTIVE LISTENING SYSTEM

AN ASSISTIVE LISTENING SYSTEM IS REQUIRED FOR THE SANCTUARY AREA OF THIS TENANT.
– PROVIDE RECEIVERS FOR A MINIMUM OF 4% OF TOTAL SEATING (21 REQUIRED)
– SYSTEM MUST BE IN PLACE AND OPERATIONAL AT TIME OF FINAL INSPECTION
– REFER TO SHEET DA3 FOR REQUIRED SIGNAGE

JON FRAME ARCHITECTURE
10 Riverpark Place East, #104
Fresno, CA 93720
(559) 485–8520
FAX. (866) 302–2735
EMAIL: jwfarchitect@att.net

REVISION	DATE	DESCRIPTION
1	7/12/10	BUILDING DEPT. P.C.
2	7/12/10	TENANT'S REVISIONS
3	8/30/10	BUILDING DEPT. P.C.

BUILDING RENOVATION FOR:
celebrationchurch.cc
10 SMAS STREET
SALINAS, CA 93901

Drawing Title
FLOOR PLAN

Scale: 1/8"=1'–0"

09/02/10

LICENSED ARCHITECT JON FRAME C–27352 REN. 1- 31- 11 STATE OF CALIFORNIA

SHEET #
A101

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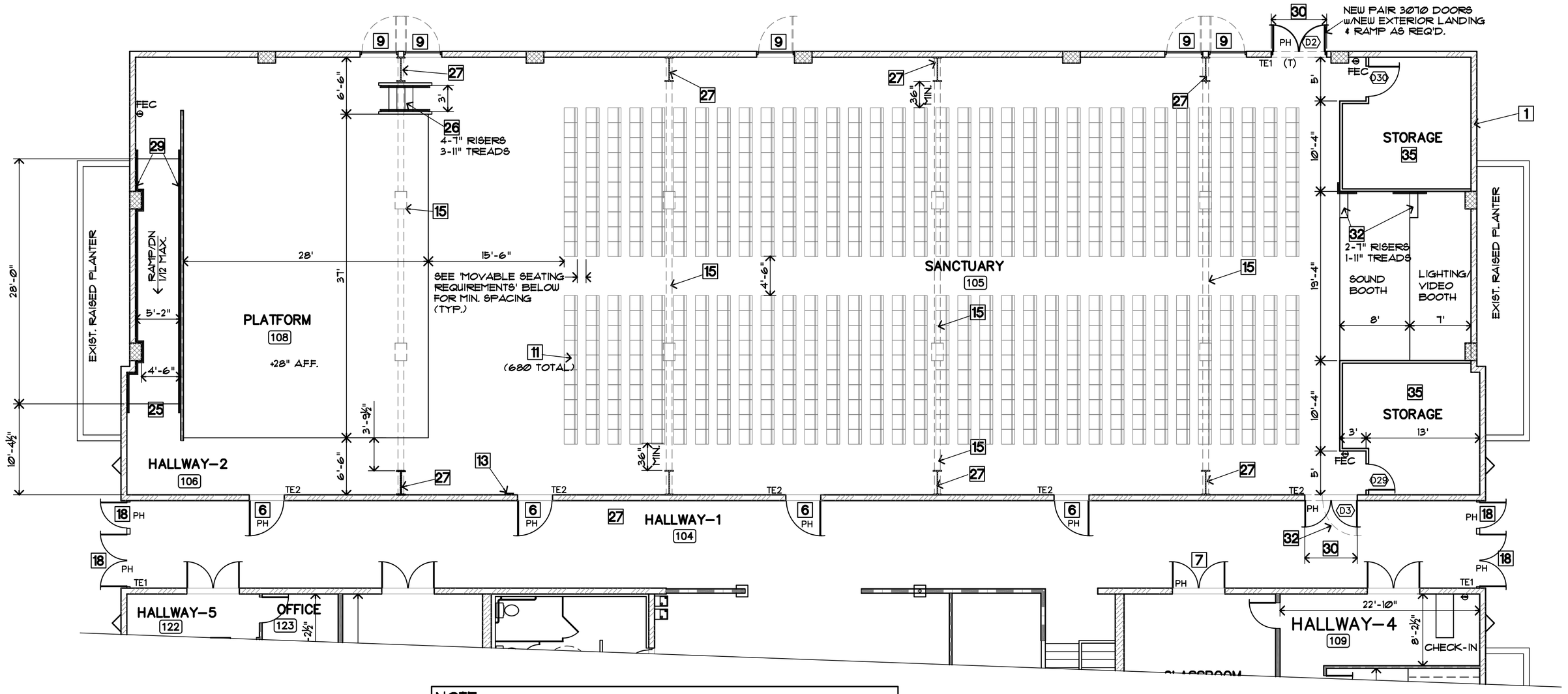

NOTE:
THIS REVISION APPLIES TO WORSHIP AREA ONLY
- REFER TO SHEET A101 FOR ALL OTHER REQUIREMENTS

FLOOR PLAN KEYNOTES

No.	Description
1	Existing concrete masonry exterior wall (No Change)
2	Existing storefront entry door to remain (No Change)
3	Existing storefront glazing to remain (No Change)
4	--- NOT USED ----
5	Existing steps to be filled-in with concrete – Refer to Structural Drawings for detailed requirements
6	Existing interior door to remain (No Change)
7	Existing interior door to remain as exit only (No hardare on pull-side of door)
8	Existing multi-accomodation restrooms with new fixtures – Refer to Plumbing Drawings for detailed requirements
9	Existing exterior door to be permanently locked.
10	--- NOT USED ----
11	New movable seating / Refer to spacing requirements this sheet
12	Occupancy capacity sign stating "MAXIMUM BUILDING OCCUPANCY 1343"
13	Occupancy capacity sign stating "MAXIMUM OCCUPANCY THIS ROOM 938"
14	Fire Department approved Key Box. (See General Notes / Sheet TS1)
15	Existing CMU wall and pilaster to be removed – Refer to Structural Drawings
16	New interior door (Solid Core) / Match existing – Refer to Door Schedule, Sheet A301
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26	New stairs to platform / 7" Risers (Max) & 11" Treads (Min) w/Handrails each side of stairs / Refer to details on Sheets DA2 & S402
27	New steel frame column – Refer to structural drawings
28	Location of existing fire sprinkler riser – No Change
29	Provide handrails each side of ramp – Refer to details on Sheets DA2 & DA3
30	New 6'-4" Wide x 7'-2" High opening in existing CMU wall – Refer to detail B/S401
31	New 3'-4" Wide x 7'-2" High opening in existing CMU wall – Refer to detail B/S401
32	New stairs to sound/lighting booth / 7" Risers (Max) & 11" Treads (Min) w/Handrail on one side of stairs / Refer to details on Sheets DA2 & S402
33	Existing hollow metal door to be removed & re-installed at interior finished floor elevation – Cut existing wall and provide new opening so that door may be re-installed at new interior finished floor height – Refer to detail 15/S402
34	Existing hollow metal door to be removed & re-installed at interior finished floor elevation – Cut existing wall and provide new opening so that door may be re-installed at new interior finished floor height – Door to be welded shut from inside – Refer to detail 15/S402
35	TENANT'S OPTION: – Provide 2X8 ceiling joists @ 24" o.c. W/5/8" gyp. bd. ceiling – Joists shall run in the shortest possible direction – Finished ceiling height to be determined – Refer to detail 8/S101

WALL LEGEND

NEW INTERIOR BEARING WALL
2x6, D.F. #1 STUDS @ 16" O.C. TO 8'-0".
WITH 5/8" GYPSUM BOARD EACH SIDE
– USE MOISTURE RESISTANT GYP BD @ TOILET ROOMS.
– REFER TO DETAILS 13/S402 & 14/S402.

NEW INTERIOR NON-BEARING WALL
2x4 D.F. STUDS @ 24" O.C. TO 8'-0".
WITH 5/8" GYPSUM BOARD EACH SIDE
– USE MOISTURE RESISTANT GYP BD @ TOILET ROOMS.
– REFER TO DETAIL 14/S402 & SHEET S101 FOR TYPICAL DETAILS

NEW INTERIOR NON-BEARING WALL
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3 5/8" X 25 GA. METAL STUDS @ 24" O.C. ATTACHED TO EXIST. CMU WALL
– FINISH WITH WITH 5/8" GYPSUM BOARD
– REFER TO DETAIL 9/S101

EXISTING INTERIOR NON-BEARING WALL
2x STUDS AT 16" O.C.

EXISTING EXTERIOR/INTERIOR MASONRY WALL
8" CONCRETE MASONRY UNITS.

EXISTING EXTERIOR MASONRY WALL
12" CONCRETE MASONRY UNITS.

EXISTING MASONRY PILASTER
16"x24" CONCRETE MASONRY PILASTER

LEGEND

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TE1 TE2	INDICATES TACTILE 'EXIT' SIGN INDICATES TACTILE 'EXIT ROUTE' SIGN –REFER TO SIGNAGE DETAILS ON SHEET DA2
(T)	INDICATES EXTERIOR ALUMINUM THRESHOLD PER DETAIL 3/A301
FEC	INDICATES NEW TYPE 2A-10BC FIRE EXTINGUISHERS PLACED NOT TO EXCEED 75 FEET OF TRAVEL FROM ANY POINT IN THE BUILDING AND NOT HIGHER THAN 60 INCHES ABOVE THE FLOOR.

HANDICAP ACCESSIBILITY DETAIL REFERENCES

REFER TO SHEET DA1 FOR:
A) MANEUVERING CLEARANCES AT DOORS
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C) SPACE ALLOWANCE & REACH RANGE ALONG AN ACCESSIBLE ROUTE
D) CLEARANCES AROUND OBJECTS PROTRUDING FROM WALLS ALONG AN ACCESSIBLE ROUTE

REFER TO SHEET DA2 FOR:
A) SIGNAGE REQUIREMENTS FOR BRAILLE, HEARING IMPAIRED & BUILDING ENTRANCE
B) STAIRWAY ACCESSIBILITY (NOT STRUCTURAL REQ'TS.)
C) RAMP SLOPE & HANDRAIL REQUIREMENTS
D) CURB RAMPS

REFER TO SHEET DA3 FOR:
A) MULTIPLE ACCOMODATION RESTROOMS & TOILET STALLS
B) SINGLE ACCOMODATION RESTROOM CLEARANCES
C) PLUMBING FIXTURE CLEARANCES
D) PUBLIC RESTROOM DOOR SIGNAGE
E) CONTROLS, SWITCHES & OUTLET MOUNTING HEIGHT
F) TOILET ACCESSORY MOUNTING HEIGHT
G) HANDRAIL AND GRAB BAR MOUNTING REQ'TS.

MOVABLE SEATING REQUIREMENTS

CLEAR WIDTH BETWEEN CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.1
"WHEN SEATING ROWS HAVE 14 OR LESS SEATS, THE MINIMUM CLEAR WIDTH BETWEEN ROWS SHALL NOT BE LESS THAN 12 INCHES MEASURED AS THE CLEAR HORIZONTAL DISTANCE FROM THE BACK OF THE ROW AHEAD AND THE NEAREST PROJECTION OF THE ROW BEHIND."

CLEAR WIDTH BETWEEN CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.1
"FOR ROWS OF SEATING SERVED BY AISLES OR DOORWAYS AT BOTH ENDS.... THE MINIMUM CLEAR WIDTH OF 12 INCHES BETWEEN ROWS SHALL BE INCREASED BY 0.3 INCH FOR EVERY ADDITIONAL SEAT BEYOND 14..."
– ALL OTHER ROWS REQUIRE MIN 12" CLR. SPACE

BONDING OF CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.2
"LOOSE CHAIRS THAT ARE NOT FIXED TO THE FLOOR SHALL BE BONDED TOGETHER IN GROUPS OF 3 OR MORE."
EXCEPTIONS
1. WHEN NOT MORE THAN 300 SEATS ARE PROVIDED, BONDING IS NOT REQUIRED.
2. THE BONDING OF CHAIRS IS NOT REQUIRED WHEN TABLES ARE PROVIDED, AS WHEN THE OCCUPANCY IS USED FOR DINING OR SIMILAR PURPOSES.

READILY REMOVABLE SEATS WHERE SHOWN, SHALL NOT BE FIXED TO THE GROUND IN ORDER TO ALLOW REMOVAL TO ACCOMMODATE FOR WHEELCHAIR USERS.

ASSISTIVE LISTENING SYSTEM

AN ASSISTIVE LISTENING SYSTEM IS REQUIRED FOR THE SANCTUARY AREA OF THIS TENANT.
– PROVIDE RECEIVERS FOR A MINIMUM OF 4% OF TOTAL SEATING (27 REQUIRED)
– SYSTEM MUST BE IN PLACE AND OPERATIONAL AT TIME OF FINAL INSPECTION
– REFER TO SHEET DA3 FOR REQUIRED SIGNAGE

JON FRAME ARCHITECTURE
10 Riverpark Place East, #104
Fresno, CA 93720
(559) 485-8520
FAX. (866) 302-2735
EMAIL: jwfarchitect@att.net

REVISION	DATE	DESCRIPTION
1	7/12/10	BUILDING DEPT. P.C.
2	7/12/10	TENANT'S REVISIONS
3	8/30/10	BUILDING DEPT. P.C.
4	10/5/10	TENANT'S REVISIONS
5	2/22/11	FIELD CONDITION REVISIONS

BUILDING RENOVATION FOR:
celebrationchurch.cc
10 SIMAS STREET
SALINAS, CA 93901

Drawing Title
ALTERNATE FLOOR PLAN

N

Scale: 1/8"=1'-0"

02/22/11

LICENSED ARCHITECT
JON FRAME
C-27352
REN. 1-31-11
STATE OF CALIFORNIA

SHEET #
A101B

C:\ARCHDESK\CEL CHURCH-SALINAS\CCS-A101-TURNED AUDITORIUM.DWG

CITY OF SALINAS
Community Development Department
65 West Alisal Street, Salinas, CA 93901

(MITIGATED) NEGATIVE DECLARATION

The project described below has been reviewed in accordance with the California Environmental Quality Act (CEQA) and has been determined to have a less than significant impact upon the environment.

Project's Common Name/Description: General Plan Amendment 2017-002 (GPA 2017-002) from General Commercial/Light Industrial to Arterial Frontage; and Rezone 2017-001 (RZ 2017-001) from Industrial-General Commercial to Mixed Arterial Frontage; Conditional Use Permit (CUP 2017-019) to establish and operate religious assembly use within an existing 18,150 square foot building.

File Nos.: GPA 2017-002; RZ 2017-001; CUP 2017-019

Project Applicant: Simas -East Market LLC

Project Location: 10 Simas Street in the IGC-F (Industrial-General Commercial – Flood Plain Overlay) Zoning District (APN 003-091-011-000)

Determination: The attached Initial Study has been prepared for the above project in accordance with the California Environmental Quality Act and procedures established in the *CEQA Guidelines* adopted by the City of Salinas. On the basis of the Initial Study, the City of Salinas makes the following determination:

☐ The above project will not have a significant effect on the environment, and a NEGATIVE DECLARATION is hereby approved.

☒ The above project could have a significant effect on the environment, but WILL NOT have a significant effect in this case because the attached mitigation measures have been made by or agreed to by the applicant which will avoid the effects or mitigate the effects to a point where clearly no significant effects will occur. Furthermore, there is no substantial evidence before the City of Salinas that the proposed project, as revised, may have a significant effect on the environment. A (MITIGATED) NEGATIVE DECLARATION is hereby approved.

Mitigation measures, if any, included in the project to avoid potentially significant effects are found in the attached Mitigation Monitoring Program. Further information about this project and about its probable environmental impact will be on file in the Community Development Department, 65 West Alisal Street, Salinas, CA 93901.

COURTNEY GROSSMAN
Planning Manager

By: _____
Bobby Latino
Associate Planner

Date: 9/10/19

Attach: Mitigation Monitoring and Reporting Program

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\10 Simas Street\ER 2017-003\10 Simas Street Mitigated Negative Declaration.docx

GENERAL PLAN AMENDMENT 2017-002 (GPA 2017-002) FROM GENERAL COMMERCIAL/LIGHT INDUSTRIAL TO ARTERIAL FRONTAGE; AND REZONE 2017-001 (RZ 2017-001) FORM INDUSTRIAL-GENERAL COMMERCIAL TO MIXED ARTERIAL FRONTAGE; CONDITIONAL USE PERMIT (CUP 2017-019) TO ESTABLISH AND OPERATE RELIGIOUS ASSEMBLY USE
MITIGATION MONITORING AND REPORTING PROGRAM
10 SIMAS STREET

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
CU-1	In the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Public Resources Code Section 21083.2.	To ensure compliance with Public Resources Code Section 21083.2	Applicant, or Successor in Interest	Community Development Department, Current Planning	During grading/ construction activities
TCR-1	In the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Public Resources Code Section 21083.2.	To ensure compliance with Public Resources Code Section 21083.2	Applicant, or Successor in Interest	Community Development Department, Current Planning	During grading/ construction activities

City of Salinas
COMMUNITY DEVELOPMENT DEPARTMENT
65 W. Alisal Street, 2nd Floor • Salinas, California 93901
(831) 758-7387 • (831) 775-4258 (Fax) • www.ci.salinas.ca.us

1. BACKGROUND

Project Name: General Plan Amendment 2017-002 (GPA 2017-002); Rezone 2017-001 (RZ 2017-001); and Conditional Use Permit (CUP 2017-019)

Project Location: 10 Simas Street in the IGC-F (Industrial-General Commercial – Flood Plain Overlay) Zoning District

Assessor Parcel Number: 003-091-011-000

☒ **See Attached Vicinity Map**

Current Land Use: Nonconforming Religious Assembly use within an existing 18,150 square foot building in an existing Industrial Complex

Surrounding Land Uses/Zoning Districts:

North:	Park/P (Parks)
South:	Minor Vehicle Repair, Vehicle Sales, and Vehicle-related Retail Sales and Services uses/IGC-F (Industrial-General Commercial – Flood Plain Overlay)
East:	Building Materials and Service use/IGC-F (Industrial-General Commercial – Flood Plain Overlay)
West:	Retail Sales/MAF-F (Mixed Arterial Frontage – Flood Plain Overlay)

Lead Agency Contact Person: Bobby Latino, Associate Planner

Telephone: (831) 758-7206

Location and Existing Setting: City of Salinas / Existing Industrial Complex

Project Description: General Plan Amendment 2017-002 (GPA 2017-002) to change the General Plan designation from General Commercial/Light Industrial to Arterial Frontage, Rezone 2017-001 (RZ 2017-001) the Zoning designation from Industrial-General Commercial to Mixed Arterial Frontage, and Conditional Use Permit (CUP 2017-

019) to establish and operate a religious assembly use in an existing 18,150 square foot building.

Environmental Factors Potentially Affected:

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

2. CHECKLIST

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, *would the proposal:*	☒	☐	☐	☐	A1, A2, N1
(a) Affect a scenic vista or scenic highway?	☒	☐	☐	☐	
(b) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that area experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with					

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
applicable zoning and other regulations governing scenic quality?					
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐	
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐	

Discussion

(a-b) The site is in an urbanized area and would not be located adjacent to or near a scenic vista or a scenic highway.

(c) The proposed project would not degrade the existing visual character or quality of the site and its surroundings.

(d) The proposed project would not create a new source of substantial light or glare. If required or proposed, new lighting would be subject to the City of Salinas Zoning Code outdoor lighting ordinance.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
2. AGRICULTURAL RESOURCES. *Would the proposal:*					A1, A2, N1
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☒	☐	☐	☐	
(b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☒	☐	☐	☐	
(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☒	☐	☐	☐	
(d) Result in the loss of forest land or conversion of forest land to non-forest use?	☒	☐	☐	☐	
(e) Involve other changes in the existing environment which, due to their location or nature, could	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?					

Discussion

(a-e) The site is located on an in-fill property within the IGC-F (Industrial-General Commercial – Flood Plain Overlay) Zoning District. Farming activities and forest land are not located on the site.

Mitigation

No mitigation is required.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
3. AIR QUALITY. *Would the proposal:*					A1, A2, A3, F1, F2
(a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐	
(b) Result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
standard?					
(c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐	
(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐	

Discussion

(a-c) Salinas lies within the North Central Coast Air Basin, which meets the federal standard for ozone levels but falls short of the higher State standards for ozone and PM10. Ozone is the primary constituent of smog and is formed in the atmosphere via a chemical reaction involving nitrogen oxides (NOx), volatile organic gases (VOC), and sunlight. The primary sources are motor vehicles, organic solvents, pesticides, and industry. The Monterey Bay Air Resources District (MBARD) oversees various air quality regulations and programs.

MBARD Board of Directors adopted the 2012-2015 Air Quality Management Plan in March 2017, which represents the latest edition of the 2012 Triennial Plan, which addresses NOx and reactive organic gasses (ROG) emissions as precursors to ozone. The air quality impact generated by the project is expected to be less than significant, because it will create only occasional vehicle trips.

The revised CEQA Air Quality Guidelines prepared by the Monterey Bay Air Resources District, dated February 2008, stipulate maximum thresholds for air quality as follows:

a) Emit less than 137 lb/day of VOC's or NOx;
b) Directly emit less than 550 lb/day of CO or will not cause a violation of CO ambient air quality standards (AAQS) at existing or reasonably foreseeable receptors;
c) Not significantly impact traffic levels of service or will not cause a violation of CO or contribute 550 lb/day to an existing or projected violation at existing

or reasonably foreseeable receptors;

d) Directly emit less than 82 lb/day of PM10 on-site or will not cause a violation of particulate matter, ten micron diameter (PM10) AAQS or contribute 82 lb/day to an existing or projected violation at existing or reasonably foreseeable receptors;

e) Not indirectly generate PM10 along unpaved roads or will not cause a violation of PM10 AAQS or contribute 82 lb/day to an existing projected violation at existing or reasonably foreseeable receptors;

f) Directly emit less than 150 lb/day of sulfur oxide (SOx) or will not cause a violation of sulfur dioxide (SO2) AAQS at existing or reasonably foreseeable receptors.

The project does not entail construction; therefore, impacts to air quality are not expected to be significant.

(d) Objectionable odors are unlikely to be produced because no odor generating activities occur with the religious assembly use.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
4. BIOLOGICAL RESOURCES. *Would the proposal result in impacts to:*					A1, A2, A3 A4, A7, M1, N1
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
Wildlife Service?					
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service	☒	☐	☐	☐	
(c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐	
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐	
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐	
(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
local, regional, or state habitat conservation plan?					

Discussion

(a-f) The site is located on an in-fill property within the IGC-F (Industrial-General Commercial – Flood Plain Overlay) Zoning District. There is no native flora or fauna on the project site. It is not located within a wetland habitat, riparian woodland or vernal pool, nor is it located near any sensitive habitat areas. It will not conflict with a Habitat Conservation Plan, or other habitat plan.

Mitigation

No mitigation is required.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
5. CULTURAL RESOURCES. *Would the proposal:*					A1, A2, A3, Q3
(a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5	☒	☐	☐	☐	
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
(c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	

Discussion

(a) The subject site was not included in either of the City of Salinas 1989 or 2016 City Historic and Architectural Surveys.

(b-c) Per Section 5.8 (Cultural Resources) of the Final Environmental Impact Report for the Salinas General Plan (Source A1), little archaeological investigation has occurred in the City of Salinas or in Monterey County. No construction is proposed with this project. However, there is always the potential to encounter subsurface materials during grading and construction. Therefore, pursuant to the Public Resources Code (Section 21083.2), in the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find. With this requirement, there is little potential for a significant impact on the environment.

On October 12, 2017, pursuant to Public Resources Code Section 21080.3.1, subd. (d), Assembly Bill 52 (AB52), and California Senate Bill 18 (SB18), City of Salinas staff sent via certified mail, a consultation request on the proposed project within 30-days of the date of the letter to all applicable California Native American Tribes whose geographic area of traditional and cultural affiliation lands boundary includes the City of Salinas as specified by the Native American Heritage Foundation.

On December 18, 2017, the Ohlone /Costanoan-Esselen Nation (OCEN) provided a response letter stating concern with the proposed project site and recommending that an OCEN Tribal Monitor be located on-site during construction (see Attachment 7). The proposed project site has previously been disturbed through the grading and construction in connection with the existing building in 1991. While no construction is proposed with this project, mitigation is proposed. Per Mitigation

Measure CU-1 below, pursuant to Public Resources Code (Section 21083.2), in the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find. With this requirement, there is little potential for a significant impact on the cultural resources and this will address OCEN's comments.

Mitigation

CU-1 In the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Public Resources Code Section 21083.2.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
6. ENERGY. *Would the proposal:*					A1, A2, G1
(a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐	
(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐	

Discussion

(a) The project does not involve construction. No permanent, long-term, or substantial energy consumption would occur during or as a result of the project. Therefore, impacts related to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant.

(b) The City of Salinas is part of Monterey Bay Community Power Authority (MBCP), a regional Community Choice Energy project. MBCP was formed to provide locally-controlled, carbon-free electricity to residents and businesses in

Monterey, San Benito, and Santa Cruz counties (MBCP 2019). The goals of MBCP are to increase utilization of renewable power, create local and sustainable energy sources, and create green jobs.

The project involves a reuse of an existing use located in an existing building. No permanent, long-term, or substantial energy consumption would occur during or as a result of the project. Due to the limited duration and scope of energy-consuming activity, substantial use of energy would not occur. Therefore, the project would not conflict with the goals of MBCP, and impacts would be less than significant.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
7. GEOLOGY/SOILS. *Would the proposal result in or expose people to potential impacts involving:*					A1, A2, A3, A4, A7, M1, N1
(a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☒	☐	☐	☐	
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
(ii) Strong seismic ground shaking?	☒	☐	☐	☐	
(iii) Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐	
(iv) Landslides?	☒	☐	☐	☐	
(b) Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐	
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☒	☐	☐	☐	
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☒	☐	☐	☐	
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☒	☐	☐	☐	
(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐	

Discussion

a (i-iv) All structures located in Salinas are required to be designed to at least Seismic Design Category D in accordance with Section 1613 of the 2010 California Building Code. As shown on the Seismic Hazards Map for the Greater Salinas Planning Area (Figure 5.10-1 of the Salinas General Plan Final EIR), the project site is located within the Moderately High Seismic Hazard Zone. Any future development on the site will be subject to the most recent, adopted edition of the California Building Code as a part of the building permit process to ensure that adequate seismic design is provided.

(b-d) No construction will happen on the project site; therefore, it will not induce substantial changes to the topography or to the soil conditions with a result of excavation or grading. The project site was developed as an Industrial Complex. Any future development would be subject to the most recent version of the California Building Code, and related Codes, as a part of the building permit process to ensure adequate seismic safety. The project site is currently developed and is basically flat.

(e) The subject property is currently served by the City's sewer system. The proposed project would not involve the use of septic systems or alternative waste water disposal systems.

(f) No proposed construction is proposed with this project. No paleontological resources or unique geological features are evident on the subject property. The Monterey County General Plan EIR indicates that fossils are found throughout the County because of widespread distribution of marine deposits. Per Exhibit 4.10.1 of the Monterey County General Plan EIR, no sites of significant scientific value were located in the vicinity of the City of Salinas. However, pursuant to Public Resources Code (Section 21083.2), in the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated in accordance with Mitigation Measure CU-1. The proposed project is subject to all local, state, and federal laws relative to discovery of paleontological resources during any construction. With this requirement, there is little potential for a significant impact on the environment.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
8. GREENHOUSE GAS EMISSIONS. *Would the project:*					A1, A2, A3
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐	
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐	

Discussion

(a) The proposed project will not generate, either directly or indirectly, greenhouse gas emissions causing a significant impact on the environment.

(b) The proposed project will not conflict with any other applicable plans, policies, or regulations adopted for the purposes of reducing the emissions of greenhouse gases including:

- Assembly Bill 32, which requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020.

- Senate Bill 375, which requires the state board, working in consultation with the metropolitan planning organizations, to provide each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 by September 30, 2010.

- City of Salinas General Plan 2002, at the time, the issue of greenhouse gas emissions and the need to combat it in general plans had not risen to a critical level of concern. Nevertheless, the City adopted numerous goals and policies with the intent of improving development sustainability. These goals and policies have both direct and indirect benefits in terms of reducing GHG

emissions. Important overall land use/urban design related themes in the General Plan that serve this purpose include:

i. Increasing density and intensity of development to promote more compact development and reuse/revitalization,
ii. Facilitating in-fill development as a means to promote compact development, and
iii. Promoting mixed-use development and a compact city core, emphasizing Traditional Neighborhood Development (TND) design, walkable neighborhoods, and transit-oriented development, especially in new growth areas.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
9. HAZARDS & HAZARDOUS MATERIALS. *Would the proposal:*					A1, A2, A3, M1, N1
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐	
(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐	
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐	
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☒	☐	☐	☐	
(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐	
(g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☒	☐	☐	☐	

(a-b) The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of materials. Compliance with local, state, and federal requirements would ensure that the hazards to the public are reduced to a level of insignificance.

(c) The proposed project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an

existing or proposed school. The closest school is Mt. Toro High School (10 Sherwood Dr.), which is approximately 1,484 feet away (measured from parcel to parcel) [(see also above discussion (a-b)].

(d) The site is not known to be included on a list of hazardous materials sites.

(e) The site is not located within an airport land use plan area nor located within the Airport Area of Influence per Figure LU-11 of the Salinas General Plan. The site is located approximately 9,450 feet away (over a mile and half away) miles from the end of the runway (8-26) of the Salinas Municipal Airport and would not create a hazard to persons residing or working in the project area.

(f) The project will not interfere with an adopted emergency response plan or emergency evacuation plan.

(g) The project will not expose people or structures to risk of loss, injury or death involving wildland fires, because the site is an infill property and no wildlands are located nearby.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
10. HYDROLOGY AND WATER QUALITY. *Would the proposal:*					A1, A2, A3, A4, A7,
(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☒	☐	☐	☐	
(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
sustainable groundwater management of the basin?					
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner which would:					
i. result in substantial erosion or siltation on- or off-site;	☒	☐	☐	☐	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite:	☒	☐	☐	☐	
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☒	☐	☐	☐	
iv. impede or redirect floor flows?	☒	☐	☐	☐	
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☒	☐	☐	☐	
(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
management plans?					
(f) With regards to NPDES compliance:					
(i) Potential impact of project construction on storm water runoff?	☒	☐	☐	☐	
(ii) Potential impact of project post-construction activity on storm water runoff?	☒	☐	☐	☐	
(iii) Potential for discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	☒	☐	☐	☐	
(iv) Potential for discharge of storm water to impair the beneficial uses of the receiving waters or areas that provide water quality benefit?	☒	☐	☐	☐	
(v) Potential for the discharge of storm water to cause significant harm on the biological integrity of the waterways and water bodies?	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
(vi) Potential for significant changes in the flow velocity or volume of storm water runoff that can cause environmental harm?					
(vii) Potential for significant increases in erosion of the project site or surrounding areas?					
(viii) Could this proposed project result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity, and other typical Stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash).	☒	☐	☐	☐	
(ix) Could the proposed project result in a decrease in treatment and retention capacity for the site's Stormwater run-on?	☒	☐	☐	☐	
(x) Could the proposed project result in significant alteration of					

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
receiving water quality during or following construction?					
(xi) Could the proposed project result in increased impervious surfaces and associated increased urban runoff?	☒	☐	☐	☐	
(xii) Could the proposed project create a significant adverse environmental impact to drainage patterns due to changes in urban runoff flow rates and/or volumes?	☒	☐	☐	☐	
(xiii) Could the proposed project result in increased erosion downstream?	☒	☐	☐	☐	
(xiv) Could the proposed project alter the natural ranges of sediment supply and transport to receiving waters?	☒	☐	☐	☐	
(xv) Is the project tributary to an already impaired water body, as listed on the CWA Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?	☒	☐	☐	☐	
(xvi) Could the proposed project have a potentially significant	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
environmental impact on surface water quality, to either marine, fresh, or wetland waters?					
(xvii) Could the proposed project result in decreased baseflow quantities to receiving surface waterbodies?	☒	☐	☐	☐	
(xviii) Could the proposed project cause of contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?	☒	☐	☐	☐	
	☒	☐	☐	☐	
(xix) Does the proposed project adversely impact the hydrologic or water quality function of the 100-year floodplain area?					
(xx) Does the proposed project site layout adhere to the Permittee's waterbody setback requirements?	☒	☐	☐	☐	
(xxi) Can the proposed project impact aquatic, wetland, or riparian habitat?	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
	☒	☐	☐	☐	

Discussion

(a) The site is presently developed with an existing building and parking lot and would not create any new impervious surface.

(b) The project does not include any new water connections. Thus, the project would not substantially deplete groundwater supplies and would not interfere substantially with the direction or rate of flow of groundwater.

(c) The project site is basically flat and is currently developed with structures, pavement and associated site improvements. There are no rivers or streams on or near the site.

(d) Although the site is located within a 100-year flood area, the project includes the reuse of an existing building. Inundation by seiche, tsunami, or mudflow is unlikely because the site is located a considerable distance from the ocean and is relatively flat thereby negating a potential mudflow.

(e -f)(i – xxi) (see "a" above)

Mitigation

No mitigation is required.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
11. LAND USE AND PLANNING. *Would the proposal:*					A1, A2, A3 M1, N1
(a) Physically divide an established community?	☒	☐	☐	☐	
(b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐	

Discussion

(a) The project does not have the potential to disrupt or divide the physical arrangement of the community. Existing and planned adjacent uses will not be disrupted or divided as a result of the project.

(b) The proposed project includes a General Plan Amendment from General Commercial/Light Industrial to Arterial Frontage and Rezone from Industrial-General Commercial to Mixed Arterial Frontage (MAF). In the MAF Zoning District, a religious assembly use may be considered subject to a Conditional Use Permit. The proposed use would be consistent with the proposed MAF District regulations; therefore, significant environmental impacts are not expected.

Mitigation

No mitigation is required.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
12. MINERAL RESOURCES. *Would the proposal:*					A1, A2, A3
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☒	☐	☐	☐	
(b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☒	☐	☐	☐	

Discussion

(a-b) The project will not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the state.

Mitigation

No mitigation is required.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
13. NOISE. *Would the proposal result in:*					A1, A2, A3, M1
(a) Generation of a substantial temporary or permanent increase in ambient noise	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?					
(b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐	
(c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☒	☐	☐	☐	

Discussion

(a) No substantial permanent, or temporary or periodic, increases in the ambient noise level are expected with the project. According to the General Plan Master Environmental Assessment Section 9.2, ambient noise is defined as the "all encompassing noise associated with a given environment, being a composite of sounds from many sources, near and far."

(b) The site is located within the 60 CNEL contour as shown on *Figure 5.3-1 Noise Contours (CNEL)* of the Salinas General Plan, Final Environmental Impact Report, 2002. The Future Noise Contours as shown on Figure 5.3-4 of the Salinas General Plan, Final Environmental Impact Report, 2002, shows the project site as located within the 70 CNEL contour. Traffic generates the main source of noise for the depicted 70 CNEL contour.

Groundborne vibration or groundborne noise levels generated by any future

proposed uses on the project site are not expected to be excessive. The Zoning Code Standards regarding noise are expected to reduce noise impacts to a level of insignificance.

(c) The site is located approximately 1.86 miles from the Salinas Municipal Airport and is located within the 55 CNEL contour as shown on *Figure 5.3-2: Salinas Airport Future Noise Contours)* of the Salinas General Plan, Final Environmental Impact Report, 2002. Noise impacts from airport operations will not have an adverse impact on the site.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
14. POPULATION AND HOUSING. *Would the proposal:*					
(a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly *(for example, through extension of roads or other infrastructure)*?	☒	☐	☐	☐	A1, A2, A3, M1, N1
(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☒	☐	☐	☐	

Discussion

(a-b) The proposed project does not include a residential component. It will not induce substantial growth, and it will not displace housing units or people. The subject site is an existing developed in-fill site.

Mitigation

No mitigation is required.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
15. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*					A1, A2, A3, M1, N1
(a) Fire protection?	☒	☐	☐	☐	
(b) Police protection?	☒	☐	☐	☐	
(c) Schools?	☒	☐	☐	☐	
(d) Parks?	☒	☐	☐	☐	
(e) Other public facilities?	☒	☐	☐	☐	

Discussion

(a-e) The site is located on an in-fill site presently developed as a theater with a nonconforming Religious Assembly use. Police and Fire services are currently available to serve the site. No schoolchildren will be generated by the project. East Market Street and Simas Street have been designed and constructed to accommodate the demands of this project. No other government services are expected to be impacted by the project.

Mitigation

No mitigation is required.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
16. RECREATION. *Would the proposal:*					A1, A2, A3, M1, N1
(a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐	
(b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☒	☐	☐	☐	

Discussion

(a-b) The proposed project will not increase the use in park facilities because it does not include residential development. The proposed project does not include recreational facilities.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
17. TRANSPORTATION. *Would the project:*					A1, A2 A3, A4, A7, M1, N1
(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☒	☐	☐	☐	
(b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?	☒	☐	☐	☐	
(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐	
(d) Result in inadequate emergency access?	☒	☐	☐	☐	

Discussion

(a-b) The proposed project is not expected to generate significant traffic trips. Any future development is required to pay all applicable traffic impact fees as determined by the City Engineer at the time of building permit issuance. Payment of traffic fees will ensure that potential traffic impacts are reduced to a level of insignificance.

The proposed project will not result in substantial impacts resulting from increased trip generation. The proposed project will not exceed 2,500 Average Daily Trips (ADT) and is not subject to the Vehicle Trip Reduction provisions of the Salinas Zoning Code (Section 37-50.330).

(c-d) The project will not substantially increase hazards due to design features or incompatible uses. The proposal will not result in inadequate emergency access.

Mitigation

No mitigation is required.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
18. TRIBAL CULTURAL RESOURCES. *Would the project:*					A5, A6, Q3
(a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Californian Native American tribe, and that is:					
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or	☒	☐	☐	☐	
ii. A resource determined by the Lead Agency, in its discretion and supported by substantial evidence,	☐	☒	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 In applying the criteria set forth in Subdivision (c) of Public Resource Code 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.					

(a)(i) The subject site was not included in either of the City of Salinas 1989 or 2016 City Historic and Architectural Surveys. Furthermore, the building is less than 50 years old.

(a)(ii) Per Section 5.8 (Cultural Resources) of the Final Environmental Impact Report for the Salinas General Plan (Source A1), little archaeological investigation has occurred in the City of Salinas or in Monterey County. However, there is always the potential to encounter subsurface materials during grading and construction. Therefore, pursuant to the Public Resources Code (Section 21083.2), in the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find. With this requirement, there is little potential for a significant impact on the environment.

On October 12, 2017, pursuant to Public Resources Code Section 21080.3.1, subd. (d), Assembly Bill 52 (AB52), and California Senate Bill 18 (SB18), City of Salinas staff sent via certified mail, a consultation request regarding the proposed project. Within 30-days of the date of the letter to all applicable California Native American Tribes whose geographic area of traditional and cultural affiliation lands boundary includes the City of Salinas as specified by the Native American Heritage Foundation.

On December 18, 2017, the Ohlone /Costanoan-Esselen Nation (OCEN) provided a response letter stating concern with the proposed project site and recommending that an OCEN Tribal Monitor be located on-site during construction (see Attachment 7). The proposed project site has previously been disturbed through the grading and construction in connection with the existing building in 1991. While no construction is proposed with this project, mitigation is proposed. Per Mitigation Measure TCR-1 below, pursuant to Public Resources Code (Section 21083.2), in the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find. With this requirement, there is little potential for a significant impact on the cultural resources and this will address OCEN's comments.

Mitigation

TCR-1 In the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Public Resources Code Section 21083.2.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
19. UTILITIES & SERVICE SYSTEMS. *Would the project:*					A1, A2, A3, A7, M1
(a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effect?	☒	☐	☐	☐	
(b) Have sufficient water supplies available to serve	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
the project and reasonably foreseeable future development during normal, dry, and multiple dry years?		☐	☐	☐	
(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has the adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐	
(d) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impact the attainment of solid waste reduction goals?	☒	☐	☐	☐	
(e) Comply with federal, state, and local management and reduction statues and regulations related to solid waste?	☒				

Discussion

(a) The project does not include construction.

(b-c) No construction is proposed; therefore, the project does not include new water connections. The religious assembly use is not a heavy water user. Furthermore, it will not discharge significant quantities of water into the wastewater treatment plant (also see Hydrology and Water Quality above).

(d-e) The project will not generate significant solid waste because there are no products produced. Disposal of waste generated by the project is not expected to be significant and it will be required to comply with federal, state, and local reduction statutes related to solid waste.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
20. WILDFIRE. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:*					A1, A2, M1, N1
(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐	
(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☒	☐	☐	☐	
(c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☒	☐	☐	☐	
(d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☒	☐	☐	☐	

Discussion

(a-d) The City of Salinas is not located in or near State responsible areas or lands classified at very high fire hazard severity zones.

Mitigation

No mitigation is required.

Mandatory Findings of Significance	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigated	Potentially Significant Impact
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? *("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).*	☒	☐	☐	☐
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

3. SOURCE LIST

Source	Source Number
City of Salinas:	
Salinas General Plan, 2002.	A1
Salinas General Plan, Final Environmental Impact Report, 2002.	A2
Salinas Zoning Code: ☒ *Entire Code Section:* _____	A3
City of Salinas Stormwater Ordinance, dated March 2013	A4
1989 City Historical and Architectural Survey	A5
2016 City Historical and Architectural Survey	A6
Engineer's Report for proposed project, dated May 15, 2018	A7
Monterey Bay Air Resources District:	
CEQA Air Quality Guidelines prepared by the Monterey Bay Air Resources District, dated February 2008	F1
Monterey Bay Air Resources District. 2012-105 Air Quality Management Plan, dated March 2017	F2
Monterey Bay Community Power Authority:	
Monterey Bay Community Power Authority Implementation Plan, August 2017	G1
Field Inspections:	
By City staff, various dates	M1
Maps/Aerial Photography:	
City's aerial photographs, 2007.	N1
Other:	
Native American Heritage Commission	Q3

4. DETERMINATION

On the basis of this Initial Study:

☐ I find that the proposed project ***COULD NOT*** have a significant effect on the environment, and a ***NEGATIVE DECLARATION*** will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there ***WILL NOT*** be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A ***MITIGATED NEGATIVE DECLARATION*** will be prepared.

☐ I find that the proposed project ***MAY*** have a significant effect on the environment, and an ***ENVIRONMENTAL IMPACT REPORT*** is required.

☐ I find that the proposed project ***MAY*** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect:

(a) Has been adequately analyzed in *(Reference document)* pursuant to applicable legal standards; and

(b) Has been addressed by mitigation measures based on the earlier analysis as described in *Section 2: Checklist*, if the effect is a "Potentially Significant Impact" or a Negative Declaration: "Potentially Significant Unless Mitigation Incorporated".

An ***ENVIRONMENTAL IMPACT REPORT*** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects:

(a) Have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and;

(b) Have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project.

NOTHING FURTHER IS REQUIRED.

Prepared by: _____ Dated: _____

Courtney Grossman
Planning Manager

Attachments:

1. Vicinity Map
2. Engineer's Report, dated May 15, 2018
3. Existing Site Plan with Proposed General Plan Amendment and Rezone
4. Existing Floor Plan (Sheet A101)
5. Revised Floor Plan for Sanctuary (Sheet A101B)
6. Mitigation Monitoring and Reporting Program
7. Letter from Ohlone/Costanoan-Esselen Nation (OCEN), dated December 17, 2018

North

Vicinity Map

GPA 2017-002, RZ 2017-001, and CUP 2017-019 10 Simas Street

Exhibit A

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\10 Simas Street\ER 2017-003\GPA 2017-002, RZ 2017-001, CUP 2017-019 Vicinity Map.doc

CITY OF SALINAS

DEVELOPMENT ENGINEERING, *A division of the Public Works Department*
65 West Alisal Street | Salinas, CA 93901 | 831-758-7251 | *www.ci.salinas.ca.us*

ENGINEER'S REPORT

PURPOSE: CUP2017-019 **DATE:** 5/15/2018
LOCATION: 10 Simas St **PLANNER:** Bobby Latino
OWNER/APPLICANT: Simas-East Markert LLC/SyWest Development

DEVELOPMENT PROPOSAL: A proposal to establish religious assembly at old movie theater.

RECOMMENDATION: Approve with Conditions
SWDS THRESHOLD: N/A

DEVELOPMENT REVIEW: *Development Review Submittal prepared by JWF Architecture and BKF, dated 11/16/2017.*

CONDITION OF APPROVAL

1. FEMA Compliance – Applicant shall provide documentation for cost of all improvements that converted the use of the facility along with an appraisal indicating the market value the structure.
2. Fees – Based on CUP1987-028, the existing theater had 1200 seats. Trips associated with the theater use exceeds the proposed religious use. Therefore, no traffic impact fees are assessed for this change in land use.

Notice: The Conditions of Approval for this Site Plan Review include certain fees and development requirements. Pursuant to Government Code Section 66020 (d)(1), this hereby constitutes written notice stating the amount of said fees, and describing the development requirements. The applicant is hereby notified that the 90-day appeal period in which he/she/they may protest these fees and development requirements, pursuant to Government Code Section 66020 (a), begins on the date the office land use permit is approved. If applicant files a written protest within this 90-day period complying with all requirements of Section 66020, he/she/they will be legally barred from challenging such fees and/or requirements at a later date.

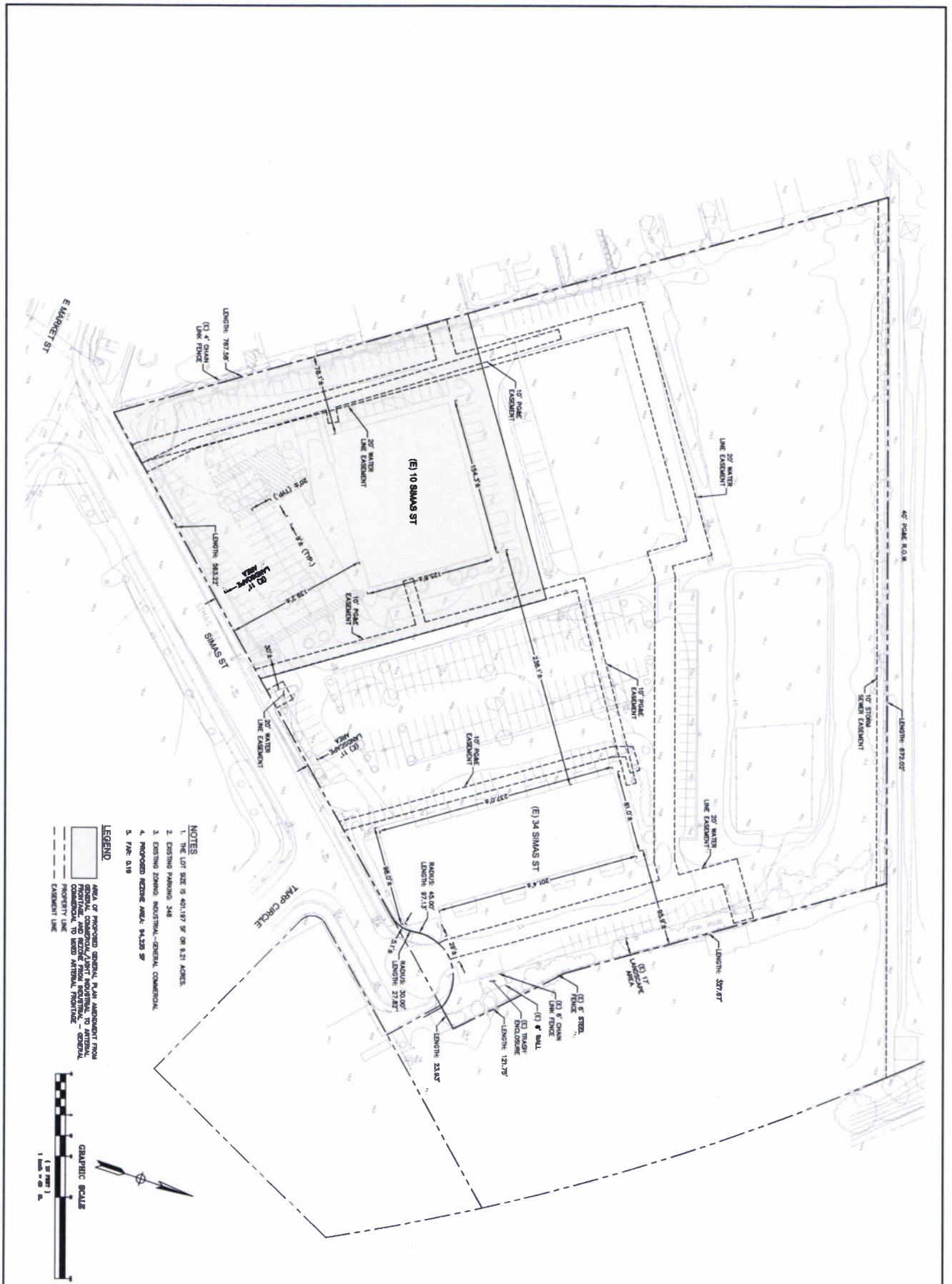
CITY OF SALINAS
Reviewed By:

Report Prepared By/Applicant Questions

Adriana Robles 5/15/2018 (adrianar@ci.salinas.ca.us)

Adriana Robles, P.E. **Dated**
Permit Center Senior Engineer (758-7194)
for **Jim Sandoval, P.E.**
City Engineer

DRAWING NAME: P:\2017\171012_SyWest_Salinas_Rezoning\ENG\ZONING\SIMAS\SHEETS\01_SS_SITE-PLAN.dwg
PLOT DATE: 11-16-17 PLOTTED BY: phle



1 of 1

Drawing Number:		No.	Revisions
	Date 11/16/2017		
	Scale 1"=40'		
	Design AP		
	Drawn AP		
	Approved KW		
	Job No 20171012		

EXISTING SITE PLAN
10 SIMAS STREET
PROPERTY REZONING

CITY OF SALINAS COUNTY OF MONTEREY STATE OF CALIFORNIA

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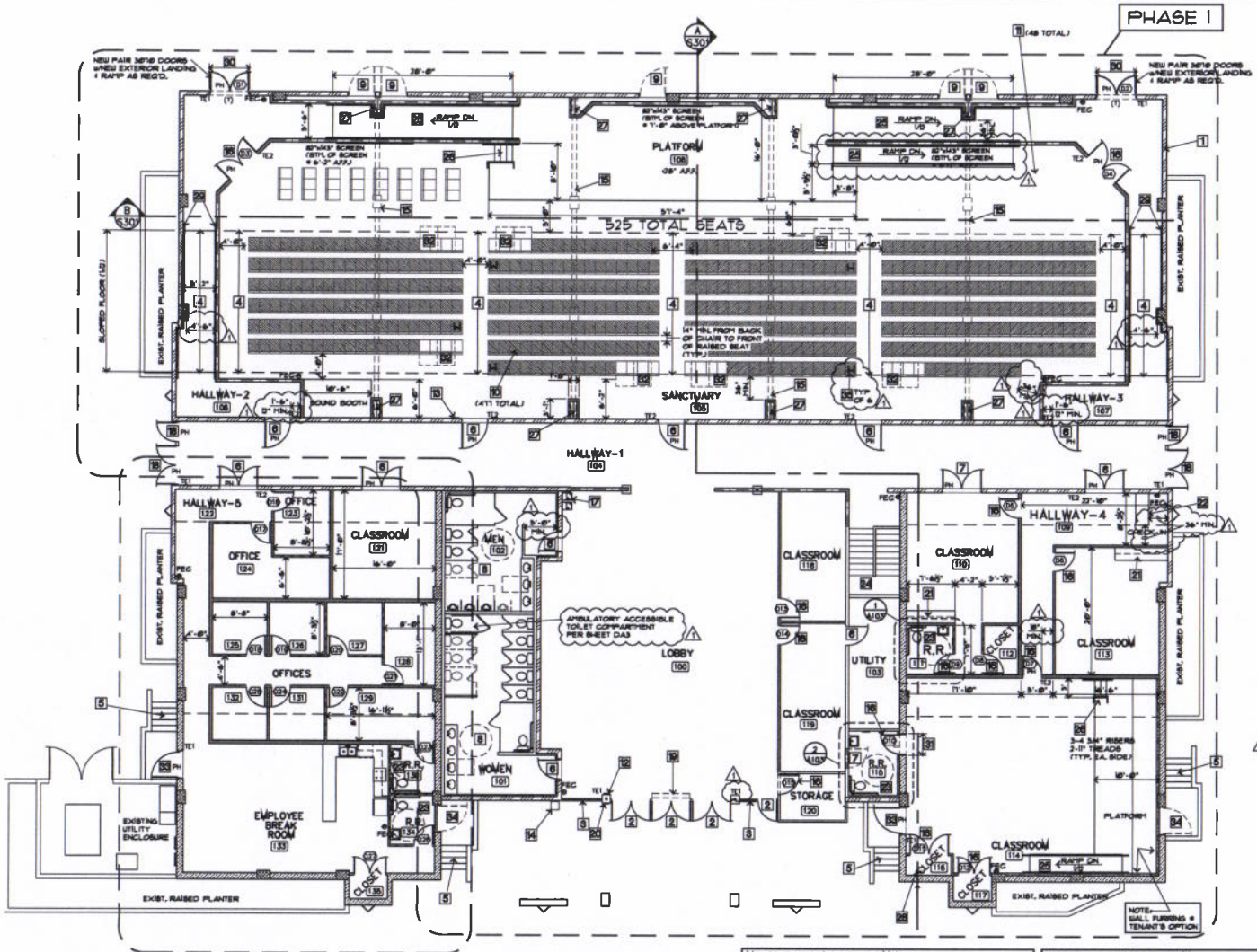
PHASE 1



PHASE 2

NOTE:
NO CHANGE PROPOSED TO THIS AREA AS PART OF PHASE 1 CONSTRUCTION
- FUTURE IMPROVEMENTS SHOWN FOR REFERENCE ONLY

LEGEND

X	KEY NOTE
(X)	DOOR DESIGNATION (REFER TO SHEET A301)
XXX	ROOM DESIGNATION
PH	INDICATES PANIC HARDWARE REQUIRED -MOUNT BETWEEN 30 INCHES & 44 INCHES A.F.F.
TE1 / TE2	INDICATES TACTILE "EXIT" SIGN INDICATES TACTILE "EXIT ROUTE" SIGN -REFER TO SIGNAGE DETAILS ON SHEET DA2
(T)	INDICATES EXTERIOR ALUMINUM THRESHOLD PER DETAIL 3/A301
FEC	INDICATES NEW TYPE 2A-10BC FIRE EXTINGUISHERS PLACED NOT TO EXCEED 75 FEET OF TRAVEL FROM ANY POINT IN THE BUILDING AND NOT HIGHER THAN 80 INCHES ABOVE THE FLOOR.

HANDICAP ACCESSIBILITY DETAIL REFERENCES

REFER TO SHEET DA1 FOR:
A) MANEUVERING CLEARANCES AT DOORS
B) MINIMUM CLEAR FLOOR SPACE FOR WHEELCHAIRS
C) SPACE ALLOWANCE & REACH RANGE ALONG AN ACCESSIBLE ROUTE
D) CLEARANCES AROUND OBJECTS PROTRUDING FROM WALLS ALONG AN ACCESSIBLE ROUTE

REFER TO SHEET DA2 FOR:
A) SIGNAGE REQUIREMENTS FOR BRAILLE, HEARING IMPAIRED & BUILDING ENTRANCE
B) STAIRWAY ACCESSIBILITY (NOT STRUCTURAL REQ'TS.)
C) RAMP SLOPE & HANDRAIL REQUIREMENTS
D) CURB RAMPS

REFER TO SHEET DA3 FOR:
A) MULTIPLE ACCOMODATION RESTROOMS & TOILET STALLS
B) SINGLE ACCOMODATION RESTROOM CLEARANCES
C) PLUMBING FIXTURE CLEARANCES
D) PUBLIC RESTROOM DOOR SIGNAGE
E) CONTROLS, SWITCHES & OUTLET MOUNTING HEIGHT
F) TOILET ACCESSORY MOUNTING HEIGHT
G) HANDRAIL AND GRAB BAR MOUNTING REQ'TS.

MOVABLE SEATING REQUIREMENTS

CLEAR WIDTH BETWEEN CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.1 "WHEN SEATING ROWS HAVE 14 OR LESS SEATS, THE MINIMUM CLEAR WIDTH BETWEEN ROWS SHALL NOT BE LESS THAN 12 INCHES MEASURED AS THE CLEAR HORIZONTAL DISTANCE FROM THE BACK OF THE ROW AHEAD AND THE NEAREST PROJECTION OF THE ROW BEHIND."

CLEAR WIDTH BETWEEN CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.1 "FOR ROWS OF SEATING SERVED BY AISLES OR DOORWAYS AT BOTH ENDS, THE MINIMUM CLEAR WIDTH OF 12 INCHES BETWEEN ROWS SHALL BE INCREASED BY 0.3 INCH FOR EVERY ADDITIONAL SEAT BEYOND 14."
- ALL OTHER ROWS REQUIRE MIN 12" CLR. SPACE

BONDING OF CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.3 "LOOSE CHAIRS THAT ARE NOT FIXED TO THE FLOOR SHALL BE BONDED TOGETHER IN GROUPS OF 3 OR MORE."
EXCEPTIONS:
1. WHEN NOT MORE THAN 200 SEATS ARE PROVIDED, BONDING IS NOT REQUIRED.
2. THE BONDING OF CHAIRS IS NOT REQUIRED WHEN TABLES ARE PROVIDED, AS WHEN USE OCCUPANCY AS LOOSE TABLES AND CHAIRS OR SIMILAR PURPOSES.

READILY REMOVABLE SEATS WHERE SHOWN, SHALL NOT BE FIXED TO THE GROUND IN ORDER TO ALLOW REMOVAL TO ACCOMMODATE FOR WHEELCHAIR USERS.

ASSISTIVE LISTENING SYSTEM

AN ASSISTIVE LISTENING SYSTEM IS REQUIRED FOR THE SANCTUARY AREA OF THIS TENANT.
- PROVIDE RECEIVERS FOR A MINIMUM OF 4% OF TOTAL SEATING (21 REQUIRED)
- SYSTEM MUST BE IN PLACE AND OPERATIONAL AT TIME OF FINAL INSPECTION
- REFER TO SHEET DA3 FOR REQUIRED SIGNAGE

FLOOR PLAN KEYNOTES

No.	Description
1	Existing concrete masonry exterior wall (No Change)
2	Existing storefront entry door to remain (No Change)
3	Existing storefront glazing to remain (No Change)
4	Existing sloped floor (1:12 max slope) to remain (No Change)
5	Existing steps to be filled-in with concrete -- Refer to Structural Drawings for detailed requirements
6	Existing interior door to remain (No Change)
7	Existing interior door to remain as exit only (No hardare on pull-side of door)
8	Existing multi-accomodation restrooms with new fixtures -- Refer to Plumbing Drawings for detailed requirements
9	Existing exterior door to be permanently locked.
10	Shading indicates new fixed chair layout (Self-rising seats) -- Re-use existing chairs where possible
11	New movable seating / Refer to spacing requirements this sheet
12	Occupancy capacity sign stating "MAXIMUM BUILDING OCCUPANCY 1176"
13	Occupancy capacity sign stating "MAXIMUM OCCUPANCY THIS ROOM 728"
14	Fire Department approved Key Box. (See General Notes / Sheet T51)
15	Existing CMU wall and pilaster to be removed -- Refer to Structural Drawings
16	New interior door (Solid Core) / Match existing -- Refer to Door Schedule, Sheet A301
17	New HI/Lo wall mounted drinking fountains -- Refer to Plumbing Drawings
18	Existing exterior hollow metal door to remain (No Change)
19	New sign over door 9"/1" high letters stating "THIS DOOR TO REMAIN UNLOCKED WHENEVER THE BUILDING IS OCCUPIED"
20	6" x 6" Square International Symbol of Accessibility at primary entrance. -- mount @ 60" a.f.f to c/l
21	New base & upper cabinets -- Refer to detail 6/A301
22	New Base Cabinet & Counter -- Refer to detail 6/A301
23	New Single-Accomodation restroom -- Refer to enlarged plan on sheet A102
24	Existing stairs to 2nd floor storage mezzanine -- No Change
25	New ramp to Platform / 1:12 max slope w/handrails each side -- Refer to details on Sheets DA2 & S402
26	New stairs to platform / 7" Risers (Max) & 11" Treads (Min) w/Handrails each side of stairs / Refer to details on Sheets DA2 & S402
27	New steel frame column -- Refer to structural drawings
28	Location of existing fire sprinkler riser -- No Change
29	Provide handrails each side of ramp -- Refer to details on Sheets DA2 & DA3
30	New 3'-4" Wide x 7'-2" High opening in existing CMU wall -- Refer to detail 8/S401
31	New 3'-4" Wide x 7'-2" High opening in existing CMU wall -- Refer to detail 8/S401
32	48"x66" Clear floor space at wheelchair seating (7 locations provided) -- Readily removable seats may be provided in these locations when such spaces are not required to accommodate wheelchair users. (CBC Section 1104B.3.7)
33	Existing hollow metal door to be removed & re-installed at interior finished floor elevation -- Cut existing wall and provide new opening so that door may be re-installed at new interior finished floor height -- Refer to detail 13/S402
34	Existing hollow metal door to be removed & re-installed at interior finished floor elevation -- Cut existing wall and provide new opening so that door may be re-installed at new interior finished floor height -- Door to be welded shut from inside -- Refer to detail 13/S402
35	"P" -- Indicates stage seat sign on arm rest on aisle side -- Each seat shall be identified by sign or marker with International Symbol of Accessibility

WALL LEGEND

- NEW INTERIOR BEARING WALL: 2x4 O.F. @ STUDS @ 16" O.C. TO 8'-0". WITH 5/8" GYPSUM BOARD EACH SIDE. - USE MOISTURE RESISTANT GYP BD @ TOILET ROOMS. - REFER TO DETAILS 13/S402 & 14/S402.
- NEW INTERIOR NON-BEARING WALL: 2x4 O.F. STUDS @ 24" O.C. TO 8'-0", WITH 5/8" GYPSUM BOARD EACH SIDE - USE MOISTURE RESISTANT GYP BD @ TOILET ROOMS. - REFER TO DETAIL 14/S402 & SHEET S101 FOR TYPICAL DETAILS
- NEW INTERIOR NON-BEARING WALL: 2x4 O.F. STUDS @ 16" O.C. TO 8'-0", WITH 5/8" GYPSUM BOARD EACH SIDE - USE MOISTURE RESISTANT GYP BD @ TOILET ROOMS. - REFER TO DETAIL 14/S402 & SHEET S101 FOR TYPICAL DETAILS
- NEW INTERIOR WALL FURRING: 2 5/8" @ 25 GA. METAL STUDS @ 24" O.C. ATTACHED TO EXIST. CMU WALL - FINISH WITH WITH 5/8" GYPSUM BOARD - REFER TO DETAIL 8/S101
- Existing Interior Non-Bearing Wall: 2x STUDS AT 16" O.C.
- Existing Exterior/Interior Masonry Wall: 8" CONCRETE MASONRY UNITS.
- Existing Exterior Masonry Wall: 12" CONCRETE MASONRY UNITS.
- Existing Masonry Pilaster: 16"x24" CONCRETE MASONRY PILASTER

ARCHITECTURE
10 Rhonark Place Email, #104
Fresno, CA 93720
(559) 486-8520
FAX, (866) 303-2735
EMAIL: jeframe@sbcglobal.net

DESCRIPTIONS	DATE	REVISIONS
BUILDING DEPT. P.C.	7/13/10	1
PLANNING REVISIONS	7/26/10	2
BUILDING DEPT. P.C.	8/09/10	3

BUILDING RENOVATION FOR:
celebrationchurch.cc
TO MAKE A STREET SALINAS, CA 93901

Drawing Title
FLOOR PLAN

Scale: 1/8"=1'-0"

68/69/76

LICENSED ARCHITECT JON FRAME C-27352 REN. 6-30-11 STATE OF CALIFORNIA

SHEET #
A101

G:\ARCHDESK\CEL CHURCH-SALINAS\CC1-A101-FIXED SEATING

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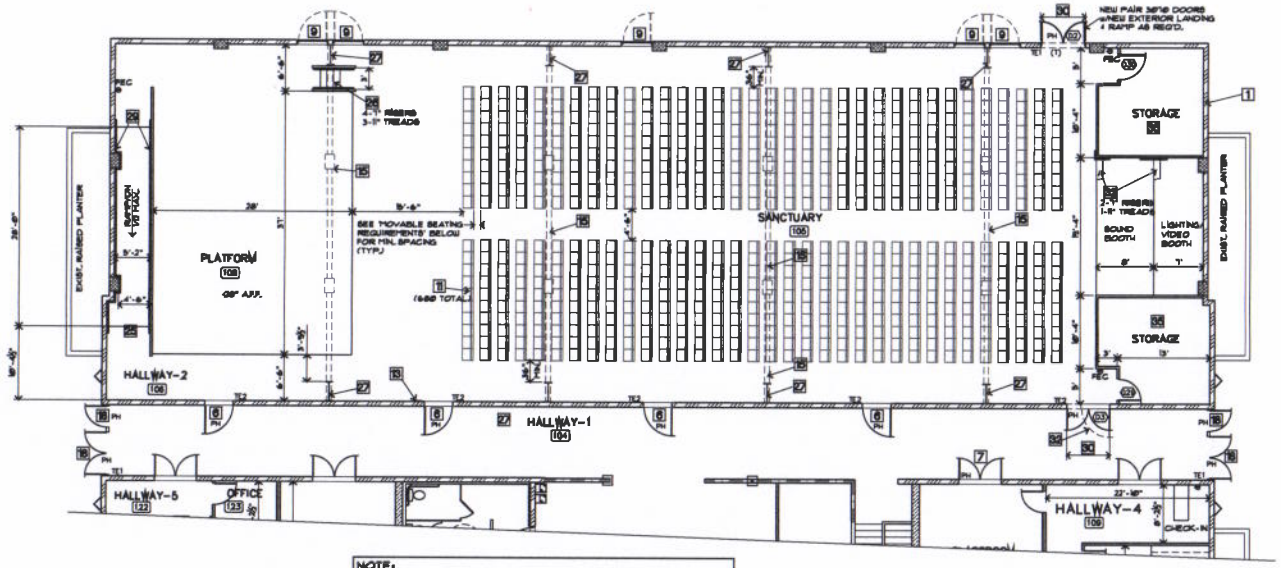


NOTE:
THIS REVISION APPLIES TO WORSHIP AREA ONLY
- REFER TO SHEET A101 FOR ALL OTHER REQUIREMENTS

FLOOR PLAN KEYNOTES

No.	Description
1	Existing concrete masonry exterior wall (No Change)
2	Existing storefront entry door to remain (No Change)
3	Existing storefront glazing to remain (No Change)
4	--- NOT USED -----
5	Existing steps to be filled-in with concrete - Refer to Structural Drawings for detailed requirements
6	Existing interior door to remain (No Change)
7	Existing interior door to remain as exit only (No hardare on pull-side of door)
8	Existing multi-accomodation restrooms with new fixtures - Refer to Plumbing Drawings for detailed requirements
9	Existing exterior door to be permanently locked.
10	--- NOT USED -----
11	New movable seating / Refer to spacing requirements this sheet
12	Occupancy capacity sign stating "MAXIMUM BUILDING OCCUPANCY 1343"
13	Occupancy capacity sign stating "MAXIMUM OCCUPANCY THIS ROOM 938"
14	Fire Department approved Key Box. (See General Notes / Sheet T51)
15	Existing CMU wall and plaster to be removed - Refer to Structural Drawings
16	New interior door (Solid Core) / Match existing - Refer to Door Schedule, Sheet A301
17	New HI/Low wall mounted drinking fountains - Refer to Plumbing Drawings
18	Existing exterior hollow metal door to remain (No Change)
19	New sign over door 8"/1" high letters stating: "THIS DOOR TO REMAIN UNLOCKED WHENEVER THE BUILDING IS OCCUPIED"
20	8" x 8" Square International Symbol of Accessibility at primary entrance. - mount @ 60" a.f.f to c/l
21	New base & upper cabinets - Refer to detail 6/A301
22	New Base Cabinet & Counter - Refer to detail 8/A301
23	New Single-Accomodation restroom - Refer to enlarged plan on sheet A102
24	Existing stairs to 2nd floor storage mezzanine - No Change
25	New ramp to Platform / 1:12 max slope w/handrails each side - Refer to details on Sheets DA2 & S402
26	New stairs to platform / 7" Risers (Max) & 11" Treads (Min) w/handrails each side of stairs / Refer to details on Sheets DA2 & S402
27	New steel frame column - Refer to structural drawings
28	Location of existing fire sprinkler riser - No Change
29	Provide handrails each side of ramp - Refer to details on Sheets DA2 & DA3
30	New 6'-4" Wide x 7'-2" High opening in existing CMU wall - Refer to detail 8/S401
31	New 3'-4" Wide x 7'-2" High opening in existing CMU wall - Refer to detail 8/S401
32	New stairs to sound/lighting booth / 7" Risers (Max) & 11" Treads (Min) w/handrail on one side of stairs / Refer to details on Sheets DA2 & S402
33	Existing hollow metal door to be removed & re-installed at interior finished floor elevation - Cut existing wall and provide new opening so that door may be re-installed at new interior finished floor height - Refer to detail 13/S402
34	Existing hollow metal door to be removed & re-installed at interior finished floor elevation - Cut existing wall and provide new opening so that door may be re-installed at new interior finished floor height - Door to be swinged shut from inside - Refer to detail 13/S402
35	TENANT'S OPTION: - Provide 2X8 ceiling joists @ 24" o.c. 9/8/8" gyp. bd. ceiling - Joists shall run in the shortest possible direction - Finished ceiling height to be determined - Refer to detail 8/S101

WALL LEGEND

NEW INTERIOR BEARING WALL
2x4, 0.F., @ STUDS @ 16" O.C. TO 8'-0".
WITH 5/8" GYPSUM BOARD EACH SIDE
- USE MOISTURE RESISTANT GYP BD @ TOILET ROOMS.
- REFER TO DETAILS 13/S402 & 14/S402.

NEW INTERIOR NON-BEARING WALL
2x4 O.F., STUDS @ 24" O.C. TO 8'-0",
WITH 5/8" GYPSUM BOARD EACH SIDE
- USE MOISTURE RESISTANT GYP BD @ TOILET ROOMS.
- REFER TO DETAIL 14/S402 & SHEET S101 FOR TYPICAL DETAILS

NEW INTERIOR NON-BEARING WALL
2x4 O.F., STUDS @ 16" O.C. TO 8'-0",
WITH 5/8" GYPSUM BOARD EACH SIDE
- USE MOISTURE RESISTANT GYP BD @ TOILET ROOMS.
- REFER TO DETAIL 14/S402 & SHEET S101 FOR TYPICAL DETAILS

NEW INTERIOR WALL FURRING
2" 0.F. @ 24" O.C. DETAIL STUDS @ 24" O.C. ATTACHED TO EXIST. CMU WALL
- FINISH WITH 5/8" GYPSUM BOARD
- REFER TO DETAIL 9/S101

Existing Interior Non-Bearing Wall
2x STUDS AT 16" O.C.

Existing Exterior Interior Masonry Wall
8" CONCRETE MASONRY UNITS.

Existing Interior Masonry Wall
12" CONCRETE MASONRY UNITS.

Existing Masonry Planter
12"-16" CONCRETE MASONRY PLANTER

LEGEND

- (X) KEY NOTE
- (X) DOOR DESIGNATION (REFER TO SHEET A301)
- XXX ROOM DESIGNATION
- PH INDICATES PANIC HARDWARE REQUIRED
  -MOUNT BETWEEN 30 INCHES & 44 INCHES A.F.F.
- TE1 INDICATES TACTILE "EXIT" SIGN
- TE2 INDICATES TACTILE "EXIT ROUTE" SIGN
  -REFER TO SIGNAGE DETAILS ON SHEET DA2
- (T) INDICATES EXTERIOR ALUMINUM THRESHOLD PER DETAIL 2/A301
- FEC INDICATES NEW TYPE 2A-10BC FIRE EXTINGUISHERS PLACED NOT TO EXCEED 75 FEET OF TRAVEL FROM ANY POINT IN THE BUILDING AND NOT HIGHER THAN 60 INCHES ABOVE THE FLOOR.

HANDICAP ACCESSIBILITY DETAIL REFERENCES

REFER TO SHEET DA1 FOR:
A) MANEUVERING CLEARANCES AT DOORS
B) MINIMUM CLEAR FLOOR SPACE FOR WHEELCHAIRS
C) SPACE ALLOWANCE & REACH RANGE ALONG AN ACCESSIBLE ROUTE
D) CLEARANCES AROUND OBJECTS PROTRUDING FROM WALLS ALONG AN ACCESSIBLE ROUTE

REFER TO SHEET DA2 FOR:
A) SIGNAGE REQUIREMENTS FOR BRAILLE, HEARING IMPAIRED & BUILDING ENTRANCE
B) STAIRWAY ACCESSIBILITY (NOT STRUCTURAL REQ'TS.)
C) RAMP SLOPE & HANDRAIL REQUIREMENTS
D) CURB RAMPS

REFER TO SHEET DA3 FOR:
A) MULTIPLE ACCOMODATION RESTROOMS & TOILET STALLS
B) SINGLE ACCOMODATION RESTROOM CLEARANCES
C) PLUMBING FIXTURE CLEARANCES
D) PUBLIC RESTROOM DOOR SIGNAGE
E) CONTROLS, SWITCHES & OUTLET MOUNTING HEIGHT
F) TOILET ACCESSORY MOUNTING HEIGHT
G) HANDRAIL AND GRAB BAR MOUNTING REQ'TS.

MOVABLE SEATING REQUIREMENTS

CLEAR WIDTH BETWEEN CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.1
"WHEN SEATING ROWS HAVE 14 OR LESS SEATS, THE MINIMUM CLEAR WIDTH BETWEEN ROWS SHALL NOT BE LESS THAN 12 INCHES MEASURED AS THE CLEAR HORIZONTAL DISTANCE FROM THE BACK OF THE ROW AHEAD AND THE NEAREST PROJECTION OF THE ROW BEHIND."

CLEAR WIDTH BETWEEN CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.1
"FOR ROWS OF SEATING SERVED BY AISLES OR DOORWAYS AT BOTH ENDS..... THE MINIMUM CLEAR WIDTH OF 12 INCHES BETWEEN ROWS SHALL BE INCREASED BY 0.3 INCH FOR EVERY ADDITIONAL SEAT BEYOND 14."
- ALL OTHER ROWS REQUIRE MIN 12" CLR. SPACE

BONDING OF CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.3
"LOOSE CHAIRS THAT ARE NOT FIXED TO THE FLOOR SHALL BE BONDED TOGETHER IN GROUPS OF 3 OR MORE."
EXCEPTIONS
1. WHEN NOT MORE THAN 300 SEATS ARE PROVIDED, BONDING IS NOT REQUIRED.
2. THE BONDING OF CHAIRS IS NOT REQUIRED WHEN TABLES ARE PROVIDED, AS WHEN THE OCCUPANCY IS USED FOR DINING OR SIMILAR PURPOSES.

READILY REMOVABLE SEATS WHERE SHOWN, SHALL NOT BE FIXED TO THE GROUND IN ORDER TO ALLOW REMOVAL TO ACCOMMODATE FOR WHEELCHAIR USERS.

ASSISTIVE LISTENING SYSTEM

AN ASSISTIVE LISTENING SYSTEM IS REQUIRED FOR THE SANCTUARY AREA OF THIS TENANT.
- PROVIDE RECEIVERS FOR A MINIMUM OF 4% OF TOTAL SEATING (27 REQUIRED)
- SYSTEM MUST BE IN PLACE AND OPERATIONAL AT TIME OF FINAL INSPECTION
- REFER TO SHEET DA3 FOR REQUIRED SIGNAGE

ARCHITECTURE
10 Sierra Park Ct., #104
Fresno, CA 93720
(559) 435-8330
FAX (559) 302-2728
EMAIL jon@frameArchitecture

symbols	date	comments
	7/12/10	BUILDING DEPT. P.C.
	7/12/10	TENANT'S REVISIONS
	8/26/10	BUILDING DEPT. P.C.
	10/19/10	TENANT'S REVISIONS
	2/22/11	FIELD CORRECTION REVISIONS
		-
		-

BUILDING RENOVATION FOR:
celebrationchurch.cc
TO OAKS STREET
SALINAS, CA 93901

Drawing Title
ALTERNATE FLOOR PLAN

N

Scale: 1/8"=1'-0"

02/22/11

LICENSED ARCHITECT
JON FRAME
C-27352
REN. 8-31-11
STATE OF CALIFORNIA

SHEET #
A101B

G:\PROJECTS\CEL CHURCH-SALINAS\CDS-A101 - TURNED ALTERNATE.dwg

GENERAL PLAN AMENDMENT 2017-002 (GPA 2017-002) FROM GENERAL COMMERCIAL/LIGHT INDUSTRIAL TO ARTERIAL FRONTAGE; AND REZONE 2017-001 (RZ 2017-001) FORM INDUSTRIAL-GENERAL COMMERCIAL TO MIXED ARTERIAL FRONTAGE; CONDITIONAL USE PERMIT (CUP 2017-019) TO ESTABLISH AND OPERATE RELIGIOUS ASSEMBLY USE
MITIGATION MONITORING AND REPORTING PROGRAM
10 SIMAS STREET

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
CU-1	In the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Public Resources Code Section 21083.2.	To ensure compliance with Public Resources Code Section 21083.2	Applicant, or Successor in Interest	Community Development Department, Current Planning	During grading/ construction activities
TCR-1	In the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Public Resources Code Section 21083.2.	To ensure compliance with Public Resources Code Section 21083.2	Applicant, or Successor in Interest	Community Development Department, Current Planning	During grading/ construction activities

Ohlone/Costanoan-Esselen Nation

Previously acknowledged as
The San Carlos Band of
Mission Indians
The Monterey Band
And also known as
O.C.E.N. or Esselen Nation
P.O. Box 1301
Monterey, CA 93942

www.ohlonecostanoanesselennation.org.

December 18, 2017

Bobby Latino
Associate Planner
City of Salinas Community Development Department
65 West Alisal Street
Salinas, CA 93901

Re: 295 Sun Way Project and 10 Simas Street, Salinas, CA - General Plan Amendments– As stated General Plan Amendment
AB52 and SB18 – 90 Days consultation period

Saleki Atsa,

Ohlone/Costanoan-Esselen Nation is an historically documented previously recognized tribe. OCEN is the legal tribal government representative for over 600 enrolled members of Esselen, Carmeleno, Monterey Band, Rumsen, Chalon, Soledad Mission, San Carlos Mission and/or Costanoan Mission Indian descent of Monterey County. Though other indigenous people may have lived in the area, the area is the indigenous homeland of our people. Included with this letter please find a territorial map by Taylor 1856; Levy 1973; and Milliken 1990, indentifying Tribal areas.

Ohlone/Costanoan-Esselen Nation objects to all excavation in known cultural lands, even when they are described as previously disturbed, and of no significant archaeological value. Please be advised that it is our first priority that our ancestor's remains be protected and undisturbed. We desire that all sacred burial items be left with our ancestors on site or as culturally determined by OCEN. All cultural items returned to Ohlone/Costanoan-Esselen Nation. We ask for the respect that is afforded all of our current day deceased, by no other word these burial sites are cemeteries, respect for our ancestors as you would expect respect for your deceased family members in today's cemeteries. **Our definition of respect is no disturbance.**

OCEN's Tribal leadership desires to be provided with:

Archaeological reports/surveys, including subsurface testing, and presence/absence testing.
OCEN request to be included in mitigation and recovery programs,
Reburial of any of our ancestral remains,
Placement of all cultural items, and that
A Native American Monitor of Ohlone/Costanoan-Esselen Nation, approved by the OCEN Tribal Council is used within our aboriginal territory.
Cultural and Tribal sections to reflect Tribal request.

Projects affecting the General Plan allow for 90 days response according to SB18. We ask that a sacred lands search with the Northwest Information Center, Sonoma State University and the Native American Heritage Commission. Please feel free to contact me at (408) 629-5189. Nimasianexelpasaleki. Thank you

Sincerely and Respectfully Yours,

Louise J. Miranda Ramirez, Chairperson
Ohlone/Costanoan-Esselen Nation
(408) 629-5189
Cc: OCEN Tribal Council

City of Salinas
COMMUNITY DEVELOPMENT DEPARTMENT
65 W. Alisal Street, 2nd Floor • Salinas, California 93901
(831) 758-7387 • (831) 775-4258 (Fax) • www.ci.salinas.ca.us

1. BACKGROUND

Project Name: General Plan Amendment 2017-002 (GPA 2017-002); Rezone 2017-001 (RZ 2017-001); and Conditional Use Permit (CUP 2017-019)

Project Location: 10 Simas Street in the IGC-F (Industrial-General Commercial – Flood Plain Overlay) Zoning District

Assessor Parcel Number: 003-091-011-000

☒ **See Attached Vicinity Map**

Current Land Use: Nonconforming Religious Assembly use within an existing 18,150 square foot building in an existing Industrial Complex

Surrounding Land Uses/Zoning Districts:

North:	Park/P (Parks)
South:	Minor Vehicle Repair, Vehicle Sales, and Vehicle-related Retail Sales and Services uses/IGC-F (Industrial-General Commercial – Flood Plain Overlay)
East:	Building Materials and Service use/IGC-F (Industrial-General Commercial – Flood Plain Overlay)
West:	Retail Sales/MAF-F (Mixed Arterial Frontage – Flood Plain Overlay)

Lead Agency Contact Person: Bobby Latino, Associate Planner

Telephone: (831) 758-7206

Location and Existing Setting: City of Salinas / Existing Industrial Complex

Project Description: General Plan Amendment 2017-002 (GPA 2017-002) to change the General Plan designation from General Commercial/Light Industrial to Arterial Frontage, Rezone 2017-001 (RZ 2017-001) the Zoning designation from Industrial-General Commercial to Mixed Arterial Frontage, and Conditional Use Permit (CUP 2017-

019) to establish and operate a religious assembly use in an existing 18,150 square foot building.

Environmental Factors Potentially Affected:

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

2. CHECKLIST

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, *would the proposal:*	☒	☐	☐	☐	A1, A2, N1
(a) Affect a scenic vista or scenic highway?	☒	☐	☐	☐	
(b) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that area experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with					

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
applicable zoning and other regulations governing scenic quality?					
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐	
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐	

Discussion

(a-b) The site is in an urbanized area and would not be located adjacent to or near a scenic vista or a scenic highway.

(c) The proposed project would not degrade the existing visual character or quality of the site and its surroundings.

(d) The proposed project would not create a new source of substantial light or glare. If required or proposed, new lighting would be subject to the City of Salinas Zoning Code outdoor lighting ordinance.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
2. AGRICULTURAL RESOURCES. *Would the proposal:*					A1, A2, N1
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☒	☐	☐	☐	
(b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☒	☐	☐	☐	
(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☒	☐	☐	☐	
(d) Result in the loss of forest land or conversion of forest land to non-forest use?	☒	☐	☐	☐	
(e) Involve other changes in the existing environment which, due to their location or nature, could	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?					

Discussion

(a-e) The site is located on an in-fill property within the IGC-F (Industrial-General Commercial – Flood Plain Overlay) Zoning District. Farming activities and forest land are not located on the site.

Mitigation

No mitigation is required.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
3. AIR QUALITY. *Would the proposal:*					A1, A2, A3, F1, F2
(a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐	
(b) Result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
standard?					
(c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐	
(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐	

Discussion

(a-c) Salinas lies within the North Central Coast Air Basin, which meets the federal standard for ozone levels but falls short of the higher State standards for ozone and PM10. Ozone is the primary constituent of smog and is formed in the atmosphere via a chemical reaction involving nitrogen oxides (NOx), volatile organic gases (VOC), and sunlight. The primary sources are motor vehicles, organic solvents, pesticides, and industry. The Monterey Bay Air Resources District (MBARD) oversees various air quality regulations and programs.

MBARD Board of Directors adopted the 2012-2015 Air Quality Management Plan in March 2017, which represents the latest edition of the 2012 Triennial Plan, which addresses NOx and reactive organic gasses (ROG) emissions as precursors to ozone. The air quality impact generated by the project is expected to be less than significant, because it will create only occasional vehicle trips.

The revised CEQA Air Quality Guidelines prepared by the Monterey Bay Air Resources District, dated February 2008, stipulate maximum thresholds for air quality as follows:

a) Emit less than 137 lb/day of VOC's or NOx;
b) Directly emit less than 550 lb/day of CO or will not cause a violation of CO ambient air quality standards (AAQS) at existing or reasonably foreseeable receptors;
c) Not significantly impact traffic levels of service or will not cause a violation of CO or contribute 550 lb/day to an existing or projected violation at existing

or reasonably foreseeable receptors;

d) Directly emit less than 82 lb/day of PM10 on-site or will not cause a violation of particulate matter, ten micron diameter (PM10) AAQS or contribute 82 lb/day to an existing or projected violation at existing or reasonably foreseeable receptors;

e) Not indirectly generate PM10 along unpaved roads or will not cause a violation of PM10 AAQS or contribute 82 lb/day to an existing projected violation at existing or reasonably foreseeable receptors;

f) Directly emit less than 150 lb/day of sulfur oxide (SOx) or will not cause a violation of sulfur dioxide (SO2) AAQS at existing or reasonably foreseeable receptors.

The project does not entail construction; therefore, impacts to air quality are not expected to be significant.

(d) Objectionable odors are unlikely to be produced because no odor generating activities occur with the religious assembly use.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
4. BIOLOGICAL RESOURCES. *Would the proposal result in impacts to:*					A1, A2, A3 A4, A7, M1, N1
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
Wildlife Service?					
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service	☒	☐	☐	☐	
(c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐	
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐	
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐	
(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
local, regional, or state habitat conservation plan?					

Discussion

(a-f) The site is located on an in-fill property within the IGC-F (Industrial-General Commercial – Flood Plain Overlay) Zoning District. There is no native flora or fauna on the project site. It is not located within a wetland habitat, riparian woodland or vernal pool, nor is it located near any sensitive habitat areas. It will not conflict with a Habitat Conservation Plan, or other habitat plan.

Mitigation

No mitigation is required.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
5. CULTURAL RESOURCES. *Would the proposal:*					A1, A2, A3, Q3
(a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5	☒	☐	☐	☐	
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
(c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	

Discussion

(a) The subject site was not included in either of the City of Salinas 1989 or 2016 City Historic and Architectural Surveys.

(b-c) Per Section 5.8 (Cultural Resources) of the Final Environmental Impact Report for the Salinas General Plan (Source A1), little archaeological investigation has occurred in the City of Salinas or in Monterey County. No construction is proposed with this project. However, there is always the potential to encounter subsurface materials during grading and construction. Therefore, pursuant to the Public Resources Code (Section 21083.2), in the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find. With this requirement, there is little potential for a significant impact on the environment.

On October 12, 2017, pursuant to Public Resources Code Section 21080.3.1, subd. (d), Assembly Bill 52 (AB52), and California Senate Bill 18 (SB18), City of Salinas staff sent via certified mail, a consultation request on the proposed project within 30-days of the date of the letter to all applicable California Native American Tribes whose geographic area of traditional and cultural affiliation lands boundary includes the City of Salinas as specified by the Native American Heritage Foundation.

On December 18, 2017, the Ohlone /Costanoan-Esselen Nation (OCEN) provided a response letter stating concern with the proposed project site and recommending that an OCEN Tribal Monitor be located on-site during construction (see Attachment 7). The proposed project site has previously been disturbed through the grading and construction in connection with the existing building in 1991. While no construction is proposed with this project, mitigation is proposed. Per Mitigation

Measure CU-1 below, pursuant to Public Resources Code (Section 21083.2), in the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find. With this requirement, there is little potential for a significant impact on the cultural resources and this will address OCEN's comments.

Mitigation

CU-1 In the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Public Resources Code Section 21083.2.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
6. ENERGY. *Would the proposal:*					A1, A2, G1
(a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐	
(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐	

Discussion

(a) The project does not involve construction. No permanent, long-term, or substantial energy consumption would occur during or as a result of the project. Therefore, impacts related to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant.

(b) The City of Salinas is part of Monterey Bay Community Power Authority (MBCP), a regional Community Choice Energy project. MBCP was formed to provide locally-controlled, carbon-free electricity to residents and businesses in

Monterey, San Benito, and Santa Cruz counties (MBCP 2019). The goals of MBCP are to increase utilization of renewable power, create local and sustainable energy sources, and create green jobs.

The project involves a reuse of an existing use located in an existing building. No permanent, long-term, or substantial energy consumption would occur during or as a result of the project. Due to the limited duration and scope of energy-consuming activity, substantial use of energy would not occur. Therefore, the project would not conflict with the goals of MBCP, and impacts would be less than significant.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
7. GEOLOGY/SOILS. *Would the proposal result in or expose people to potential impacts involving:*					A1, A2, A3, A4, A7, M1, N1
(a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☒	☐	☐	☐	
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
(ii) Strong seismic ground shaking?	☒	☐	☐	☐	
(iii) Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐	
(iv) Landslides?	☒	☐	☐	☐	
(b) Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐	
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☒	☐	☐	☐	
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☒	☐	☐	☐	
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☒	☐	☐	☐	
(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐	

Discussion

a (i-iv) All structures located in Salinas are required to be designed to at least Seismic Design Category D in accordance with Section 1613 of the 2010 California Building Code. As shown on the Seismic Hazards Map for the Greater Salinas Planning Area (Figure 5.10-1 of the Salinas General Plan Final EIR), the project site is located within the Moderately High Seismic Hazard Zone. Any future development on the site will be subject to the most recent, adopted edition of the California Building Code as a part of the building permit process to ensure that adequate seismic design is provided.

(b-d) No construction will happen on the project site; therefore, it will not induce substantial changes to the topography or to the soil conditions with a result of excavation or grading. The project site was developed as an Industrial Complex. Any future development would be subject to the most recent version of the California Building Code, and related Codes, as a part of the building permit process to ensure adequate seismic safety. The project site is currently developed and is basically flat.

(e) The subject property is currently served by the City's sewer system. The proposed project would not involve the use of septic systems or alternative waste water disposal systems.

(f) No proposed construction is proposed with this project. No paleontological resources or unique geological features are evident on the subject property. The Monterey County General Plan EIR indicates that fossils are found throughout the County because of widespread distribution of marine deposits. Per Exhibit 4.10.1 of the Monterey County General Plan EIR, no sites of significant scientific value were located in the vicinity of the City of Salinas. However, pursuant to Public Resources Code (Section 21083.2), in the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated in accordance with Mitigation Measure CU-1. The proposed project is subject to all local, state, and federal laws relative to discovery of paleontological resources during any construction. With this requirement, there is little potential for a significant impact on the environment.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
8. GREENHOUSE GAS EMISSIONS. *Would the project:*					A1, A2, A3
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐	
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐	

Discussion

(a) The proposed project will not generate, either directly or indirectly, greenhouse gas emissions causing a significant impact on the environment.

(b) The proposed project will not conflict with any other applicable plans, policies, or regulations adopted for the purposes of reducing the emissions of greenhouse gases including:

- Assembly Bill 32, which requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020.

- Senate Bill 375, which requires the state board, working in consultation with the metropolitan planning organizations, to provide each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 by September 30, 2010.

- City of Salinas General Plan 2002, at the time, the issue of greenhouse gas emissions and the need to combat it in general plans had not risen to a critical level of concern. Nevertheless, the City adopted numerous goals and policies with the intent of improving development sustainability. These goals and policies have both direct and indirect benefits in terms of reducing GHG

emissions. Important overall land use/urban design related themes in the General Plan that serve this purpose include:

i. Increasing density and intensity of development to promote more compact development and reuse/revitalization,
ii. Facilitating in-fill development as a means to promote compact development, and
iii. Promoting mixed-use development and a compact city core, emphasizing Traditional Neighborhood Development (TND) design, walkable neighborhoods, and transit-oriented development, especially in new growth areas.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
9. HAZARDS & HAZARDOUS MATERIALS. *Would the proposal:*					A1, A2, A3, M1, N1
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐	
(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐	
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐	
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☒	☐	☐	☐	
(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐	
(g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☒	☐	☐	☐	

(a-b) The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of materials. Compliance with local, state, and federal requirements would ensure that the hazards to the public are reduced to a level of insignificance.

(c) The proposed project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an

existing or proposed school. The closest school is Mt. Toro High School (10 Sherwood Dr.), which is approximately 1,484 feet away (measured from parcel to parcel) [(see also above discussion (a-b)].

(d) The site is not known to be included on a list of hazardous materials sites.

(e) The site is not located within an airport land use plan area nor located within the Airport Area of Influence per Figure LU-11 of the Salinas General Plan. The site is located approximately 9,450 feet away (over a mile and half away) miles from the end of the runway (8-26) of the Salinas Municipal Airport and would not create a hazard to persons residing or working in the project area.

(f) The project will not interfere with an adopted emergency response plan or emergency evacuation plan.

(g) The project will not expose people or structures to risk of loss, injury or death involving wildland fires, because the site is an infill property and no wildlands are located nearby.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
10. HYDROLOGY AND WATER QUALITY. *Would the proposal:*					A1, A2, A3, A4, A7,
(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☒	☐	☐	☐	
(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
sustainable groundwater management of the basin?					
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner which would:					
i. result in substantial erosion or siltation on- or off-site;	☒	☐	☐	☐	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite:	☒	☐	☐	☐	
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☒	☐	☐	☐	
iv. impede or redirect floor flows?	☒	☐	☐	☐	
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☒	☐	☐	☐	
(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
management plans?					
(f) With regards to NPDES compliance:					
(i) Potential impact of project construction on storm water runoff?	☒	☐	☐	☐	
(ii) Potential impact of project post-construction activity on storm water runoff?	☒	☐	☐	☐	
(iii) Potential for discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	☒	☐	☐	☐	
(iv) Potential for discharge of storm water to impair the beneficial uses of the receiving waters or areas that provide water quality benefit?	☒	☐	☐	☐	
(v) Potential for the discharge of storm water to cause significant harm on the biological integrity of the waterways and water bodies?	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
(vi) Potential for significant changes in the flow velocity or volume of storm water runoff that can cause environmental harm?					
(vii) Potential for significant increases in erosion of the project site or surrounding areas?					
(viii) Could this proposed project result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity, and other typical Stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash).	☒	☐	☐	☐	
(ix) Could the proposed project result in a decrease in treatment and retention capacity for the site's Stormwater run-on?	☒	☐	☐	☐	
(x) Could the proposed project result in significant alteration of					

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
receiving water quality during or following construction?					
(xi) Could the proposed project result in increased impervious surfaces and associated increased urban runoff?	☒	☐	☐	☐	
(xii) Could the proposed project create a significant adverse environmental impact to drainage patterns due to changes in urban runoff flow rates and/or volumes?	☒	☐	☐	☐	
(xiii) Could the proposed project result in increased erosion downstream?	☒	☐	☐	☐	
(xiv) Could the proposed project alter the natural ranges of sediment supply and transport to receiving waters?	☒	☐	☐	☐	
(xv) Is the project tributary to an already impaired water body, as listed on the CWA Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?	☒	☐	☐	☐	
(xvi) Could the proposed project have a potentially significant	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
environmental impact on surface water quality, to either marine, fresh, or wetland waters?					
(xvii) Could the proposed project result in decreased baseflow quantities to receiving surface waterbodies?	☒	☐	☐	☐	
(xviii) Could the proposed project cause of contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?	☒	☐	☐	☐	
	☒	☐	☐	☐	
(xix) Does the proposed project adversely impact the hydrologic or water quality function of the 100-year floodplain area?					
(xx) Does the proposed project site layout adhere to the Permittee's waterbody setback requirements?	☒	☐	☐	☐	
(xxi) Can the proposed project impact aquatic, wetland, or riparian habitat?	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
	☒	☐	☐	☐	

Discussion

(a) The site is presently developed with an existing building and parking lot and would not create any new impervious surface.

(b) The project does not include any new water connections. Thus, the project would not substantially deplete groundwater supplies and would not interfere substantially with the direction or rate of flow of groundwater.

(c) The project site is basically flat and is currently developed with structures, pavement and associated site improvements. There are no rivers or streams on or near the site.

(d) Although the site is located within a 100-year flood area, the project includes the reuse of an existing building. Inundation by seiche, tsunami, or mudflow is unlikely because the site is located a considerable distance from the ocean and is relatively flat thereby negating a potential mudflow.

(e -f)(i – xxi) (see "a" above)

Mitigation

No mitigation is required.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
11. LAND USE AND PLANNING. *Would the proposal:*					A1, A2, A3 M1, N1
(a) Physically divide an established community?	☒	☐	☐	☐	
(b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐	

Discussion

(a) The project does not have the potential to disrupt or divide the physical arrangement of the community. Existing and planned adjacent uses will not be disrupted or divided as a result of the project.

(b) The proposed project includes a General Plan Amendment from General Commercial/Light Industrial to Arterial Frontage and Rezone from Industrial-General Commercial to Mixed Arterial Frontage (MAF). In the MAF Zoning District, a religious assembly use may be considered subject to a Conditional Use Permit. The proposed use would be consistent with the proposed MAF District regulations; therefore, significant environmental impacts are not expected.

Mitigation

No mitigation is required.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
12. MINERAL RESOURCES. *Would the proposal:*					A1, A2, A3
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☒	☐	☐	☐	
(b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☒	☐	☐	☐	

Discussion

(a-b) The project will not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the state.

Mitigation

No mitigation is required.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
13. NOISE. *Would the proposal result in:*					A1, A2, A3, M1
(a) Generation of a substantial temporary or permanent increase in ambient noise	☒	☐	☐	☐	

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?					
(b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐	
(c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☒	☐	☐	☐	

Discussion

(a) No substantial permanent, or temporary or periodic, increases in the ambient noise level are expected with the project. According to the General Plan Master Environmental Assessment Section 9.2, ambient noise is defined as the "all encompassing noise associated with a given environment, being a composite of sounds from many sources, near and far."

(b) The site is located within the 60 CNEL contour as shown on *Figure 5.3-1 Noise Contours (CNEL)* of the Salinas General Plan, Final Environmental Impact Report, 2002. The Future Noise Contours as shown on Figure 5.3-4 of the Salinas General Plan, Final Environmental Impact Report, 2002, shows the project site as located within the 70 CNEL contour. Traffic generates the main source of noise for the depicted 70 CNEL contour.

Groundborne vibration or groundborne noise levels generated by any future

proposed uses on the project site are not expected to be excessive. The Zoning Code Standards regarding noise are expected to reduce noise impacts to a level of insignificance.

(c) The site is located approximately 1.86 miles from the Salinas Municipal Airport and is located within the 55 CNEL contour as shown on *Figure 5.3-2: Salinas Airport Future Noise Contours)* of the Salinas General Plan, Final Environmental Impact Report, 2002. Noise impacts from airport operations will not have an adverse impact on the site.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
14. POPULATION AND HOUSING. *Would the proposal:*					
(a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly *(for example, through extension of roads or other infrastructure)*?	☒	☐	☐	☐	A1, A2, A3, M1, N1
(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☒	☐	☐	☐	

Discussion

(a-b) The proposed project does not include a residential component. It will not induce substantial growth, and it will not displace housing units or people. The subject site is an existing developed in-fill site.

Mitigation

No mitigation is required.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
15. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*					A1, A2, A3, M1, N1
(a) Fire protection?	☒	☐	☐	☐	
(b) Police protection?	☒	☐	☐	☐	
(c) Schools?	☒	☐	☐	☐	
(d) Parks?	☒	☐	☐	☐	
(e) Other public facilities?	☒	☐	☐	☐	

Discussion

(a-e) The site is located on an in-fill site presently developed as a theater with a nonconforming Religious Assembly use. Police and Fire services are currently available to serve the site. No schoolchildren will be generated by the project. East Market Street and Simas Street have been designed and constructed to accommodate the demands of this project. No other government services are expected to be impacted by the project.

Mitigation

No mitigation is required.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
16. RECREATION. *Would the proposal:*					A1, A2, A3, M1, N1
(a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐	
(b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☒	☐	☐	☐	

Discussion

(a-b) The proposed project will not increase the use in park facilities because it does not include residential development. The proposed project does not include recreational facilities.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
17. TRANSPORTATION. *Would the project:*					A1, A2 A3, A4, A7, M1, N1
(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☒	☐	☐	☐	
(b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?	☒	☐	☐	☐	
(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐	
(d) Result in inadequate emergency access?	☒	☐	☐	☐	

Discussion

(a-b) The proposed project is not expected to generate significant traffic trips. Any future development is required to pay all applicable traffic impact fees as determined by the City Engineer at the time of building permit issuance. Payment of traffic fees will ensure that potential traffic impacts are reduced to a level of insignificance.

The proposed project will not result in substantial impacts resulting from increased trip generation. The proposed project will not exceed 2,500 Average Daily Trips (ADT) and is not subject to the Vehicle Trip Reduction provisions of the Salinas Zoning Code (Section 37-50.330).

(c-d) The project will not substantially increase hazards due to design features or incompatible uses. The proposal will not result in inadequate emergency access.

Mitigation

No mitigation is required.

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
18. TRIBAL CULTURAL RESOURCES. *Would the project:*					A5, A6, Q3
(a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Californian Native American tribe, and that is:					
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or	☒	☐	☐	☐	
ii. A resource determined by the Lead Agency, in its discretion and supported by substantial evidence,	☐	☒	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 In applying the criteria set forth in Subdivision (c) of Public Resource Code 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.					

(a)(i) The subject site was not included in either of the City of Salinas 1989 or 2016 City Historic and Architectural Surveys. Furthermore, the building is less than 50 years old.

(a)(ii) Per Section 5.8 (Cultural Resources) of the Final Environmental Impact Report for the Salinas General Plan (Source A1), little archaeological investigation has occurred in the City of Salinas or in Monterey County. However, there is always the potential to encounter subsurface materials during grading and construction. Therefore, pursuant to the Public Resources Code (Section 21083.2), in the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find. With this requirement, there is little potential for a significant impact on the environment.

On October 12, 2017, pursuant to Public Resources Code Section 21080.3.1, subd. (d), Assembly Bill 52 (AB52), and California Senate Bill 18 (SB18), City of Salinas staff sent via certified mail, a consultation request regarding the proposed project. Within 30-days of the date of the letter to all applicable California Native American Tribes whose geographic area of traditional and cultural affiliation lands boundary includes the City of Salinas as specified by the Native American Heritage Foundation.

On December 18, 2017, the Ohlone /Costanoan-Esselen Nation (OCEN) provided a response letter stating concern with the proposed project site and recommending that an OCEN Tribal Monitor be located on-site during construction (see Attachment 7). The proposed project site has previously been disturbed through the grading and construction in connection with the existing building in 1991. While no construction is proposed with this project, mitigation is proposed. Per Mitigation Measure TCR-1 below, pursuant to Public Resources Code (Section 21083.2), in the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find. With this requirement, there is little potential for a significant impact on the cultural resources and this will address OCEN's comments.

Mitigation

TCR-1 In the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Public Resources Code Section 21083.2.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
19. UTILITIES & SERVICE SYSTEMS. *Would the project:*					A1, A2, A3, A7, M1
(a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effect?	☒	☐	☐	☐	
(b) Have sufficient water supplies available to serve	☒	☐	☐	☐	

Issue	Impact				Source (Refer to Section 3: Source List)
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
the project and reasonably foreseeable future development during normal, dry, and multiple dry years?		☐	☐	☐	
(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has the adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐	
(d) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impact the attainment of solid waste reduction goals?	☒	☐	☐	☐	
(e) Comply with federal, state, and local management and reduction statues and regulations related to solid waste?	☒				

Discussion

(a) The project does not include construction.

(b-c) No construction is proposed; therefore, the project does not include new water connections. The religious assembly use is not a heavy water user. Furthermore, it will not discharge significant quantities of water into the wastewater treatment plant (also see Hydrology and Water Quality above).

(d-e) The project will not generate significant solid waste because there are no products produced. Disposal of waste generated by the project is not expected to be significant and it will be required to comply with federal, state, and local reduction statutes related to solid waste.

Mitigation

No mitigation is required.

Issue	Impact				Source *(Refer to Section 3: Source List)*
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact	
20. WILDFIRE. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:*					A1, A2, M1, N1
(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐	
(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☒	☐	☐	☐	
(c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☒	☐	☐	☐	
(d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☒	☐	☐	☐	

Discussion

(a-d) The City of Salinas is not located in or near State responsible areas or lands classified at very high fire hazard severity zones.

Mitigation

No mitigation is required.

Mandatory Findings of Significance	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigated	Potentially Significant Impact
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? *("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).*	☒	☐	☐	☐
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

3. SOURCE LIST

Source	Source Number
City of Salinas:	
Salinas General Plan, 2002.	A1
Salinas General Plan, Final Environmental Impact Report, 2002.	A2
Salinas Zoning Code: ☒ *Entire Code Section:* _____	A3
City of Salinas Stormwater Ordinance, dated March 2013	A4
1989 City Historical and Architectural Survey	A5
2016 City Historical and Architectural Survey	A6
Engineer's Report for proposed project, dated May 15, 2018	A7
Monterey Bay Air Resources District:	
CEQA Air Quality Guidelines prepared by the Monterey Bay Air Resources District, dated February 2008	F1
Monterey Bay Air Resources District. 2012-105 Air Quality Management Plan, dated March 2017	F2
Monterey Bay Community Power Authority:	
Monterey Bay Community Power Authority Implementation Plan, August 2017	G1
Field Inspections:	
By City staff, various dates	M1
Maps/Aerial Photography:	
City's aerial photographs, 2007.	N1
Other:	
Native American Heritage Commission	Q3

4. DETERMINATION

On the basis of this Initial Study:

☐ I find that the proposed project ***COULD NOT*** have a significant effect on the environment, and a ***NEGATIVE DECLARATION*** will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there ***WILL NOT*** be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A ***MITIGATED NEGATIVE DECLARATION*** will be prepared.

☐ I find that the proposed project ***MAY*** have a significant effect on the environment, and an ***ENVIRONMENTAL IMPACT REPORT*** is required.

☐ I find that the proposed project ***MAY*** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect:

(a) Has been adequately analyzed in *(Reference document)* pursuant to applicable legal standards; and

(b) Has been addressed by mitigation measures based on the earlier analysis as described in *Section 2: Checklist*, if the effect is a "Potentially Significant Impact" or a Negative Declaration: "Potentially Significant Unless Mitigation Incorporated".

An ***ENVIRONMENTAL IMPACT REPORT*** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects:

(a) Have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and;

(b) Have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project.

NOTHING FURTHER IS REQUIRED.

Prepared by: _____ Dated: _____

Courtney Grossman
Planning Manager

Attachments:

1. Vicinity Map
2. Engineer's Report, dated May 15, 2018
3. Existing Site Plan with Proposed General Plan Amendment and Rezone
4. Existing Floor Plan (Sheet A101)
5. Revised Floor Plan for Sanctuary (Sheet A101B)
6. Mitigation Monitoring and Reporting Program
7. Letter from Ohlone/Costanoan-Esselen Nation (OCEN), dated December 17, 2018

North

Vicinity Map

GPA 2017-002, RZ 2017-001, and CUP 2017-019 10 Simas Street

Exhibit A

\\SalSvr44\DeptPvt\ComDev\robertl\Documents\10 Simas Street\ER 2017-003\GPA 2017-002, RZ 2017-001, CUP 2017-019 Vicinity Map.doc

CITY OF SALINAS

DEVELOPMENT ENGINEERING, *A division of the Public Works Department*
65 West Alisal Street | Salinas, CA 93901 | 831-758-7251 | *www.ci.salinas.ca.us*

ENGINEER'S REPORT

PURPOSE: CUP2017-019 **DATE:** 5/15/2018
LOCATION: 10 Simas St **PLANNER:** Bobby Latino
OWNER/APPLICANT: Simas-East Markert LLC/SyWest Development

DEVELOPMENT PROPOSAL: A proposal to establish religious assembly at old movie theater.

RECOMMENDATION: Approve with Conditions
SWDS THRESHOLD: N/A

DEVELOPMENT REVIEW: *Development Review Submittal prepared by JWF Architecture and BKF, dated 11/16/2017.*

CONDITION OF APPROVAL

1. FEMA Compliance – Applicant shall provide documentation for cost of all improvements that converted the use of the facility along with an appraisal indicating the market value the structure.
2. Fees – Based on CUP1987-028, the existing theater had 1200 seats. Trips associated with the theater use exceeds the proposed religious use. Therefore, no traffic impact fees are assessed for this change in land use.

Notice: The Conditions of Approval for this Site Plan Review include certain fees and development requirements. Pursuant to Government Code Section 66020 (d)(1), this hereby constitutes written notice stating the amount of said fees, and describing the development requirements. The applicant is hereby notified that the 90-day appeal period in which he/she/they may protest these fees and development requirements, pursuant to Government Code Section 66020 (a), begins on the date the office land use permit is approved. If applicant files a written protest within this 90-day period complying with all requirements of Section 66020, he/she/they will be legally barred from challenging such fees and/or requirements at a later date.

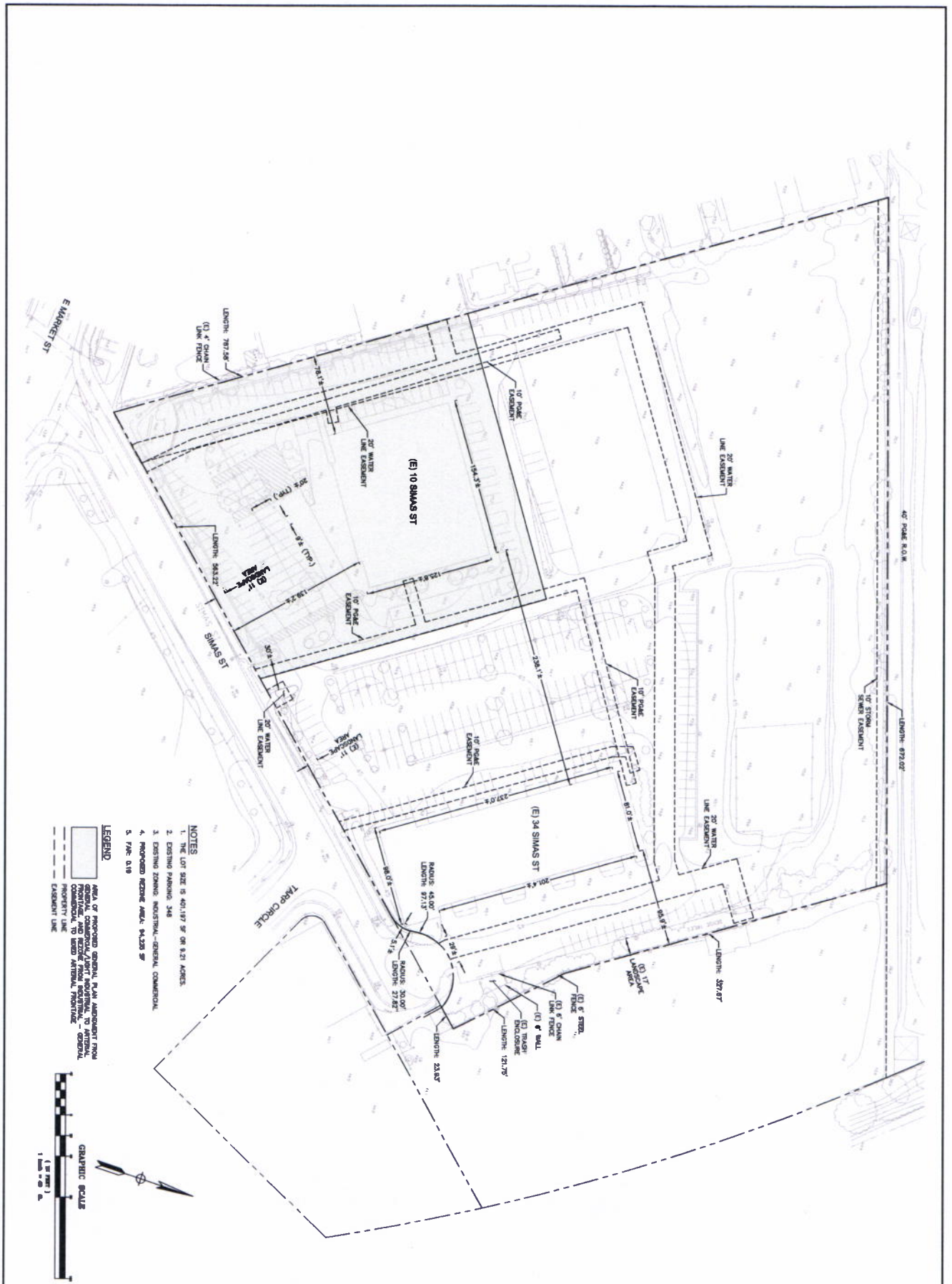
CITY OF SALINAS
Reviewed By:

Report Prepared By/Applicant Questions

Adriana Robles 5/15/2018 (adrianar@ci.salinas.ca.us)

Adriana Robles, P.E. **Dated**
Permit Center Senior Engineer (758-7194)
for **Jim Sandoval, P.E.**
City Engineer

DRAWING NAME: P:\2017\171012_SyWest_Salinas_Rezoning\ENG\ZONING\SIMAS\SHEETS\01_SS_SITE-PLAN.dwg
PLOT DATE: 11-16-17 PLOTTED BY: phle



1 of 1

Drawing Number:		No.	Revisions
	Date 11/16/2017		
	Scale 1"=40'		
	Design AP		
	Drawn AP		
	Approved KW		
	Job No 20171012		

EXISTING SITE PLAN
10 SIMAS STREET
PROPERTY REZONING

CITY OF SALINAS COUNTY OF MONTEREY STATE OF CALIFORNIA

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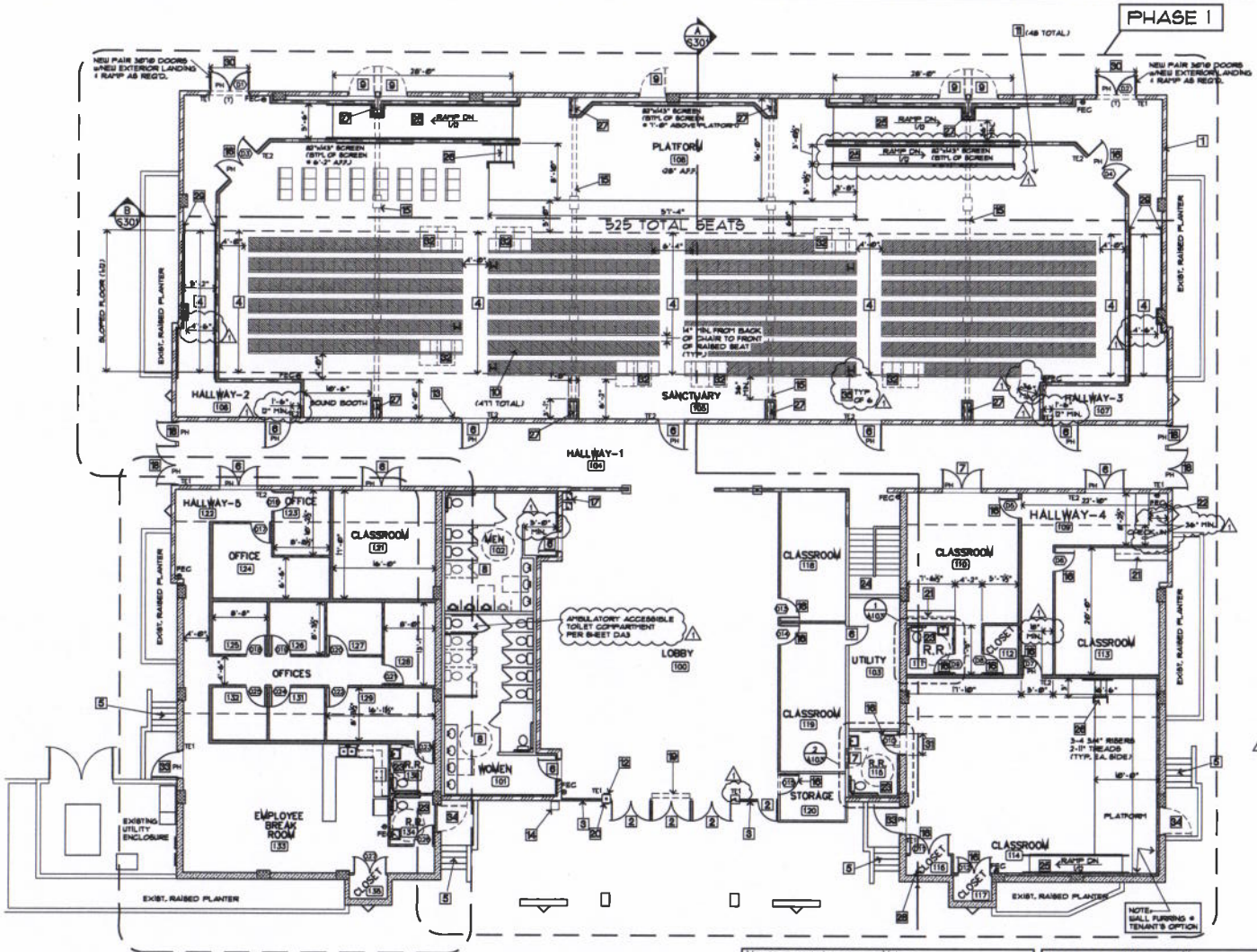
PHASE 1



PHASE 2

NOTE:
NO CHANGE PROPOSED TO THIS AREA AS PART OF PHASE 1 CONSTRUCTION
- FUTURE IMPROVEMENTS SHOWN FOR REFERENCE ONLY

LEGEND

X	KEY NOTE
(X)	DOOR DESIGNATION (REFER TO SHEET A301)
XXX	ROOM DESIGNATION
PH	INDICATES PANIC HARDWARE REQUIRED -MOUNT BETWEEN 30 INCHES & 44 INCHES A.F.F.
TE1 / TE2	INDICATES TACTILE "EXIT" SIGN INDICATES TACTILE "EXIT ROUTE" SIGN -REFER TO SIGNAGE DETAILS ON SHEET DA2
(T)	INDICATES EXTERIOR ALUMINUM THRESHOLD PER DETAIL 3/A301
FEC	INDICATES NEW TYPE 2A-10BC FIRE EXTINGUISHERS PLACED NOT TO EXCEED 75 FEET OF TRAVEL FROM ANY POINT IN THE BUILDING AND NOT HIGHER THAN 80 INCHES ABOVE THE FLOOR.

HANDICAP ACCESSIBILITY DETAIL REFERENCES

REFER TO SHEET DA1 FOR:
A) MANEUVERING CLEARANCES AT DOORS
B) MINIMUM CLEAR FLOOR SPACE FOR WHEELCHAIRS
C) SPACE ALLOWANCE & REACH RANGE ALONG AN ACCESSIBLE ROUTE
D) CLEARANCES AROUND OBJECTS PROTRUDING FROM WALLS ALONG AN ACCESSIBLE ROUTE

REFER TO SHEET DA2 FOR:
A) SIGNAGE REQUIREMENTS FOR BRAILLE, HEARING IMPAIRED & BUILDING ENTRANCE
B) STAIRWAY ACCESSIBILITY (NOT STRUCTURAL REQ'TS.)
C) RAMP SLOPE & HANDRAIL REQUIREMENTS
D) CURB RAMPS

REFER TO SHEET DA3 FOR:
A) MULTIPLE ACCOMODATION RESTROOMS & TOILET STALLS
B) SINGLE ACCOMODATION RESTROOM CLEARANCES
C) PLUMBING FIXTURE CLEARANCES
D) PUBLIC RESTROOM DOOR SIGNAGE
E) CONTROLS, SWITCHES & OUTLET MOUNTING HEIGHT
F) TOILET ACCESSORY MOUNTING HEIGHT
G) HANDRAIL AND GRAB BAR MOUNTING REQ'TS.

MOVABLE SEATING REQUIREMENTS

CLEAR WIDTH BETWEEN CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.1 "WHEN SEATING ROWS HAVE 14 OR LESS SEATS, THE MINIMUM CLEAR WIDTH BETWEEN ROWS SHALL NOT BE LESS THAN 12 INCHES MEASURED AS THE CLEAR HORIZONTAL DISTANCE FROM THE BACK OF THE ROW AHEAD AND THE NEAREST PROJECTION OF THE ROW BEHIND."

CLEAR WIDTH BETWEEN CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.1 "FOR ROWS OF SEATING SERVED BY AISLES OR DOORWAYS AT BOTH ENDS, THE MINIMUM CLEAR WIDTH OF 12 INCHES BETWEEN ROWS SHALL BE INCREASED BY 0.3 INCH FOR EVERY ADDITIONAL SEAT BEYOND 14."
- ALL OTHER ROWS REQUIRE MIN 12" CLR. SPACE

BONDING OF CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.3 "LOOSE CHAIRS THAT ARE NOT FIXED TO THE FLOOR SHALL BE BONDED TOGETHER IN GROUPS OF 3 OR MORE."
EXCEPTIONS:
1. WHEN NOT MORE THAN 200 SEATS ARE PROVIDED, BONDING IS NOT REQUIRED.
2. THE BONDING OF CHAIRS IS NOT REQUIRED WHEN TABLES ARE PROVIDED, AS WHEN USE OCCUPANCY AS LOOSE TABLES AND CHAIRS OR SIMILAR PURPOSES.

READILY REMOVABLE SEATS WHERE SHOWN, SHALL NOT BE FIXED TO THE GROUND IN ORDER TO ALLOW REMOVAL TO ACCOMMODATE FOR WHEELCHAIR USERS.

ASSISTIVE LISTENING SYSTEM

AN ASSISTIVE LISTENING SYSTEM IS REQUIRED FOR THE SANCTUARY AREA OF THIS TENANT.
- PROVIDE RECEIVERS FOR A MINIMUM OF 4% OF TOTAL SEATING (21 REQUIRED)
- SYSTEM MUST BE IN PLACE AND OPERATIONAL AT TIME OF FINAL INSPECTION
- REFER TO SHEET DA3 FOR REQUIRED SIGNAGE

FLOOR PLAN KEYNOTES

No.	Description
1	Existing concrete masonry exterior wall (No Change)
2	Existing storefront entry door to remain (No Change)
3	Existing storefront glazing to remain (No Change)
4	Existing sloped floor (1:12 max slope) to remain (No Change)
5	Existing steps to be filled-in with concrete -- Refer to Structural Drawings for detailed requirements
6	Existing interior door to remain (No Change)
7	Existing interior door to remain as exit only (No hardare on pull-side of door)
8	Existing multi-accomodation restrooms with new fixtures -- Refer to Plumbing Drawings for detailed requirements
9	Existing exterior door to be permanently locked.
10	Shading indicates new fixed chair layout (Self-rising seats) -- Re-use existing chairs where possible
11	New movable seating / Refer to spacing requirements this sheet
12	Occupancy capacity sign stating "MAXIMUM BUILDING OCCUPANCY 1176"
13	Occupancy capacity sign stating "MAXIMUM OCCUPANCY THIS ROOM 728"
14	Fire Department approved Key Box. (See General Notes / Sheet T51)
15	Existing CMU wall and pilaster to be removed -- Refer to Structural Drawings
16	New interior door (Solid Core) / Match existing -- Refer to Door Schedule, Sheet A301
17	New HI/Lo wall mounted drinking fountains -- Refer to Plumbing Drawings
18	Existing exterior hollow metal door to remain (No Change)
19	New sign over door 9"/1" high letters stating "THIS DOOR TO REMAIN UNLOCKED WHENEVER THE BUILDING IS OCCUPIED"
20	6" x 6" Square International Symbol of Accessibility at primary entrance. -- mount @ 60" a.f.f to c/l
21	New base & upper cabinets -- Refer to detail 6/A301
22	New Base Cabinet & Counter -- Refer to detail 6/A301
23	New Single-Accomodation restroom -- Refer to enlarged plan on sheet A102
24	Existing stairs to 2nd floor storage mezzanine -- No Change
25	New ramp to Platform / 1:12 max slope w/handrails each side -- Refer to details on Sheets DA2 & S402
26	New stairs to platform / 7" Risers (Max) & 11" Treads (Min) w/Handrails each side of stairs / Refer to details on Sheets DA2 & S402
27	New steel frame column -- Refer to structural drawings
28	Location of existing fire sprinkler riser -- No Change
29	Provide handrails each side of ramp -- Refer to details on Sheets DA2 & DA3
30	New 3'-4" Wide x 7'-2" High opening in existing CMU wall -- Refer to detail 8/S401
31	New 3'-4" Wide x 7'-2" High opening in existing CMU wall -- Refer to detail 8/S401
32	48"x66" Clear floor space at wheelchair seating (7 locations provided) -- Readily removable seats may be provided in these locations when such spaces are not required to accommodate wheelchair users. (CBC Section 1104B.3.7)
33	Existing hollow metal door to be removed & re-installed at interior finished floor elevation -- Cut existing wall and provide new opening so that door may be re-installed at new interior finished floor height -- Refer to detail 13/S402
34	Existing hollow metal door to be removed & re-installed at interior finished floor elevation -- Cut existing wall and provide new opening so that door may be re-installed at new interior finished floor height -- Door to be welded shut from inside -- Refer to detail 13/S402
35	"P" -- Indicates stage seat sign on arm rest on aisle side -- Each seat shall be identified by sign or marker with International Symbol of Accessibility

WALL LEGEND

- NEW INTERIOR BEARING WALL: 2x4 O.F. @ STUDS @ 16" O.C. TO 8'-0". WITH 5/8" GYPSUM BOARD EACH SIDE. - USE MOISTURE RESISTANT GYP BD @ TOILET ROOMS. - REFER TO DETAILS 13/S402 & 14/S402.
- NEW INTERIOR NON-BEARING WALL: 2x4 O.F. STUDS @ 24" O.C. TO 8'-0", WITH 5/8" GYPSUM BOARD EACH SIDE - USE MOISTURE RESISTANT GYP BD @ TOILET ROOMS. - REFER TO DETAIL 14/S402 & SHEET S101 FOR TYPICAL DETAILS
- NEW INTERIOR NON-BEARING WALL: 2x4 O.F. STUDS @ 16" O.C. TO 8'-0", WITH 5/8" GYPSUM BOARD EACH SIDE - USE MOISTURE RESISTANT GYP BD @ TOILET ROOMS. - REFER TO DETAIL 14/S402 & SHEET S101 FOR TYPICAL DETAILS
- NEW INTERIOR WALL FURRING: 2 5/8" @ 25 GA. METAL STUDS @ 24" O.C. ATTACHED TO EXIST. CMU WALL - FINISH WITH WITH 5/8" GYPSUM BOARD - REFER TO DETAIL 8/S101
- Existing Interior Non-Bearing Wall: 2x STUDS AT 16" O.C.
- Existing Exterior/Interior Masonry Wall: 8" CONCRETE MASONRY UNITS.
- Existing Exterior Masonry Wall: 12" CONCRETE MASONRY UNITS.
- Existing Masonry Pilaster: 16"x24" CONCRETE MASONRY PILASTER

ARCHITECTURE
10 Rhonark Place Email, #104
Fresno, CA 93720
(559) 486-8520
FAX, (866) 303-2735
EMAIL: jeframe@sbcglobal.net

DESCRIPTIONS	DATE	REVISIONS
BUILDING DEPT. P.C.	7/13/10	1
PLANNING REVISIONS	7/26/10	2
BUILDING DEPT. P.C.	8/09/10	3

BUILDING RENOVATION FOR:
celebrationchurch.cc
TO MAKE A STREET SALINAS, CA 93901

Drawing Title
FLOOR PLAN

Scale: 1/8"=1'-0"

68/69/76

LICENSED ARCHITECT JON FRAME C-27352 REN. 6-30-11 STATE OF CALIFORNIA

SHEET #
A101

G:\ARCHDESK\CEL CHURCH-SALINAS\CC1-A101-FIXED SEATING

THESE DRAWINGS, DESIGNS, SKETCHES, IDEAS & ARRANGEMENTS ARE THE SOLE & EXCLUSIVE PROPERTY OF JON FRAME, ARCHITECT, AND WERE CREATED AND DEVELOPED BY AND FOR THEIR EXCLUSIVE USE ON AND IN CONJUNCTION WITH THIS PROJECT. NOTHING CONTAINED OR REPRESENTED ON THESE DOCUMENTS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WITHOUT EXPRESSED WRITTEN CONSENT OF JON FRAME, ARCHITECT.

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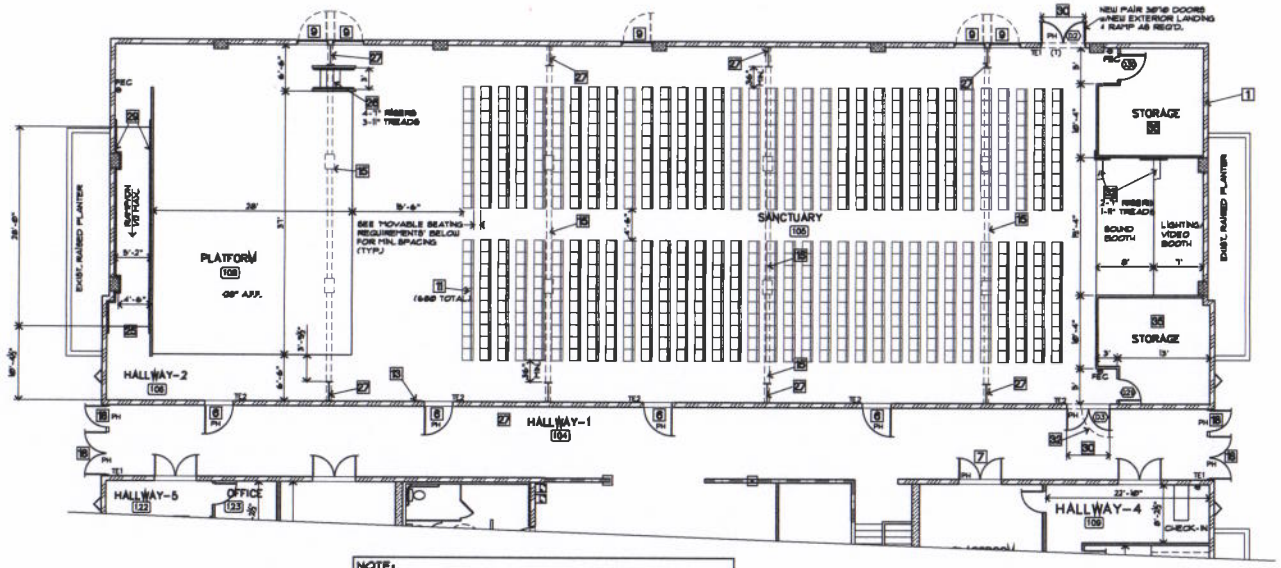

NOTE:
THIS REVISION APPLIES TO WORSHIP AREA ONLY
- REFER TO SHEET A101 FOR ALL OTHER REQUIREMENTS

FLOOR PLAN KEYNOTES

No.	Description
1	Existing concrete masonry exterior wall (No Change)
2	Existing storefront entry door to remain (No Change)
3	Existing storefront glazing to remain (No Change)
4	--- NOT USED -----
5	Existing steps to be filled-in with concrete - Refer to Structural Drawings for detailed requirements
6	Existing interior door to remain (No Change)
7	Existing interior door to remain as exit only (No hardare on pull-side of door)
8	Existing multi-accomodation restrooms with new fixtures - Refer to Plumbing Drawings for detailed requirements
9	Existing exterior door to be permanently locked.
10	--- NOT USED -----
11	New movable seating / Refer to spacing requirements this sheet
12	Occupancy capacity sign stating "MAXIMUM BUILDING OCCUPANCY 1343"
13	Occupancy capacity sign stating "MAXIMUM OCCUPANCY THIS ROOM 938"
14	Fire Department approved Key Box. (See General Notes / Sheet T51)
15	Existing CMU wall and plaster to be removed - Refer to Structural Drawings
16	New interior door (Solid Core) / Match existing - Refer to Door Schedule, Sheet A301
17	New HI/Low wall mounted drinking fountains - Refer to Plumbing Drawings
18	Existing exterior hollow metal door to remain (No Change)
19	New sign over door 8"/1" high letters stating: "THIS DOOR TO REMAIN UNLOCKED WHENEVER THE BUILDING IS OCCUPIED"
20	8" x 8" Square International Symbol of Accessibility at primary entrance. - mount @ 60" a.f.f to c/l
21	New base & upper cabinets - Refer to detail 6/A301
22	New Base Cabinet & Counter - Refer to detail 8/A301
23	New Single-Accomodation restroom - Refer to enlarged plan on sheet A102
24	Existing stairs to 2nd floor storage mezzanine - No Change
25	New ramp to Platform / 1:12 max slope w/handrails each side - Refer to details on Sheets DA2 & S402
26	New stairs to platform / 7" Risers (Max) & 11" Treads (Min) w/handrails each side of stairs / Refer to details on Sheets DA2 & S402
27	New steel frame column - Refer to structural drawings
28	Location of existing fire sprinkler riser - No Change
29	Provide handrails each side of ramp - Refer to details on Sheets DA2 & DA3
30	New 6'-4" Wide x 7'-2" High opening in existing CMU wall - Refer to detail 8/S401
31	New 3'-4" Wide x 7'-2" High opening in existing CMU wall - Refer to detail 8/S401
32	New stairs to sound/lighting booth / 7" Risers (Max) & 11" Treads (Min) w/handrail on one side of stairs / Refer to details on Sheets DA2 & S402
33	Existing hollow metal door to be removed & re-installed at interior finished floor elevation - Cut existing wall and provide new opening so that door may be re-installed at new interior finished floor height - Refer to detail 13/S402
34	Existing hollow metal door to be removed & re-installed at interior finished floor elevation - Cut existing wall and provide new opening so that door may be re-installed at new interior finished floor height - Door to be swinged shut from inside - Refer to detail 13/S402
35	TENANT'S OPTION: - Provide 2X8 ceiling joists @ 24" o.c. 9/8/8" gyp. bd. ceiling - Joists shall run in the shortest possible direction - Finished ceiling height to be determined - Refer to detail 8/S101

WALL LEGEND

NEW INTERIOR BEARING WALL
2x4, 0.F., @ STUDS @ 16" O.C. TO 8'-0".
WITH 5/8" GYPSUM BOARD EACH SIDE
- USE MOISTURE RESISTANT GYP BD @ TOILET ROOMS.
- REFER TO DETAILS 13/S402 & 14/S402.

NEW INTERIOR NON-BEARING WALL
2x4 O.F., STUDS @ 24" O.C. TO 8'-0",
WITH 5/8" GYPSUM BOARD EACH SIDE
- USE MOISTURE RESISTANT GYP BD @ TOILET ROOMS.
- REFER TO DETAIL 14/S402 & SHEET S101 FOR TYPICAL DETAILS

NEW INTERIOR NON-BEARING WALL
2x4 O.F., STUDS @ 16" O.C. TO 8'-0",
WITH 5/8" GYPSUM BOARD EACH SIDE
- USE MOISTURE RESISTANT GYP BD @ TOILET ROOMS.
- REFER TO DETAIL 14/S402 & SHEET S101 FOR TYPICAL DETAILS

NEW INTERIOR WALL FURRING
2" 0.F. @ 24" O.C. DETAIL STUDS @ 24" O.C. ATTACHED TO EXIST. CMU WALL
- FINISH WITH 5/8" GYPSUM BOARD
- REFER TO DETAIL 9/S101

Existing Interior Non-Bearing Wall
2x STUDS AT 16" O.C.

Existing Exterior Interior Masonry Wall
8" CONCRETE MASONRY UNITS.

Existing Interior Masonry Wall
12" CONCRETE MASONRY UNITS.

Existing Masonry Planter
12"-16" CONCRETE MASONRY PLANTER

LEGEND

- (X) KEY NOTE
- (X) DOOR DESIGNATION (REFER TO SHEET A301)
- XXX ROOM DESIGNATION
- PH INDICATES PANIC HARDWARE REQUIRED
  -MOUNT BETWEEN 30 INCHES & 44 INCHES A.F.F.
- TE1 INDICATES TACTILE "EXIT" SIGN
- TE2 INDICATES TACTILE "EXIT ROUTE" SIGN
  -REFER TO SIGNAGE DETAILS ON SHEET DA2
- (T) INDICATES EXTERIOR ALUMINUM THRESHOLD PER DETAIL 2/A301
- FEC INDICATES NEW TYPE 2A-10BC FIRE EXTINGUISHERS PLACED NOT TO EXCEED 75 FEET OF TRAVEL FROM ANY POINT IN THE BUILDING AND NOT HIGHER THAN 60 INCHES ABOVE THE FLOOR.

HANDICAP ACCESSIBILITY DETAIL REFERENCES

REFER TO SHEET DA1 FOR:
A) MANEUVERING CLEARANCES AT DOORS
B) MINIMUM CLEAR FLOOR SPACE FOR WHEELCHAIRS
C) SPACE ALLOWANCE & REACH RANGE ALONG AN ACCESSIBLE ROUTE
D) CLEARANCES AROUND OBJECTS PROTRUDING FROM WALLS ALONG AN ACCESSIBLE ROUTE

REFER TO SHEET DA2 FOR:
A) SIGNAGE REQUIREMENTS FOR BRAILLE, HEARING IMPAIRED & BUILDING ENTRANCE
B) STAIRWAY ACCESSIBILITY (NOT STRUCTURAL REQ'TS.)
C) RAMP SLOPE & HANDRAIL REQUIREMENTS
D) CURB RAMPS

REFER TO SHEET DA3 FOR:
A) MULTIPLE ACCOMODATION RESTROOMS & TOILET STALLS
B) SINGLE ACCOMODATION RESTROOM CLEARANCES
C) PLUMBING FIXTURE CLEARANCES
D) PUBLIC RESTROOM DOOR SIGNAGE
E) CONTROLS, SWITCHES & OUTLET MOUNTING HEIGHT
F) TOILET ACCESSORY MOUNTING HEIGHT
G) HANDRAIL AND GRAB BAR MOUNTING REQ'TS.

MOVABLE SEATING REQUIREMENTS

CLEAR WIDTH BETWEEN CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.1
"WHEN SEATING ROWS HAVE 14 OR LESS SEATS, THE MINIMUM CLEAR WIDTH BETWEEN ROWS SHALL NOT BE LESS THAN 12 INCHES MEASURED AS THE CLEAR HORIZONTAL DISTANCE FROM THE BACK OF THE ROW AHEAD AND THE NEAREST PROJECTION OF THE ROW BEHIND."

CLEAR WIDTH BETWEEN CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.1
"FOR ROWS OF SEATING SERVED BY AISLES OR DOORWAYS AT BOTH ENDS..... THE MINIMUM CLEAR WIDTH OF 12 INCHES BETWEEN ROWS SHALL BE INCREASED BY 0.3 INCH FOR EVERY ADDITIONAL SEAT BEYOND 14."
- ALL OTHER ROWS REQUIRE MIN 12" CLR. SPACE

BONDING OF CHAIRS PER CALIFORNIA FIRE CODE SECTION 2501.10.3
"LOOSE CHAIRS THAT ARE NOT FIXED TO THE FLOOR SHALL BE BONDED TOGETHER IN GROUPS OF 3 OR MORE."
EXCEPTIONS
1. WHEN NOT MORE THAN 300 SEATS ARE PROVIDED, BONDING IS NOT REQUIRED.
2. THE BONDING OF CHAIRS IS NOT REQUIRED WHEN TABLES ARE PROVIDED, AS WHEN THE OCCUPANCY IS USED FOR DINING OR SIMILAR PURPOSES.

READILY REMOVABLE SEATS WHERE SHOWN, SHALL NOT BE FIXED TO THE GROUND IN ORDER TO ALLOW REMOVAL TO ACCOMMODATE FOR WHEELCHAIR USERS.

ASSISTIVE LISTENING SYSTEM

AN ASSISTIVE LISTENING SYSTEM IS REQUIRED FOR THE SANCTUARY AREA OF THIS TENANT.
- PROVIDE RECEIVERS FOR A MINIMUM OF 4% OF TOTAL SEATING (27 REQUIRED)
- SYSTEM MUST BE IN PLACE AND OPERATIONAL AT TIME OF FINAL INSPECTION
- REFER TO SHEET DA3 FOR REQUIRED SIGNAGE

ARCHITECTURE
10 Sierra Park Ct., #104
Fresno, CA 93720
(559) 435-8330
FAX (559) 302-2728
EMAIL jon@frameArchitecture

symbols	date	comments
	7/12/10	BUILDING DEPT. P.C.
	7/12/10	TENANT'S REVISIONS
	8/26/10	BUILDING DEPT. P.C.
	10/19/10	TENANT'S REVISIONS
	2/22/11	FIELD CORRECTION REVISIONS
		-
		-

BUILDING RENOVATION FOR:
celebrationchurch.cc
TO OAKS STREET
SALINAS, CA 93901

Drawing Title
ALTERNATE FLOOR PLAN

N

Scale: 1/8"=1'-0"

02/22/11

LICENSED ARCHITECT
JON FRAME
C-27352
REN. 8-31-11
STATE OF CALIFORNIA

SHEET #
A101B

G:\PROJECTS\CEL CHURCH-SALINAS\CDS-A101 - TURNED ALTERNATE.dwg

GENERAL PLAN AMENDMENT 2017-002 (GPA 2017-002) FROM GENERAL COMMERCIAL/LIGHT INDUSTRIAL TO ARTERIAL FRONTAGE; AND REZONE 2017-001 (RZ 2017-001) FORM INDUSTRIAL-GENERAL COMMERCIAL TO MIXED ARTERIAL FRONTAGE; CONDITIONAL USE PERMIT (CUP 2017-019) TO ESTABLISH AND OPERATE RELIGIOUS ASSEMBLY USE
MITIGATION MONITORING AND REPORTING PROGRAM
10 SIMAS STREET

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
CU-1	In the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Public Resources Code Section 21083.2.	To ensure compliance with Public Resources Code Section 21083.2	Applicant, or Successor in Interest	Community Development Department, Current Planning	During grading/ construction activities
TCR-1	In the event that cultural materials are encountered during grading/construction, all work shall cease until the find has been evaluated and mitigation measures put in place for the disposition and protection of any find pursuant to Public Resources Code Section 21083.2.	To ensure compliance with Public Resources Code Section 21083.2	Applicant, or Successor in Interest	Community Development Department, Current Planning	During grading/ construction activities

Ohlone/Costanoan-Esselen Nation

Previously acknowledged as
The San Carlos Band of
Mission Indians
The Monterey Band
And also known as
O.C.E.N. or Esselen Nation
P.O. Box 1301
Monterey, CA 93942

www.ohlonecostanoanesselennation.org.

December 18, 2017

Bobby Latino
Associate Planner
City of Salinas Community Development Department
65 West Alisal Street
Salinas, CA 93901

Re: 295 Sun Way Project and 10 Simas Street, Salinas, CA - General Plan Amendments– As stated General Plan Amendment
AB52 and SB18 – 90 Days consultation period

Saleki Atsa,

Ohlone/Costanoan-Esselen Nation is an historically documented previously recognized tribe. OCEN is the legal tribal government representative for over 600 enrolled members of Esselen, Carmeleno, Monterey Band, Rumsen, Chalon, Soledad Mission, San Carlos Mission and/or Costanoan Mission Indian descent of Monterey County. Though other indigenous people may have lived in the area, the area is the indigenous homeland of our people. Included with this letter please find a territorial map by Taylor 1856; Levy 1973; and Milliken 1990, indentifying Tribal areas.

Ohlone/Costanoan-Esselen Nation objects to all excavation in known cultural lands, even when they are described as previously disturbed, and of no significant archaeological value. Please be advised that it is our first priority that our ancestor's remains be protected and undisturbed. We desire that all sacred burial items be left with our ancestors on site or as culturally determined by OCEN. All cultural items returned to Ohlone/Costanoan-Esselen Nation. We ask for the respect that is afforded all of our current day deceased, by no other word these burial sites are cemeteries, respect for our ancestors as you would expect respect for your deceased family members in today's cemeteries. **Our definition of respect is no disturbance.**

OCEN's Tribal leadership desires to be provided with:

Archaeological reports/surveys, including subsurface testing, and presence/absence testing.
OCEN request to be included in mitigation and recovery programs,
Reburial of any of our ancestral remains,
Placement of all cultural items, and that
A Native American Monitor of Ohlone/Costanoan-Esselen Nation, approved by the OCEN Tribal Council is used within our aboriginal territory.
Cultural and Tribal sections to reflect Tribal request.

Projects affecting the General Plan allow for 90 days response according to SB18. We ask that a sacred lands search with the Northwest Information Center, Sonoma State University and the Native American Heritage Commission. Please feel free to contact me at (408) 629-5189. Nimasianexelpasaleki. Thank you

Sincerely and Respectfully Yours,

Louise J. Miranda Ramirez, Chairperson
Ohlone/Costanoan-Esselen Nation
(408) 629-5189
Cc: OCEN Tribal Council

File #: ID#19-606, **Version:** 1

Ordinance Regarding Commercial Cannabis Business License Tax Rates

Adopt an Ordinance amending Salinas Municipal Code (SMC) Sec. 19A.10.070 repealing the scheduled automatic business license tax increase for Commercial Cannabis Businesses. (Second Reading)

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **NOVEMBER 19, 2019**

DEPARTMENT: **FINANCE DEPARTMENT**

FROM: **MATT N. PRESSEY, CPA, FINANCE DIRECTOR**

BY: **KELLY MILLER, PLANNING CONSULTANT (RINCON CONSULTANTS)**

TITLE: **ORDINANCE REGARDING COMMERCIAL CANNABIS BUSINESS LICENSE TAX RATES**

RECOMMENDED MOTION:

A motion to adopt an ordinance amending Salinas Municipal Code (SMC) Sec. 19A.10.070 repealing the scheduled automatic business license tax increase for commercial cannabis businesses (CCBs).

RECOMMENDATION:

Staff recommends that the City Council adopt an ordinance amending Salinas Municipal Code (SMC) Sec. 19A.10.070 repealing the scheduled automatic business license tax increase for CCB.

EXECUTIVE SUMMARY:

The current tax rate for CCB is scheduled to automatically increase on January 1, 2019. Staff is requesting the City Council repeal the scheduled tax increase because it may jeopardize what the City currently receives.

DISCUSSION:

Current and Scheduled Tax Rates for Commercial Cannabis Businesses

The City of Salinas collects a business license tax from the City's permitted CCBs. The following CCB types are taxed: cultivation, dispensary, delivery, and manufacturing.

Tax rates on CCBs were approved by Salinas Voters via Measure L on November 8, 2016. A "NO" vote was a vote against imposing a business tax on commercial cannabis businesses. A "YES" vote was a vote for establishing initial tax rates along with a scheduled increase after three years. Measure L passed with 74.18 percent "YES" votes. The measure was codified as Chapter 19A of the Salinas Municipal Code.

Pursuant to Section 19A.10.070, the City's current cannabis business tax rates are as follows:

Cultivation:	$15 per square foot of canopy area
Dispensary/ Delivery/ Manufacturing:	5% of gross receipts

The code has a scheduled automatically increase, which would be applied beginning January 1, 2020 and would establish the following increased rates:

Cultivation:	$25 per square foot of canopy area, then automatically adjusted, and adjusted annually, based on the Consumer Price Index
Dispensary/ Delivery/ Manufacturing:	10% of gross receipts

Considerations Regarding the Scheduled Tax Rate Increase

The commercial cannabis industry has grown steadily but slowly in Salinas throughout the past several years. Taxes and other industry-specific expenses are obstacles to entry and sustainability for prospective and operational CCB permit-holders. Industry-specific taxes and expenses for CCBs in Salinas include the following:

- 15% State excise tax
- State license fee (varies)
- Local taxes (described above)
- Application fee for a new permit: $3,144.75
- Annual permit renewal fee: $1,443.25
- Annual monitoring fees: between $16,000 and $27,000 (varies based on business type)

The expenses listed above are unique to the cannabis industry and are in addition to the normal expenses that any business faces, as well as other unique expenses such as the high level of product monitoring and security that is required of CCBs.

Staff has observed that the financial and regulatory challenges for CCBs have delayed the ability of some permitted businesses to commence commercial operations, and have challenged the ability of operational businesses to maintain viability. Furthermore, it is generally believed that throughout California the expenses associated with operating a legally compliant CCB have resulted in high product prices, which in turn sustains the illegal/black market despite the maturation of the legal adult-use (recreational) market.

While a substantial amount of regulatory expenses and taxes is inherent in the commercial cannabis industry, reasonable limits to these expenses should be maintained. Therefore, a repeal of the scheduled tax increase should be considered. As described below under Fiscal and Sustainability Impact, substantial tax revenue is already being collected at the current rates,

whereas a rate increase could potentially result in tax revenue reduction if some businesses are no longer able to remain compliant and profitable.

There is local precedent for adjusting tax rates to reduce the financial burden on CCBs. On July 24, 2018, Monterey County reduced the rate on cannabis cultivation per square foot of canopy area from $15 to $5 (for greenhouse grows) or $8 (for indoor grows). Scheduled rate increases will reach a maximum of $15 per square foot of canopy area. The County's rates for other cannabis business types currently range from three percent to four and a half percent, with scheduled incremental increases.

CEQA CONSIDERATION:

The proposed actions are not projects as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines section 15378).

DEPARTMENT COORDINATION:

The Finance Department coordinated with the Community Development Department and the City Attorney's Office on this report and recommendation.

STRATEGIC PLAN INITIATIVE:

The Commercial Cannabis pertains to the following City Council goals: 1: Economic Diversity and Prosperity; Goal 2: Safe, Livable Community; and Goal 3: Effective, Sustainable Government.

FISCAL AND SUSTAINABILITY IMPACT:

The table below shows tax revenue collected during 2018 and the first two quarters of 2019. Total revenue for 2019 is projected by doubling revenue collected during Quarter 1 (Q1) and Q2.

Commercial Cannabis Business Tax Collected 2018-19

Q1 2018	Q2 2018	Q3 2018	Q4 2018	Q1 2019	Q2 2019
120,736.87	143,838.70	328,894.12	276,979.18	332,421.50	352,270.40

2018 Total Tax Revenue: $870,448.87

2019 Projected Total Tax Revenue: $1,369,383.80

Taxes collected to date are all from dispensary, delivery, and manufacturing businesses, at the current rate of five percent of gross receipts[1]. Based on the total projected tax revenue for 2019, the scheduled rate increase (to ten percent) would collect an additional $1.3 million annually.

[1] Permits for cultivation have been issued but no cultivation business has commenced business operations as of the writing of this report

However, as described above, the rate increase could also have a reverse effect by impacting the viability of some operational businesses, and by preventing new applicants from pursuing business or successfully opening for business in the City. If the tax increase resulted in the closure of businesses that are paying the current rates, the rate increase could result in a net loss of tax revenue.

Salinas Municipal Code Description of Cannabis Tax Authority

City Council is authorized to amend or repeal the City's cannabis business tax. City Council may also, later, restore the rate of tax to any level not exceeding that described in Section 19A of the Salinas Municipal Code. Amendment and repeal of the City's cannabis business tax is governed by Section 19A.10.330, as follows:

> This chapter may be repealed or amended by the City Council without a vote of the people. However, as required by Chapter XIIIC of the California Constitution, voter approval is required for any amendment provision that would increase the rate of any tax levied pursuant to this chapter. The voters of the city affirm that the following actions shall not constitute an increase of the rate of a tax:
>
> a) The restoration of the rate of the tax to a rate that is no higher than that set by this chapter, if the City Council has acted to reduce the rate of the tax;
>
> b) An action that interprets or clarifies the methodology of the tax, or any definition applicable to the tax, so long as interpretation or clarification (even if contrary to some prior interpretation or clarification) is not consistent with the language of this chapter;
>
> c) The establishment of a class or person that is exempt or excepted from the tax or the discontinuation of any such exemption or exception (other than the discontinuation of an exemption or exception specifically set forth in this chapter); or
>
> d) The collection of the tax imposed by this chapter, even if the city had, for some period, failed to collect the tax.

ATTACHMENTS:

1. Ordinance

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

AN ORDINANCE AMENDING THE MUNICIPAL CODE REGARDING THE COLLECTION OF ASSESSMENTS FOR THE SALINAS UNITED BUSINESS ASSOCIATION (SUBA) BUSINESS IMPROVEMENT AREA

BE IT ORDAINED BY THE COUNCIL OF SALINAS as follows:

SECTION 1. Section 19A.10.070 of the Salinas Municipal Code is hereby amended as follows:

"19A.10.070. Amount of cannabis business tax owed.

(a) Every person whether it is a "not for profit", "a nonprofit" or a "non-profit organization" as defined in this section, or a for-profit entity who is engaged in a Commercial Cannabis Cultivation business in the city shall pay an annual cannabis business tax on medical marijuana and non-medical marijuana where it is permissible by both state and local law. The tax shall be set at a rate of fifteen dollars per square foot of canopy space utilized in connection with cultivation of marijuana. The tax rate may be increased by Resolution of the City Council up to twenty- five dollars per square foot. Beginning on January 1, 2021, and each succeeding year thereafter, the amount of each tax imposed by this section may be adjusted by Resolution of the City Council up to the equivalent to the most recent change in the annual average of the Consumer Price Index ("CPI") for all urban consumers in the San Francisco-Oakland-San Jose areas as published by the United States Government Bureau of Labor Statistics; however, no such adjustment shall decrease any tax imposed by this section.

The tax set forth in this subsection shall be applicable to all portions of a cultivation operation except nursery operations. Every person whether it is a "not for profit" or a "non-profit organization" as defined in this section, or a for-profit entity who is engaged in a commercial cannabis business in the city that is dedicated exclusively to a nursery operation shall pay an annual cannabis business tax on medical marijuana and non-medical marijuana, where it is permissible by both state and local law. Nursery operations shall be taxed at the rate of two dollars per square foot of canopy space utilized in connection with cultivation of marijuana. The tax rate may be increased by Resolution of the City Council up to five dollars per square foot. Beginning on January 1, 2021, and each succeeding year thereafter, the amount of each tax imposed by this section may be adjusted by Resolution of the City Council up to the equivalent to the most recent change in the annual average of the Consumer Price Index ("CPI") for all urban consumers in the San Francisco-Oakland-San Jose areas as published by the United States Government Bureau of Labor Statistics; however, no such adjustment shall decrease any tax imposed by this section. The city must be notified immediately if any portion designated as a nursery is converted to another use. If a subsequent inspection by the city or its representatives discovers that an area designated as nursery is in fact being used for other cultivation purposes, the cultivation business shall be responsible to pay the tax rates described in this section back to the previous city inspection, including any penalties and interest.

(b) Every person whether it is a "not for profit", "a nonprofit" or a non-profit organization" as defined in this section, or a for-profit entity who is engaged in business as a dispensary, delivery

service, or manufacturer of commercial Cannabis in the city shall pay an annual cannabis business tax on medical marijuana and non-medical marijuana where permissible by both state and local law. The tax shall be set at five percent of the gross receipts annually. The tax rate may be increased by Resolution of the City Council up to ten percent of the annual gross receipts."

SECTION 2. Severability. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The Salinas City Council hereby declares that it would have passed this ordinance, and each and every section, subsection, clause, and phase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 4. Effective Date. This Ordinance will take effect thirty (30) days from and after its adoption.

SECTION 4. California Environmental Quality Act. This ordinance is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Guidelines section 15061(b)(3). This exemption is allowed when the activity, in this case the recommendation of adoption of the ordinance, does not have the potential for causing a significant effect on the environment.

PASSED AND ADOPTED this _____ day of _____, 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Joe Gunter, Mayor

ATTEST:

_____

Patricia M. Barajas, City Clerk

APPROVED AS TO FORM:

_____

Christopher A. Callihan, City Attorney